UNCTAD Toolkit for Sustainable Freight Transport

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• Over recent years, sustainable transport has been given particular consideration within the framework of global sustainable development, as illustrated by the outcomes of the United Nations Conference on Sustainable Development (RIO+20) (*the future we want*, 2012), and UNCTADXIII (*Doha mandate*, 2012) and UNCTAD XIV (*MAAFIKIANO, mandate 2016*).

• In addition, the United Nations General Assembly adopted the resolution on the "Role of transport and transit corridors in ensuring international cooperation, stability and sustainable development" in 2014, and recognizing the fundamental role of sustainable transport in fighting climate change and achieving the sustainable future we want, Secretary-General Ban Ki-Moon convened the first ever *Global Conference on Sustainable Transport*, in 2016 in Ashgabat, Turkmenistan.

Accordingly, UNCTAD has, over recent years, intensified its efforts to mainstream the concept of sustainability into its various areas of activities.
Why Sustainable Freight Transport (SFT) Toolkit?

The importance of freight transport as a trade enabler, engine of growth and a driver of social development is widely recognized. However, the associated adverse impacts of freight transport activity on the environment, human health and climate are also cause for concern.

If left unchecked, unsustainable patterns are likely to undermine any progress made to the implementation of the 2030 Agenda for Sustainable Development and the 2015 Paris Climate Agreement.

KEY DATA

Global freight transport volumes are projected to grow 4 time by 2050, driven in particular by economic growth in developing countries.

• Freight transport energy consumption could increase by 60% from 2012 to 2050 under business-as-usual scenario.
• Freight transport activity currently account for 7% of Global economy-wide GHG emissions and are expected to grow by a factor of 3.9 by 2050.
• Freight transport activity accounts for about 35-60% of total logistics cost depending on commodity type and supply chain.
• Transport-related externalities, road accidents, congestion, air pollution in many developing countries accounts for 6-10% of GDP.
## Transport and Trade Facilitation and Linkages to SDGs

### UNCTAD’s View

<table>
<thead>
<tr>
<th>SDG</th>
<th>Objective</th>
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<tbody>
<tr>
<td>1.a</td>
<td>Poverty</td>
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<td>1.5</td>
<td>Resilience of the poor and those in vulnerable situations and reduce their exposure and vulnerability to climate-related extreme events.</td>
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<td>3.6</td>
<td>Deaths and injuries from road traffic accidents.</td>
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<td>3.9</td>
<td>Deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination.</td>
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<td>7.3</td>
<td>Energy efficiency.</td>
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<td>8.2</td>
<td>Productivity of economies through diversification, technological upgrading and innovation.</td>
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<tr>
<td>9.1</td>
<td>Quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure.</td>
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<td>9.a</td>
<td>Sustainable and resilient infrastructure development.</td>
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<td>9.C</td>
<td>Access to information and communications technology.</td>
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<td>10.a</td>
<td>Special and differential treatment for developing countries.</td>
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<td>11.2</td>
<td>Access to safe, affordable, accessible and sustainable transport systems for all.</td>
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<td>11.b</td>
<td>Sustainable and resilient cities and human settlements.</td>
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<td>11.6</td>
<td>Environmental impact of cities.</td>
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<tr>
<td>13.1</td>
<td>Resilience and adaptive capacity to climate-related hazards and natural disasters.</td>
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<td>13.2</td>
<td>Climate change and national policies, strategies and planning.</td>
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<td>13.3</td>
<td>Education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation.</td>
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<tr>
<td>14.1</td>
<td>Marine pollution of all kinds.</td>
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<tr>
<td>14.2</td>
<td>Sustainably manage and protect marine and coastal ecosystems.</td>
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<td>14.7</td>
<td>Economic benefits to SIDS and LDCs from the sustainable use of marine resources.</td>
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<tr>
<td>14.c</td>
<td>Conservation and sustainable use of oceans and their resources.</td>
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<td>16.5</td>
<td>Reducing corruption and bribery.</td>
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<tr>
<td>16.6</td>
<td>Accountable and transparent institutions.</td>
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<td>16.7</td>
<td>Responsive, inclusive, participatory and representative decision-making.</td>
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<td>16.B</td>
<td>Promote and enforce non-discriminatory laws and policies for sustainable development.</td>
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<td>17.3</td>
<td>Mobilize additional financial resources for developing countries from multiple sources.</td>
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<td>17.10</td>
<td>Promote a universal, rules-based, open, non-discriminatory and equitable multilateral trading system under the WTO.</td>
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<td>17.11</td>
<td>Increase the exports of developing countries, in particular with a view to doubling the least developed countries’ share of global exports.</td>
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<td>17.12</td>
<td>Timely implementation of duty-free and quota-free market access on a lasting basis for all least developed countries.</td>
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<td>17.14</td>
<td>Enhance policy coherence for sustainable development.</td>
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<td>17.17</td>
<td>Encourage and promote effective public, public-private, and civil society partnerships, building on the experience and resourcing strategies of partnerships.</td>
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Sustainable Freight Links to Other International Processes

Making freight transport more sustainable promotes achievement of multiple international development agendas

- New Urban Agenda
- Paris Agreement
- Addis Ababa Action Agenda
- Sendai Framework for Disaster Risk Reduction
- Vienna Programme of Action for LLDCs
- SIDS Accelerated Modalities of Action (SAMOA) Pathway
- Decade of Action for Road Safety
- Istanbul Programme of Action for LDCs
What is Sustainable Freight Transport?

