

Global Partnership for Sustainable Transport



Business and Industry Contributions Sustainable Transport and 2030 Agenda for Sustainable Development

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DRAFT

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1. Introduction

The transport sector makes a significant contribution to national and global GDP. A large portion of the global workforce is directly or indirectly employed by transport-related businesses, which also generate significant contributions to relevant local and national tax revenues. In most OECD countries and emerging markets, the transport industry employs directly between 6 and 9 per cent of the work force. In EU countries, the transport industry (directly) employs more than 10 million people, accounting for 4.5 per cent of total employment, and represents 4.6 per cent of GDP. Manufacture of transport equipment provides an additional 1.7 percent GDP and 1.5 per cent employment. Similarly, in North America (the United States, Canada and Mexico) direct employment in the transport sector, including in the manufacture of vehicles and transport equipment is estimated at around 8 per cent, varying at times with the prevailing economic conditions.

Transport enables global trade and cooperation. Throughout the past decade, global trade has continued to grow rapidly in terms of volume as well as value. Some 90 per cent of world cargo by volume is transported by sea, and high value products are increasingly transported by air, often over longer distances.¹ Increasingly sophisticated and integrated transport logistics and supply chains bring road, rail, shipping and aviation transport operators together, linking resources and production sites with consumption centers via rail, road, and sea, and airports. Cost effective and environmentally sustainable transport systems are becoming increasingly important, benefitting both producers and consumers.

As world leaders adopt *the 2030 Agenda for Sustainable Development*, which outlines global development priorities in the next 15 years, the transport community around the world joins force to create the future where there is universal access to safe, reliable, sustainable and affordable transport. In this regard, much progress has been achieved during the past two decades, but significant challenges remain. For many developing countries, notably for least developed and land-locked developing countries, improvement of transport infrastructure and services necessary for greater participation in international trade still poses great difficulty, in particular in rural areas. At the same time, continuing population growth, and increased urbanization and motorization with inadequate transport infrastructure have resulted in unprecedented congestion, wasteful energy use, increased motor vehicle emissions and deteriorating urban air quality in many cities in both OECD and developing countries, with serious negative impacts on public health, living conditions and climate change.

As many experts highlighted, solutions are available and good efforts are being implemented. Yet, more actions will be needed from all stakeholders, including businesses and industries. This report focuses how businesses and industries in the transport value chain can contribute to the implementation of the *2030 Agenda for Sustainable Development* through principle-based core businesses, policy advocacy, and strategic social investment. As the vision of sustainable transport cannot be advanced through a single mode of transport, this report showcases a range of efforts that all modes of transport are undertaking to advance the agenda. Business and industries covered in this report include: transport operators of all modes – road, rail, maritime, and aviation, transport manufacturers, and infrastructure companies. While a majority of examples feature publicly listed or private businesses, this report introduces selected state-owned companies and public transport operators.

Given the strong emphasis on sustainability collaboration and partnerships in the *2030 Agenda for Sustainable Development*, this report seeks to spur much needed collaboration between businesses and other stakeholders². The Global Partnership for Sustainable Transport (GPST) hopes that companies and industry associations in the transport value chain can feel inspired by this report to further scale up their existing efforts to advance sustainable development priorities.

2. 2030 Agenda for Sustainable Development, Transport Sector, and Multilateral Efforts

The United Nations Conference on Sustainable Development in 2012, known as “Rio+20”, called for a global debate on a more detailed catalogue of universal sustainable development goals. In September 2015, Governments adopt the *2030 Agenda for Sustainable Development* which includes a set of goals, bringing clarity to key sustainability priorities that the international community will be working towards in the next 15 years. The *2030 Agenda for Sustainable Development*

¹ Global air freight amounted to more than 172 billion freight ton-kilometers in 2010

² Much of the findings in this report contributed to the development of the *SDG Industry Matrix – Transportation*, produced jointly by the UN Global Compact and KPMG

includes 17 Sustainable Development Goals and 169 targets as illustrated in Table 1. Although there is no separate goal on transport, the global community's ambitious sustainable development vision will not be fulfilled without the sector's contribution given its integral role in contemporary global economy and lifestyles.

In addition to the *2030 Agenda for Sustainable Development*, there are other important UN inter-governmental processes that are highly relevant to the transport sector. In July 2015, Governments adopted the Addis Ababa Action Agenda of the Third International Conference on Financing for Development, and highlighted the importance of efficient transport and transit systems as well as the need for sustainable and resilient infrastructure including transport. In December 2014, the UN General Assembly adopted a resolution (A/C.2/69/L.13/Rev.1) underscoring the role of transport and transit corridors in supporting sustainable economic growth and promoting international cooperation and trade.

By international organizations, efforts have been made to identify ways in which the transport sector can provide solutions. Notably, in 2014, the United Nations Secretary-General Ban Ki-moon launched a High-Level Advisory Group on Sustainable Transport with a view to providing recommendations on sustainable transport actions at the global, national, local, and sectoral levels. This high-level advisory group stressed an integral role of the transport sector in advancing sustainable development visions. Furthermore, vibrant partnership platforms on transport were set up by various UN agencies, including the United Nations Environment Programme, UNEP (Partnership for Clean Fuels and Vehicles), UN Habitat (Urban Electricity Mobility Initiative), and UN Economic Commission for Europe UN ECE (Transport, Health and Environment Pan European Programme). Multilateral banks have led global efforts to advance transport infrastructure financing debates through various partnership initiatives such as the World Bank Group's Global Road Safety Facility and Africa Transport Policy Program.

**Table 1: Sustainable Development Goals
(2030 Agenda for Sustainable Development)**

- Goal 1. End poverty in all its forms everywhere
- Goal 2. End hunger, achieve food security and improved nutrition and promote sustainable agriculture
- Goal 3. Ensure healthy lives and promote well-being for all at all ages
- Goal 4. Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all
- Goal 5. Achieve gender equality and empower all women and girls
- Goal 6. Ensure availability and sustainable management of water and sanitation for all
- Goal 7. Ensure access to affordable, reliable, sustainable and modern energy for all
- Goal 8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all
- Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation
- Goal 10. Reduce inequality within and among countries
- Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable
- Goal 12. Ensure sustainable consumption and production patterns
- Goal 13. Take urgent action to combat climate change and its impacts*
- Goal 14. Conserve and sustainably use the oceans, seas and marine resources for sustainable development
- Goal 15. Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss
- Goal 16. Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels
- Goal 17. Strengthen the means of implementation and revitalize the global partnership for sustainable development

Specialized global entities such as the International Civil Aviation Organization and the International Maritime Organization have also promoted sustainable development issues.

