“Sustainable freight transport in support of the 2030 Agenda for Sustainable Development”

Implementing Sustainable Freight Transport using UNCTAD SFT Framework

by

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Outline

• What is Sustainable Freight Transport?
• Is it a prerequisite for SDG's?
• What is UNCTAD SFT Framework?
• Examples (Corridor, SIDS)
• Next Steps?
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, gender, health and noise and vibration

What is at Stake?

- **2010**: Decade of Action for Road Safety 2011–2020
- **2014**: Vienna Programme of Action for LDCs
- **2015**: 2030 Agenda for Sustainable Development
- **2015**: COP 21 – Paris Agreement
- **2015**: Addis Ababa Action Agenda
- **2016**: New Urban Agenda
- **2016**: CORSIA - ICAO
- **2018**: IMO Emission Reduction Agreement

SUSTAINABLE FREIGHT TRANSPORT
Decade of Action on Road Safety

Road traffic death rate (per 100,000 population)

The annual impact is estimated to be in the region of 3% of GDP

“To halve deaths and serious injuries on the world’s roads by 2020” - SDG

Source: WHO

Sustainable Freight for Sustainable Development

Strong Impact
Paris Agreement – “Well Below 2°C”

Freight CO2 Emissions

- CURRENT ~ 30 gCO2/tonne-km
- ~ 4 Billion Tons of CO2
- 6 ~ 9 Billion Tons
- 1~1.5 Billion Tons
- 2050, BAU
- 2050, 1.5 Degree
- 6-DEGREE ~ 35 gCO2/tonne-km
- 1.5-DEGREE ~ 5 gCO2/tonne-km

Role of Freight in Climate Mitigation?

Freight emission share in transport CO2 emissions increased from 35% in 2000 to 41% in 2015

- Low Carbon Modelling (400 Measures)
- NDC (164)
- Climate Finance (215 Projects)

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<thead>
<tr>
<th>Percentage</th>
<th>Passenger (%)</th>
<th>Freight (%)</th>
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<td>89%</td>
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<td>73%</td>
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<td>26%</td>
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<td>44%</td>
<td>14%</td>
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Which “measure” to Implement?

- eHighway Stockholm?
- Colombo Porters?
- Railway in East Africa?
- Chicken in Hanoi?
- Congestion Pricing Singapore?
- Port of Long Beach?

UNCTAD Reference Framework for Sustainable Freight Transport

- Diagnosis
- Visioning
- Enabling Factors
- Targets
- Implement
- Monitoring & Evaluation

- Partnership & Program
- 300 SFT Measures
- 250 KPI’s
- Capacity Building Toolkit
- Framework
- Dedicated Website
- Qualitative Model
- Emission Model
Capacity Building - Sustainable Freight Transport Training Modules

- Introduction
- Global Overview and Status
- Framework, Measurement and Diagnosis
- Visioning (Goals, Objectives, Targets)
- Implementation
- KPI's
- Reducing Freight Intensity + Modal Shift + Improving vehicle utilization
- Reducing Freight Intensity + Switching to lower emission energy sources + Increasing energy efficiency in freight transport + SFT Program, Initiatives and Financing

UNCTAD SFT Framework – Central Corridor

- Reduced Emissions
  1. Reduce Air pollution
  2. Reduce GHG Emissions
- Improved Health
  1. Reduce freight transport accident fatalities
  2. Improve labour conditions
- Improved Trade Competitiveness
  1. Reduce Freight Costs
  2. Improve Energy Efficiency
  3. Reduce Travel Time and Delays
  4. Improve Infrastructure
  5. Improve freight productivity
  6. Improve accessibility and connectivity
  7. Improve security for freight movement
  8. High employment generation

• By 2030, Central Corridor is a “Sustainable Economic Value Corridor”
• Draft Strategy - 2018-2023
• ~ 5 targets, 18 Strategies

Prof Alan McKinnon
Mr. Sudhir Gota
Prof Michele Acciaro
Northern Corridor Sustainability Assessment

High growth in Port traffic
Steady progress in improving overall logistics performance
Improved efficiency of the clearance process by border control agencies
Single Gauge Railway (SGR)
Gradual Improvement in road and port infrastructure
Increased ability to track and trace consignments
Reduction in corridor physical checks
Roadside Stations
Newer Trucks
Low Sulphur Fuel
Improved Monitoring (police/data/technology)

Northern Corridor Strategic Plan 2017-2021 – “To be a Smart, Sustainable, Economic and most Competitive Trade and Transport Corridor in Africa”

Project for Master Plan on Logistics in Northern Economic Corridor – “To be the Leading Economic Corridor with Integrated Transport and Logistics Systems in Africa”

UNCTAD SFT Framework – Caribbean

- Limited data and resources
- Focus on “no-regret” or “quick wins”
- Co-benefits
- Eco-driving Training
- Caribbean Development Bank - Transport Sector Policy, Strategy and Operational Guidelines

Port - Quick Win Initiatives
- Emissions Action Plan (EAP) for Ports
- Retrofit, Repower, Refuel and Replace - “Old” Trucks and Equipment
- Climate Proofing Plan for the Caribbean Ports
- Implement ISO 14000 environmental standards

Regional Quick Win Initiatives
- Technology Verification Program
- Regional Sustainable Logistics Observatory in the Caribbean Region
- Truck Operator Labelling Scheme
- Sustainable Freight Capacity-Building Initiative
- Eco-Driving Regional Training
- Regulating Import of Old Inefficient Trucks
- Promoting Alternative Fuels
UNCTAD SFT Framework – Next Steps?

Improving SFT Framework → Capacity Building → More Applications → Case Studies and KPI’s (Knowledge management) → Assisting Stakeholders Implement SFT

www.sft-framework.org

Thank you

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