**ECONOMIC**
Trade competitiveness, transport costs, energy efficiency, quality and reliability, Infrastructure investment and fiscal burden, freight productivity, sustainable production and consumption, resilience and operational continuity, Connectivity and market access.

**ENVIRONMENTAL**
Air pollution, GHG emissions, water pollution, resource depletion, land use and habitat fragmentation, waste, biodiversity and ecosystems, soil quality & climate resilience.

**SOCIAL**
Safety, security, employment, labour conditions, affordability, aesthetic impacts, cultural preservation, health and noise and vibration.

Sustainable Freight
By promoting to **sustainable freight transport systems** today, developing countries will be better prepared to reap future economic, social and environment benefits.

• Promoting sustainable freight transport systems provides an opportunity for developing countries to work towards improving efficiencies in freight transport, addressing the transport infrastructure needs and capacity requirements, while at the same time reducing the sector’s negative externalities.

• Not seizing this opportunity may lead to increased future costs, including in terms of retrofitting existing infrastructure and equipment, shifting to new technologies and changing operating practices - given the long life cycles of transport infrastructure and assets that can lock in unsustainable patterns.
• UNCTAD has, over recent years, intensified its work on sustainable freight transport to help developing countries mainstreaming sustainability considerations into their freight transport-related policies, plans, operations, and investment decisions.

• UNCTAD’s interventions aim to build and strengthen the capacity of key freight transport stakeholders, including government authorities, policy makers, transport infrastructure managers, freight transport and logistic service providers, and shippers, to **effectively plan, design, develop, and implement sustainable freight transport solutions**.
UNCTAD SFT TOOLKIT

1) UNCTAD SFT Portal
https://unctadsftportal.org/

2) Training Programme

3) UNCTAD SFT Framework
https://sft-framework.org/
1) UNCTAD SFT Portal

https://unctadsftportal.org/
UNCTAD SFT Portal is a platform that provides general information, best practices, and material related to sustainability in freight transport - across various modes (maritime, road, rail, aviation), using the three pillars of sustainability.
i) **SFT Map** - is an interactive map which allows to easily identify selected national and regional strategies aimed at promoting SFT in various countries or regions.
ii) **SFT Global Activities** allows users to easily search and access information about institutions and organizations working on SFT across all modes of transport.
iii) SFT Online Training Modules/Case studies/Best practices aims to build and strengthen the capacity, skills, and knowledge of freight transport stakeholders (public and private) interested in advancing the sustainable freight transport agenda.
2) UNCTAD SFT Training Programme
2) UNCTAD SFT Training Programme

Dedicated comprehensive training programme that covers: all modes of transport, multimodal and corridors, as well as city logistics and urban freight transport, and finance.

The training can be tailored to suit the expectations and needs of various stakeholders from developing countries, different regions.

The UNCTAD sustainable freight training course consists currently of 14 modules comprising numerous PowerPoint presentations.
3) UNCTAD SFT Framework

https://sft-framework.org/
UNCTAD SFT Framework is a web-based step-by-step methodology that help in planning, designing, developing, and implementing adequate strategies that promote sustainable freight transport systems. The Framework is applicable within and across modes of transport and to different stakeholders (public and private) and in various geographical areas (national, regional, corridor, rural/urban, etc.).
The UNCTAD SFT Framework is articulated around six Steps (Diagnosis, Visioning, Targets, Implementation, Partnership & Programme, Monitoring & Evaluation) and one set of crosscutting Enabling Factors.

- The target audience of the Framework spans all relevant players (public and private) from within and outside the freight transport sector.
i. A Self-Assessment Questionnaire: allows for a qualitative evaluation of the current status and performance of freight transport along the three dimensions of sustainable transport (economic, environmental and social).

ii. A filterable Key Performance Indicators (KPIs) List: features more than 250 indicators related to sustainable freight transport. These can be used to measure performance and progress against the objectives set in the sustainable freight transport strategy.

iii. A Sustainable Freight Transport Measures Catalogue: includes more than 300 measures that can support the design and implementation of a sustainable freight transport strategy.
UNCTAD SFT Training Modules with UNCTAD SFT Framework

1. Diagnosis
2. Visioning
3. Targets
4. Implementation
5. Partnership
6. Enabling factors

- Environmental Costs
- Measurement
- Framework
- Introduction
- Targets
- Implementation
- Freight Transport Intensity
- Scaling-up Green Freight Initiatives
- Financing Interventions

- City Logistics
- Greening the Maritime Supply Chain
- Reducing emissions per unit of energy
- Energy Efficiency
- Vehicle Utilisation
- Modal Shift

Reference Generic Framework
Training Course
Thank you

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