3. Contributions of Business and Industry in the Transport Sector to Sustainable Development

The role of businesses in sustainable development is now widely acknowledged. In the *2030 Agenda for Sustainable Development*, Governments acknowledge business activity, investment, and innovation are major drivers of productivity, inclusive economic growth and job creation, and call on all businesses to apply their creativity and innovation to solve sustainable development challenges.

Most important contribution that businesses can make to the sustainable development agenda is to be successful in their own business operations. In today's global economy, business success is defined much more than profits. Corporate

success is increasingly defined as companies' ability to manage non-financial risks and turn these into opportunities for growth and innovation. In this context, corporate sustainability – defined as a company's delivery of long-term values in environmental, financial, social and ethical terms – is an entry point of action for companies interested in and committed to long-term growth as businesses can thrive in sustainable society. As outlined in the Global Compact's Corporate Sustainability Guide, sustainable companies respect fundamental responsibilities in the areas of human rights, labour, environment, and anti-corruption, and are taking strategic action to support the society around them. With increased interest in corporate sustainability, sustainable companies are looking into the entire range of environmental, social and governance (ESG) issues because good practices in one area do not offset harm in another.

While sustainable business practices embrace universality – applicable to everywhere companies are operating, there are unique expertise and values that companies in different sectors can bring to the sustainable development agenda. Companies and industries in the entire transport value chain can make an important contribution to the sustainable development agenda through responsible and sustainable business practices and partnerships with governments and other stakeholders. A range of strategic action that companies and industries undertake – at the individual organizational level as well as together with industry peers and other partners – to support sustainable development goals ultimately advance the vision of sustainable transport.

While the term “sustainable” is often understood as an environmental issue, the *2030 Agenda for Sustainable Development* embraces a holistic view by acknowledging the importance of social, environmental, and economic dimensions. As a public good, sustainable transport is envisioned as transport infrastructure, services, and networks that are efficient, reliable, affordable, safe, and environmentally and socially sound and contribute to economic growth and prosperity of society. Therefore, in advancing the sustainable transport agenda, governments have a primary responsibility as they sustain the transport system by establishing regulatory frameworks and planning and maintaining essential transport infrastructure and services. As a key partner, businesses play an important role in providing various transport services domestically, regionally, and globally. Businesses in the transport sector also connect the global value chain, and interface with almost all of the industries in the global economy. That is why it is not surprising that sustainable thinking is gaining traction from companies and industries in the transport and infrastructure sector because of its vital role in enhancing the sector's competitiveness.

As highlighted above, sustainable corporate action begins, foremost, with respecting fundamental principles, and there are numerous guidelines and tools developed to assist companies in the transport sector to minimize any negative footprint that their operations can inadvertently cause to society³. Most grievous negative footprints – health and safety minimum requirements, toxic and harmful waste management – are often addressed through national legislation. At the global level, there are numerous multilateral guidance materials such as the Guiding Principles of Business and Human Rights and OECD Guidelines on Multilateral Enterprises to assist companies to better mitigate a negative footprint. Multilateral banks, which play a major role in transport infrastructure development and renovation, help companies and industries to manage social and environmental footprint. A case in point includes the IFC's Environmental and Social Performance Standards, which provides guidance to private sector clients on how to identify risks and impacts as a way of doing business in a sustainable way.

Global business and industry associations also actively engage their members in this regard given their strong interest in maintaining the good reputation of their industry sector. For example, Air Transport Action Group, International Air Transport Association, International Chamber of Shipping, International Federation of Freight Forwarders Association, International Road Transport Union, Sustainable Shipping Initiative, International Association of Public Transport, and International Railway Association, to name a few, are undertaking initiatives and projects designed to assist their member associations and firms to enhance their alignment with sustainable development priorities by improving their risk mitigation strategies.

Actively aligning business operations and strategies with latest sustainability trends often go beyond compliance and simple risk mitigation. Many companies are turning these non-financial risks into opportunities for innovation and societal

³ There are a number of resources and guidance materials in the UN Global Compact website (www.unglobalcompact.org) to assist companies to implement the respect dimension of the Global Compact 10 Principles in the areas of human rights, labour, environment, and anti-corruption.

value creation. According to the UN Global Compact's 2015 Annual Implementation Survey⁴, 68 per cent of companies in the transport related sector indicate that they undertake action to advance UN goals and issues through core businesses, advocacy, and partnerships. This report focuses on how businesses and industry associations are contributing to sustainable transport through innovation and partnerships based upon a range of examples shared by companies as well as featured in their annual corporate sustainability reports.

This section is divided into four key areas where businesses and industries can make greater contributions through innovations, operational efficiencies, and sustainability collaboration. These sections are: Inclusive Mobility and Accessibility, Sustainable Global Supply Chain, Sustainable Transport Infrastructure and Networks, and Global Citizenship and Market Development. While all SDGs are inter-connected and some goals are also relevant to all actions companies take, this section attempts to link how company and industry actions in these four thematic areas are connected to different SDGs. For example, actions underlined in Inclusive Mobility and Accessibility are closely related to SDG Goal 1, 5, and 11. A range of actions highlighted in the Sustainable Global Supply Chain are related closely to SDG Goal 6, 7, 9, 11, 12, 13, 14, 15, and 16. An array of efforts featured in Sustainable Transport Infrastructure and Networks focus on corporate contributions to SDG Goal 8, 9, and 10. Global Citizenship and Market Development illustrates the examples related to SDG Goal 1, 2, 3, 4, and 5.

3.1. Inclusive Mobility and Accessibility (SDG Contribution: 1, 3, 5, and 11)

Throughout history, innovation in transport has unleashed human imagination of freedom and prosperity. Particularly, in the last two centuries, the world has been experiencing an unprecedented level of mobility and connectivity. Mobility and accessibility are at the center of sustainable transport vision as they are essential in promoting inclusiveness and people-centered development. Yet, according to the World Bank Group, over one billion of the world's rural populations (98 per cent of them in developing countries) are encountering difficulties in accessing basic transport services and systems⁵. Given the emphasis on community- and country-driven development planning, governments – at the national and municipal level – are taking the lead to address this issue and expand sustainable transport services to their citizens. Businesses play an important complementary role in advancing this agenda by filling the transport gap with additional services, partnering with governments to improve efficiency and sustainability, and creating the new transport market based upon emergent demands.

3.1.1. Urban Transport Services (SDG Contribution: Goal 11)

Around 200,000 people migrate to urban areas every day.⁶ Every year, close to 70 million people move from rural areas to cities.⁷ Rapid urbanization is a global phenomenon, and as a result many cities around the world are faced with emerging challenges, from slums to urban sprawls. In many cities in developing countries, local authorities lack capacity to cope with the rapid growth in urban transport demand. In the absence of adequate and affordable public transport, people are relying on individual transport, and in many instances motorized. In many of the cities of the developing countries, the number of motorcycles and the number of cars have thus increased by far more rapidly than the available urban transport and the available road space, resulting in congestion and traffic jams, as well as commuter stress, unnecessary fuel consumption, local urban air pollution, and rapid increases in greenhouse gas emissions.

Whereas national, regional and municipal governments set the regulatory frameworks and undertake investments for the improvement of public transport infrastructure, businesses are increasingly partnering with governments and other stakeholders to address urban transport challenges through partnerships and core business practices.⁸

⁴ The 2015 UN Global Compact Annual Implementation Survey had 1,573 participants from 122 countries. Survey respondents are generally representative of the Global Compact participant base. The survey had a 25% response rate. For this report, we look at the responses given by companies in the following sectors: automobiles & parts, construction & materials, industrial goods & service, and travel & leisure to understand Global Compact corporate participants that are most relevant to the transport sector.

⁵ <http://www.worldbank.org/en/topic/transport/overview#1>

⁶ United Nations. 'World Urbanization Prospects, the 2014 revision'. Online: www.esa.un.org/unpd/wup2014/CD-ROM/WUP2014_XLS_CD_FILES/WUP2014-F19-Urban_Population_Annual.xls

⁷ CIA. 'The World Fact Book'. Online: www.cia.gov/library/publications/the-world-factbook/fields/2212.html

⁸ For a comprehensive vision of compact, green and connected (smart) cities, please see also DNV GL report: <http://globalopportunitynetwork.org/the-2015-global-opportunity-report.pdf>.

There are several ways that companies have been addressing urban transport challenges, and vehicle manufacturers, construction companies, passenger transport operators, and logistics firms are particularly active in supporting city transport planners. With technological innovations, vehicle manufacturers (rails, buses and automobiles) offer products to city planners that further strengthen urban transport experience. A case in point is Bus Rapid Transit (BRT) - a popular sustainable mobility concept through dedicated bus lanes to deliver an efficient and environmentally sustainable transport service to urban residents. There are around 180 BRT systems in operation worldwide and their number is expected to grow especially in Asia, Latin America, and Africa. Leading bus-manufacturing companies are offering more energy efficient and economical products to city planners, and are advocating sustainable mobility concepts to city residents and planners.

- The International Association of Public Transport (UITP), an international association representing public transport authorities and advocating sustainable mobility, launched the Sustainable Development Charter. With over 115 organizations from all around the world committing to the Charter, it aims to advance the environmental, social and economic performance of its signatories. Below are some of the corporate signatories to the Charter.
 - Bombardier Transport produces a wide range of products including passenger rail vehicles, locomotives, propulsion and controls. It operates a number of commuter and light rail systems under contract with various transit agencies including in Mexico, China, and Thailand.
 - With strong presence in Western Europe and Latin America, *Daimler Buses* supply products such as city and intercity buses, coaches and bus chassis, and focuses on innovative and environmentally sustainable vehicles. Daimler offers advice and implementation of sustainable urban transport systems such as the BRT system to city planners and public transport operators.
 - Accra, the capital and largest city in Ghana, is facing a severe traffic situation that needs to be addressed by the use of high capacity buses. The BRT solution provides an answer to the problem at a reasonable cost compared to other alternatives. The use of BRT solutions is rapidly spreading over the whole African continent, with many cities facing the same challenges as Accra. Scania, a global manufacturer of trucks and buses for heavy transport applications, supplies buses and equipment for the Bus Rapid Transit System that will be implemented in Accra.
 - Local production of modern, comfortable, fuel-efficient buses for inner-city and inter-city public transport is at the core of sustainable transport for developing countries. Volvo Buses, a global manufacturer of buses and coaches, entered the Indian market in 2001. Since 2008, Volvo Buses operates a complete bus manufacturing plant in India and there are currently more than 4,000 Volvo buses connecting the cities and towns of this country

In addition to working with public transport providers, businesses offer new services and products reducing urban transport challenges such as congestion. A case in point is a growing car sharing movement in urban centers in various parts of the world. Car sharing is a quickly growing phenomenon that encourages sharing existing resources for a more sustainable way of transport. As of October 2012, 1.79 million customers were sharing nearly 43,550 vehicles in car-sharing systems across 27 countries and five continents, signaling that the rate of growth for this relatively young industry is increasing rapidly.⁹ North America and Europe currently account for about 90 per cent of car-sharing memberships and fleets, but car-sharing has taken hold in several cities in emerging economies, including Brazil (joined in 2009); China (2009); Turkey (2011); Mexico (2012); and India (2013).

- Kandi Technologies Group, Inc. is an automotive manufacturing company based in Jinhua, China. The Kandi EV CarShare is a car-sharing program in the city of Hangzhou. The system operates only with Kandi EV all-electric cars, which are available to customers in automated garages that run like vending machines. The rental price is about USD 3.25 per hour. Leasing is available from USD 130 to USD160 per month, which includes insurance, maintenance, and the electric power through swapping batteries at the program garages. Then, Kandi recharges the

⁹ Zeng, H., car-sharing scales up, The City Fix, Dec 2013. <http://thecityfix.com/blog/on-the-move-car-sharing-scales-up-heshuang-ze ng/>

batteries at its convenience. The leasing option, called "Long Lease," is available from 1 to 3 year contracts. Kandi Technologies plans on making 100,000 cars available to the residents of Hangzhou over the next years. In 2014, Kandi EV CarShare also expanded to other Chinese cities, including Shanghai, Chengdu, Guangzhou, Wuhan, Changsha and Nanjing.

There are other modes of transport that businesses support in order to overcome urban transport challenges, by offering innovative services and products to city residents and planners.

- Accell Group, a bicycle manufacturer, introduced the electrically-assisted bicycle, to facilitate the mobility of people with physical limitations and to allow people to cover long distances by bicycle.
- Doppelmayr Garaventa Group is an Austrian company that manufactures cable cars, gondolas, surface tows for ski and amusement parks, as well as urban people movers and material handling systems. In 2014, the company opened the Providência ropeway, providing 20,000 residents in Morro da Providência, one of Rio de Janeiro's oldest favelas, a fast and convenient connection to the metro and local train network. Before the ropeway was built, the only available means of transport were motor taxis and mini-buses, which were privately organized and required much time to drive up the narrow lanes along mountain slopes. Many of Latin America large cities have favela settlements on slopes and hilltops, where access to public transport is difficult without cable cars. Today, public cable car services operate in Medellín, Caracas, Manizales, Rio de Janeiro and La Paz, and additional projects are expected to be constructed in the future using Doppelmayr/Garaventa products.

As a single actor cannot tackle urban transport challenges, companies in the transport sector join forces with industry peers and other key stakeholders to identify solutions.

- WBCSD Sustainable Mobility Project 2.0 is a multi-stakeholder partnership of leading 15 automobile makers and other companies from the transport sector and six cities, facilitated by the World Business Council for Sustainable Development. It fosters collaboration between cities and industry leaders and helps identify transport priorities and measures to enhance the transport systems in the participating cities. This three-year partnership aims to accelerate and extend access to safe, reliable and comfortable mobility for all, aiming for affordability, zero traffic accidents, low environments, and reduced demands on energy and time. Participating companies include: BMW, BP, Bridgestone, Brisa, Daimler, Deutsche Bahn, Ford, Fujitsu, Honda, Michelin, Nissan, Pirelli, Shell, Toyota, and Volkswagen. Six partner cities include: Bangkok, Campinas, Chengdu, Hamburg, Indore, and Lisbon.
- EMBARQ is a multi-stakeholder platform that catalyzes and helps implement environmentally, socially, and financially sustainable urban mobility solutions to improve quality of life in cities. Founded in 2002, EMBARQ operates through a global network of offices in Brazil, China, India, Mexico, Turkey, and the United States. The initiative collaborates with local and national authorities, businesses, and civil society to reduce pollution, improve public health, and create safe, accessible, and attractive urban public spaces. www.wricities.org/
- Together with the leading think-tank EMBARQ, FedEx, a global logistics company, embarked on a project which aims to identify sustainable public transport solutions in cities in Mexico, Brazil, and India. This three-year project reached out to 1,667 transport officials and drivers, contributing to a reduction of 20,000 tons of CO2 emission. In addition, this program helped urban transport operators provide enhanced and more efficient services.
- The Partnership on Sustainable, Low Carbon Transport (SLoCaT), a voluntary multi-stakeholder initiative with 90 organizations, aims to mobilize global support for reducing the growth of GHG emissions generated by land transport in developing countries and to promote more sustainable, low carbon transport. The initiative advocates the integration of sustainable, low carbon transport in climate negotiations as well as the post-2015 sustainable development goals. Much of the initiative's efforts also focus on offering solutions to urban transport challenges.

3.1.2. Transport Service to Low Income and Socio-Economically Vulnerable Population (SDG Contribution: Goal 1)

According to Oxford Poverty and Human Development Initiative's Multidimensional Poverty Index 2014, approximately 85% of the poor live in rural areas globally.¹⁰ This indicates that tackling rural poverty is one of the key development priorities to meet the ambitious SDG target on poverty eradication. According to the Rural Access Index of the World Bank and its statistical data, an estimated 1 billion people lived beyond 2 km from the nearest all weather road in 2005.¹¹ This indicates that tackling rural poverty is one of the key development priorities to meet the ambitious SDG target on poverty eradication. While most rural transport services are typically provided by the "informal sector", transport service companies in these areas can play an important role in tackling poverty.

Even in urban areas where promises of increased job opportunities drive rapid population growth, 25% of global poverty is witnessed. Poverty – most often associated with the global south – and increasing inequality are prevalent social issues in high-income countries. For example, 15 per cent of the U.S. population lives below the poverty line, and 16 per cent of those in Japan are in a similar position. In the European Union, it is estimated that one in every four is classified at risk of poverty or social exclusion.¹² While rural and urban poverty issues require different solutions, reliable access to transport services is an urgent issue for both urban and rural poor. Lack of access to transport severely diminishes income-generating potential, and inhibits access to basic services such as education, health, and food.

Transport solutions to poverty eradication require the leadership of multiple levels of governments (municipal and national) because they require a holistic approach and enhanced public transport infrastructure and systems. At the same time, companies in the transport value chain can contribute to the poverty eradication agenda by supporting the enhancement of mobility and accessibility of low-income populations. For example, companies are offering innovative products that serve the needs of the poor and engage in social investment projects based on their core expertise, including through products and services.

- The majority of roads in rural and peri-urban areas of sub-saharan Africa are degraded. Rural roads in particular are invariably uneven, often only sandy or rocky tracks; making transport difficult and ultimately restricting mobility. The most common vehicles across regions like East Africa are imported from more developed countries such as Japan, UAE and India. These vehicles are designed for areas with good road infrastructure - they are not built for an African environment. High import duties also make these vehicles relatively expensive. Beyond high prices, running a car in countries like Kenya is also expensive. High maintenance costs, as a result of bad roads and inappropriate vehicles, have continued to push the cost of car ownership up, locking out entry-level buyers, particularly entrepreneurs who require cost-effective vehicles in order to successfully operate their businesses. Mobius Motors is being established to produce low-cost multi-purpose vehicles, suitable for poor rural roads, and affordable to small-scale entrepreneurs. The Mobius vehicle is expected to cost no more than USD\$6,000 equivalent, and it can be tailored to the client's needs for both passenger or goods transport. If successful, Mobius Motors will offer a significant new option for making rural transport in Africa more sustainable.
- In Vietnam, Di Chung Joint Stock, a taxi-sharing company, founded a social enterprise to spread a ride-sharing culture in the country. The car-sharing site helps citizens in Vietnam overcome barriers to share vehicles, and offers an affordable solution to low-income families. It also works with a transport company to provide standardized ride-sharing service via a B2C platform.

In addition, companies in the transport sector can utilize their core expertise to develop strategic social investment partnerships with other stakeholders to reduce accessibility barriers to the poor and low-income populations.

- In France, more than 8.7 million live below the poverty line. People living in poverty are constrained by mobility

¹⁰ <http://www.ophi.org.uk/poverty-in-rural-and-urban-areas/>

¹¹ http://siteresources.worldbank.org/EXTRURALT/Resources/515369-1264605855368/investment_efficiency.pdf

¹² http://ec.europa.eu/eurostat/statistics-explained/index.php/Material_deprivation_and_low_work_intensity_statistics

obstacles, which exaggerate their exclusion. In response to such challenge, the French car manufacturer Renault launched a social enterprise to help remove the mobility obstacles preventing low-income job seekers from accessing employment. Through a program called “Solidarity Garage”, the company, in partnership with welfare and employment agencies, facilitates transport of vulnerable populations and enables them to use and maintain their vehicle optimally. The garages provide affordable maintenance and cheaper cars.

- Hyundai Motors, a global automaker, in partnership with a public health nonprofit organization, provides mobile medical vehicles to enhance medical service access to rural population in developing countries. These vehicles are designed to allow doctors to perform basic internal medical examination to those who lack access to health care facilities.
- Transnet is the largest government owned transport, freight and logistics chain in South Africa. The first railway line in the South was built in 1900, and many of the mining corporations developed railways. Transnet was formed in 2007, and today, the company is an integrated transport services provider, also operating ports, real estate and pipelines. Transnet Foundation is the Corporate Social Responsibility Division of Transnet. Starting in 1994, Transnet Foundation first introduced a mobile eye clinic on rails. Based on the success of the operation services were later expanded. Today, two complete trains and a total of 36 specially furnished and equipped coaches provide mobile medical services, servicing rural areas. To date, a total of 3.2 million patients, mostly urban and rural poor have received medical treatment.

3.1.3. Transport Safety (SDG Contribution: Goal 3)

Transport safety is one of the key issues for all businesses in the transport value chain because without it mobility and accessibility cannot fully contribute to enhancing the quality of one’s life. Transport safety is treated as one of the key operational priorities of major transport operators, and there are strict regulations governing this issue. With the rapid changing lifestyle of middle and low-income countries, road safety has become one of the key issues that the global community put much focus on.

According to the World Health Organization, every year, 1.24 million road traffic accidents contribute to fatalities globally, and 92 per cent of road traffic deaths occur in low- and middle-income countries where only 53 per cent of the world’s registered vehicles are operating.¹³ Road injuries are one of the top ten leading causes of death globally. In response, the UN General Assembly designated the period 2011-2020 as the Decade of Action for Road Safety, and SDG Goal 3 lists the need to improve road safety as one of the key targets.

Spurred by the adoption of the UN resolution on road safety, stakeholders from the transport community have made a significant emphasis on the issue by raising greater public awareness on the subject, building capacity for transport planners and operators, and supporting country-level programmes. Multilateral financial institutions such as the World Bank Group, Asia Development Bank, Inter-American Development Bank, have enhanced their support to address road safety.¹⁴ For example, the Global Road Safety Facility¹⁵ - a public-private partnership initiative of the World Bank Group launched in 2006 - provides “funds and technical assistance for global, regional, and country level activities designed to accelerate and scale-up the efforts of low and middle-income countries to build up managerial and technical capacity to prepare and implement cost-effective road safety programs.” This platform also engages in partnerships with companies in Africa to promote road safety campaigns along key transport corridors in the continent.

There are notable efforts that companies and industries in the transport sector have undertaken to enhance road safety, as this is a highly material issue for companies in the road transport and logistics sectors. In addition to placing a “safe driving” at the heart of corporate workforce management programmes, companies are actively engaging their suppliers and customers by providing safety driving training programs.

¹³ <http://www.who.int/mediacentre/factsheets/fs358/en/>

¹⁴ For detailed information, please see: <http://go.worldbank.org/X422UT07U0>

¹⁵ For detailed information, please see: <http://go.worldbank.org/9OZJ0GF1E0>

- Tata Motors set up commercial vehicles driving centers in partnership with public institutes such as Urjanchal Driving school in Madhya Pradesh to promote road safety issues in India. Tata Motors provides training content, advises aspiring agencies on establishing and running driver training schools, monitors the quality of training, and assists in networking with potential employers for trainees.
- FedEx collaborated with EMBARQ Mexico to develop a training program manual for Mexico City’s Metrobús drivers. The manual is an amended version of the FedEx Safety First program and is now being replicated in other Mexican cities. Elsewhere, EMBARQ Brazil is developing a pocket safety manual for drivers that will draw on both the FedEx Safety First program, as well as the EMBARQ Mexico training manual.

In addition to integrating safety as an integral part of core operations through workforce and system management, businesses in the rail, maritime, and air transport sectors are addressing transport safety issues through collaboration with their industry peers and trade associations. The efforts undertaken by business associations are benefiting small and medium-sized enterprises, which often have limited resources to institute an in-house training program. Such associations at the global level include International Union of Railways, International Air Transport Association, and International Chamber of Shipping.

- International Road Transport Union(IRU) works globally with its partners and experts to provide professional training and knowledge transfer, which are key elements to effectively tackle the main causes of road accidents and significantly reduce their number. Committed to actively supporting the UN Decade of Action for Road Safety, the IRU Academy has engaged its training portfolio by developing road safety specific programmes. The Crash Prevention Programme helped increase risk awareness and encourage road safety best practices among commercial drivers to reduce the number of accidents and ultimately save lives. The Safe Loading and Cargo Securing Programme addresses road safety by training road transport professionals in loading and cargo.
- International Chamber of Shipping (ICS) is a global trade association for ship-owners and operators representing over 80 per cent of the world’s merchant fleet. The International Maritime Organization International Safety Management (ISM) Code, which was developed with full ICS input during meetings of the IMO and fully implemented worldwide from 2002, contains mandatory standards for both the internal and external audits of shipping companies’ Safety Management Systems. ICS has produced numerous technical publications on areas such as navigational and operational safety and pollution-free tanker operations, as well as globally recognized training record books to assist young seafarers to qualify for their profession.

Businesses also join force with other stakeholders to raise awareness on road safety issues. For example, the **Global Road Safety Partnership** – launched in 1997 – is one of the oldest coalitions of companies, civil society organizations, and development agencies engaged in policy advocacy and partnership activities to enhance road safety and reduce fatal road accidents. Recently, **Together for Safety Road** was launched by global businesses to offer business perspectives to road safety issues.

Issue Specific Platform:

UNICEF, together with the FIA Foundation, has launched a **global partnership on child road traffic injury** to protect children and save lives on the world’s roads. The partnership aims to leverage resources for social investment focused on preventing child road injury and on achieving wider Post-2015 Development objectives. As a priority, the partnership has engaged with the private sector. The “Safe Schools” initiative, operating in developing countries, has worked with businesses in the transport sector and beyond, leveraging expertise and resources to improve safety for children around the school environment combating road injury, providing access to education and tackling poverty.

3.1.4. Gender and Transport (SDG Contribution: Goal 5)

Women participation in the transport sector is still rather low, in particular in developing countries. Women account for 17.5 per cent of the work force in EU urban public transport, but hold less than 10 per cent of the technical and operational jobs.¹⁶ According to the World Bank, in urban areas in developing countries, women tend to rely more on public transport than men, as men usually get access and priority for the use of cars and private motorized modes of transport. Thus, women spend more of their disposable income on public transport than men, and high transport cost limit employment opportunities for women. In addition, lack of accessibility to transport is strongly related to preventable maternal death and low educational enrollment rates in rural areas.

Businesses and industries in the transport play a particularly important role by enhancing gender equality at workplace, in market place, and in communities where they operate. Transport companies are integrating a robust gender equality program into their workforce management to increase women's participation in their sectors.

- In an effort to increase the number of women in senior and middle management and reduce female employee turnover rates, Aurizon, an Australian rail freight, adopted a Diversity Policy and established a Diversity Council. Programs such as the CEO Office Rotation, Senior Development Program, Mentoring Program, Networking Opportunities, a Women's Conference and the annual International Women's Day Business Lunch were developed.
- DP World, a global operator of container and marine terminals launched a "Women are a Valuable Asset" initiative to support their commitment to increasing diversity amongst their teams. Focused interviews with female employees were conducted across the Group, resulting in an Executive Diversity & Inclusion development program and Diversity Policy for employees, contractors, suppliers and consultants globally.
- Bombardier Aerospace established a Talent Acceleration Pool and Bombardier Transport operates a Female Engineering Network, with both programmes aimed at promoting professional and career development, staff mobility, gender diversity and women employment.
- In 2013, Ms. Nominadri S. of Mongolia founded www.Women'sTaxi.org, a global network of women taxi companies and initiatives. The website brings together government sponsored, privately funded, and female entrepreneurial businesses that provide the Women4Women Taxi Service. All companies listed on the webpage are conscious of the rights of all women to safe transport and strive to provide services that are sensitive to the concerns women face in the male dominated taxi industry. Moreover, W4W Taxi services empower women to challenge the gender norms of the transport industry, and to become competitors in a skilled and sustainable trade. Licensed taxi companies provide important transport services for the public, typically in the form of first-mile, last-mile, or door-to-door passenger transport services. Many taxi companies have trained drivers or installed monitoring equipment to enhance safety for both, passengers and drivers. In a growing number of cities, women entrepreneurs have also started to offer "Women 4 Women" Taxi services provided by female drivers solely dedicated to serving female patrons. Today, women-only taxi services are offered in cities of Iran, India, Lebanon, Malaysia, Mexico, Mongolia, Pakistan, Russia, South Africa, United Arab Emirates, the United Kingdom, and the United States.
- In collaboration with a leading think tank, a small enterprise in Ghana - Bamboo Bikes Ltd. - manufacturers bamboo-made bicycles to offer alternative and affordable transport solutions to rural population in the region. Bamboo – a primary material used, is biodegradable and has less environmental impact than other materials used in building bikes. The initiative trains unemployed local people, especially women, with little or no education in the manufacturing and assembling of bamboo bikes.
- Lufthansa, Germany's carrier, works towards increasing the representation of women in cockpit and fighting the perception that this job might not really be for women. At the end of 2013, Lufthansa had 8973 pilots, 486 of whom were female pilots and more than 100 were female captains. The "Women in Aviation" exhibition, in cooperation with Hamburg Aviation, is one measure aimed at showcasing the professional careers of women in aviation and change the perception issue. Among others, Lufthansa offers family friendly policies such as part-time opportunities to fit in with their work/life balance

¹⁶ Olczak-Rancitelli, M. (2015). Women in transport. *International Transport Forum* <http://oecdinsights.org/2015/06/12/women-in-transport/>

Another important way that businesses in the transport sector can advance gender equality through their core business activities is to increase the number of women vendors in their value chain.

- Union Pacific, a U.S. railway company, supports supplier diversity. The program permeates the entire organization, including purchases of fuel, engineering services, railroad maintenance and construction materials, rolling stock maintenance and technology. It spent \$509 million in 2014 with minority- and women-owned businesses, purchasing goods or services from more than 600 diverse suppliers. Spending with diverse suppliers grew by an average of 9.4 percent each year from 2008 to 2014, including an approximately 5 percent increase over 2013. About 30 percent of its suppliers reported purchasing goods or services from diverse suppliers, demonstrating their support of our supplier diversity initiative.

Transport operators can also play an important role in integrating gender perspectives into designing and delivering transport services. One such issue has been safety during travel.

- The Delhi Transport Corporation (DTC) is collaborating with several non-governmental and civil society groups, including Jagori, to design and implement measures to enhance the safe travel for women in the DTC buses. On many routes DTC has introduced women only bus services. In addition, helpline numbers were put on display in buses and around bus stops, helpline booklets were distributed through ticket counters, and a helpline service was launched for distressed women. Since 2007, trainings were undertaken in cooperation with Jagori, a women rights initiative in India, to sensitize some 3600 DTC bus drivers and conductors and raise awareness about gender safety.

Issue Specific Platform:

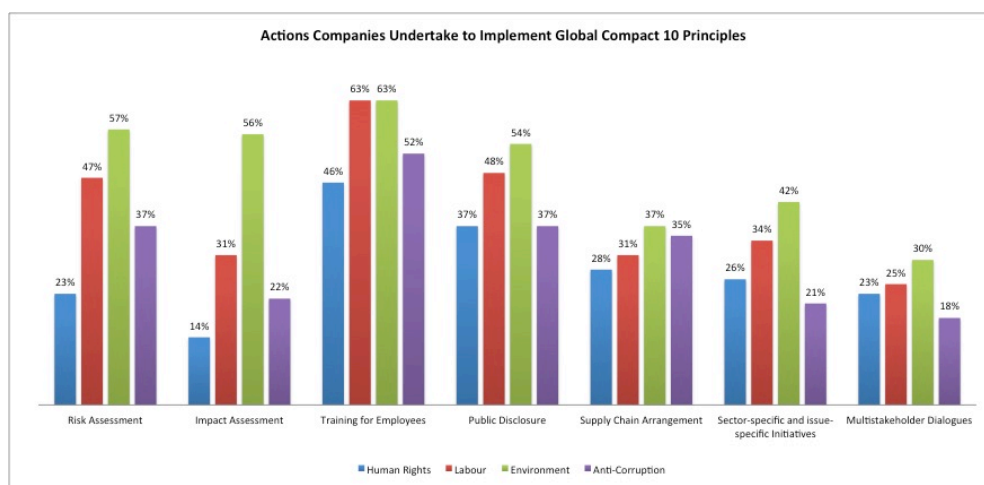
- **Women's Empowerment Principles**, a joint initiative of the UN Women and UN Global Compact, are a set of Principles for business offering guidance on how to empower women in the workplace, marketplace and community. Over 1,000 business leaders from around the world, across all sectors, have signed the CEO Statement of Support for the WEPs demonstrating leadership and committing to advance equality between women and men. A number of companies in the transport sector have also endorsed the Women's Empowerment Principles.

3.2. Sustainable Global Value Chain (SDG Contribution: Goals 6, 7, 8, 12, 13, 14, 15, and 16)

Transport networks form an integral part of the global value chain. According to the World Economic Forum, transport and telecommunication services are one of the key supply chain barriers to global trade. Transport is key to accelerating the uptake of sustainable consumption and production as it connects all of us to a complex web of global value chain. In 2013, merchandise exports of World Trade Organization (WTO) members totaled approximately USD 17.8 trillion, and half of such amounts were generated in developing economies¹⁷. About 90 per cent of world trade is carried through maritime transport, and 50 million tons of cargo (high-value goods and products) is transported via air. At the regional and national level, railways and road transport are the main ones that move around merchandise.

With increased demand for sustainable production and consumption by customers and stakeholders, companies that transport sector services request that their distributors, suppliers, and partners in the value chain embrace sustainability more actively. In this changing context, companies in the transport sector are challenged to balance competitive pricing, efficient and reliable service delivery, and sustainable business practices.

¹⁷ For more information, please see: https://www.wto.org/english/res_e/statis_e/its2014_e/its2014_e.pdf



For companies in the transport value chain, energy/fuel efficiency and workforce management are key sustainability material issues given they account for a significant proportion of overall operating cost. These are reflected in the Global Compact's Annual Implementation Survey in 2015 where Global Compact business signatories from the transport-related sectors indicate that they undertake more action in environmental domain vis-à-vis others, while workplace management is another important area where signatories indicate their efforts (see the chart above for more detailed results).

3.2.1. Climate change mitigation and adaptation (SDG Contribution: Goal 7, 13)

Transport is the second largest energy user responsible for 28% of CO₂ emissions globally. Minimizing the industry's overall carbon footprint is essential to achieving a low-carbon, high-resilient economy worldwide. The industry also heavily relies on energy sources, thus energy efficiency and innovation are key material issues. With impacts of climate change being felt around the globe, the transport industry has a genuine opportunity to further elaborate on the design of a comprehensive mitigation and adaptation strategy aligned with the 2-degree Celsius pathway. Manufacturers across all modes of transport have been scaling up technological innovations to offer energy efficient products, and work with suppliers to reduce the overall environmental footprint of manufacturing processes as key mitigation actions. These efforts include research and production of lightweight materials and hybrid and electric vehicles as well as manufacturing processes that are energy efficient.

Similarly, transport operators are integrating various measures to reduce their carbon footprint through supply chain policies, driving techniques, and use of alternative energy sources. Infrastructure developers and construction companies are researching and developing materials and engineering techniques that can construct smarter and more efficient transport networks with less carbon footprint. Likewise, climate-proofing materials related to transport infrastructure bring adaptation benefits including cost savings related to loss and damage and disaster risk proofing.

- BMW, a global automaker, utilized the Carbon Disclosure Project's Supply Chain Program to help its suppliers to record their resource consumption, and monitor and analyze resource consumption and areas of improvement for suppliers. This help increased transparency of its suppliers about its commitment to the agreements made with this company. For example, 78% of the suppliers reporting to this company improved their disclosure compared to the previous year. Consequently, 37% of its reporting supplier improved CDP performance.
- Maersk Line places great emphasis on energy efficiency improvements across the company. Maersk pioneered a various new energy efficiency technologies and tools in shipping and transport, including new network designs, vessel speed optimization, technical upgrades, and the deployment of new and more efficient ships. In 2014, Maersk Line set itself an ambitious new target to reduce CO₂ emissions per container moved by 60 per cent by 2020. For 2020, Maersk Line expects an 80 per cent growth in cargo volume compared to 2007, while it projects to reduce absolute CO₂ emissions by 14 million tonnes per year (40 per cent). Aggregating avoided emissions; Maersk Line will have saved the climate approximately 200 million tonnes CO₂ from 2007 to 2020. This is the same as annual greenhouse gas emissions from over 35 million passenger vehicles.

- Deutsche Post DHL Group was the first global logistics provider to set a specific climate target, and the company's GoGreen program aims to improve CO2 efficiency by 30 per cent by 2020 compared with 2007 levels. Currently, the company operates a large fleet of about 11,200 vehicles with alternative drive trains, fuels and technologies. For long-haul transport, the company is implementing alternative fuels like LNG as well as lightweight and aerodynamic trailers. For urban delivery, the company is increasingly focusing on transport by foot, bike and electric vehicles. This includes more than 400 electric vehicles for urban areas which not only save CO2 emissions while being powered with renewable electricity, but also remove noise and air pollution from metropolitan areas like Manhattan, where the company upgraded its DHL Express fleet to electric and hybrid vehicles already in 2011. And the path to green inner cities continues: For postal and parcel delivery in Bonn, Germany, Deutsche Post DHL Group will be moving to an all CO2-free delivery concept by 2016. By 2014, already 116 electric delivery vehicles have been deployed in the city of Bonn, including the StreetScooter, a custom designed electric delivery van which the company developed in cooperation with a German university.
- The New York City's Metropolitan Transport Authority (MTA), a public transport agency in the US which carried about 2.5 million passengers per weekday in 2014, launched an alternative fuel vehicle program for its bus fleet, switching all its diesel buses to ultra-low sulfur fuel. The company purchased hybrid electric buses, used ultra-low sulfur diesel fuel and diesel particulate filters, and initiated a diesel engine repowering program. This helped the city run the largest green fleet in the world operating on hybrid electric and compressed natural gas buses. In 2014, MTA has approximately 5,710 buses in circulation.
- Tire rolling resistance represents a significant portion of all resisting forces that a vehicle has to overcome to roll down the road: around 15 per cent for a passenger car and as much as 30-35 per cent for a truck. These numbers directly translate into energy consumption and related externalities. Reducing tire-rolling resistance by 20 per cent on a passenger car means about 3 per cent reduction in vehicle energy consumption. For a truck it amounts up to 6 per cent. Michelin pioneered the radial technology in the 1950s and green radial tires in the 1990s. Green radial tires prove to be 20-30 per cent more efficient than radial markets.

Because transport companies operate vast networks of track and facilities, changing weather patterns and increased severity and frequency of storms pose a serious risk to future operations. Companies in the railway sector are taking action to integrate climate adaptation strategies into planning and renovation.

- In 2008, MTA commissioned the "MTA Adaptations to Climate Change: A Categorical Imperative" report, which provides a risk-based framework for how the MTA can adapt its facilities and operations to climate change impacts. The report identifies steps for completing an agency-wide vulnerability assessment of the MTA's physical assets and operations; develops climate change scenarios for the region as well as an engineering-based feasibility assessment of remediation options; conducts a survey of key vulnerabilities of MTA assets and operations by agency and type of hazard; and offers recommendations for how the MTA can plan for and implement climate change adaptation projects. In 2014, the MTA established a Climate Adaptation Task Force to coordinate all adaptation and resiliency focused activities initiated, developed and implemented at all MTA operating agencies. In keeping with the MTA's overarching imperative to make its assets sustainable and resilient to future adverse climate change events, MTAHQ is coordinating and organizing various efforts on an ongoing basis. In addition, the Task Force organizes forums with relevant local and regional public sector agencies and commercial entities for continuous information exchange and knowledge sharing for future projects and programs.

As reflected in the above Global Compact business signatories indicate that over 40 per cent of those who are taking action in support of environmental issues are engaging in issue-specific and sector-specific initiatives, and 30 per cent are engaging in multi-stakeholder dialogue.

- BSR's Clean Cargo Working Group, a global, business-to-business initiative with over 45 ocean freight carriers, is dedicated to improving the environmental performance of marine container transport, through measurement, reporting, evaluation and best practice sharing. Through developing tools for measuring, evaluating, and reporting

the environmental impacts of global goods transport, including CO₂ emissions, the group helps ocean freight carriers track and benchmark their performance, contributing to cleaner and more sustainable consumption.

- The International Air Transport Association (IATA) advocates the improvement of Air Traffic Management to governments and air transport operators as reducing flight time by even one minute globally could save 4.8 million tons of CO₂ a year. Simultaneously, it works with member organizations to align with voluntary initiatives to address environmental impacts to reduce the aviation sector's carbon footprint.
- The Air Transport Action Group (ATAG) represents all sectors of the aviation industry, including airlines, airports, air navigation service providers and aerospace manufacturers. It focuses its activities on the environmental aspect of sustainable development. The ATAG has been instrumental in promoting three significant global climate action goals to be achieved across the aviation industry that cover improvements in the fuel efficiency, a reduction in CO₂ emissions and carbon-neutral growth. ATAG's work encompasses a four-pillar strategy, that spans dimensions in technology (e.g. lightweight materials, fuel-efficient engines, alternative fuels), operational efficiency (airline operations such as landing procedures, cabin equipment), infrastructure (airspace design and operations), as well as a market-based approach (global market-based measure for aviation emissions). These, alongside many more policies and actions will help the industry achieve its goals and play its part in reducing global emissions.
- International Association of Ports and Harbours launched an initiative that brings together over 60 ports around the world to reduce greenhouse gasses, and serves as a learning and dialogue platform for port authorities and operators. The initiative formed several working groups to develop guidance and tools, helping ports authorities and operators to improve their carbon emission tracking mechanisms.
- International Union of Railways (UIC), founded in 1922, counts 240 members across 5 continents, includes railway companies, infrastructure managers, rail-related transport operators and research institutes in their memberships. One of its most successful corporate sustainability initiatives is the "*Declaration on Sustainable Mobility & Transport.*" The Declaration was launched in 2010 and signed by over 50 Railway CEOs, and contains a number of key messages on railway's contribution to sustainable mobility and transport. It has helped align the railway sector to meet the challenges of the future and of sustainable development. In 2014, UIC worked with its members to develop the "*UIC Low Carbon Rail Transport Challenge.*" This set out a vision at the global level for the rail sector to contribute in fighting climate change through improving rail sector energy efficiency, reducing carbon emissions and achieving a more sustainable balance between transport modes.
- UNEP Partnership for Clean Fuels and Vehicles: Established in 2002, the PCFV brings together 72 organizations representing developed and developing countries, the fuel and vehicle industries, civil society, and leading world experts on cleaner fuels and vehicles, to combine their resources and efforts to achieve cleaner air and lower greenhouse gas emissions from road transport by applying fuel quality improvements and proven vehicle technologies in use in leading global auto markets.
- Urban Mobility Electric Mobility, a partnership initiative launched by the UN Habitat engages industry leaders, including car and battery manufacturers, energy producers, distributors and renewables, to increase the global market share of electric vehicles in cities to reach at least 30 per cent by 2030.

Issue Specific Platforms:

- **Caring for Climate** is the UN Global Compact, the UN Environment Programme and the secretariat of the UN Framework Convention on Climate Change's initiative aimed at advancing the role of business in addressing climate change. It provides a framework for business leaders to advance practical solutions and help shape public policy as well as public attitudes.
- **Science Based Targets Initiative** is an international effort on science-based target setting for companies initiated by Carbon Disclosure Project, UN Global Compact, World Resources Institute (WRI), and the World Wide Fund for Nature (WWF). This initiative support companies to align their own emission reduction goals with climate science to achieve a 2°C decarbonization pathway. The initiative provides guidance on least-cost pathways for companies in

energy-intensive sector – Sectoral Decarbonization Approach (SDA) to set scope 1 and 2 GHG reduction targets. This guidance document includes a section on all modes of transport.

3.2.2. Workforce Management (SDG Contribution: Goal 8)

Sustainable and responsible workforce management is essential for companies in the transport value chain to deliver competitive and efficient outcomes given the sector's strong emphasis on skilled employees. As outlined in the above chart, Global Compact business participants in the transport value chain undertake a range of action to strengthen their workplace practices in line with the Global Compact 10 principles. Leading global brands in the sector are going beyond conventional approach to talent management, compliance exercise, and diversity promotion. Specifically, they are putting an emphasis on the wellness of their employees in response to some of the concerns related to workplace and lifestyle related diseases. For example, a research reveals that transport workers risk shortest life spans as their working environments (lack of movement and poor diet) often contribute to obesity, a major source of various non-communicable diseases such as cardiovascular diseases and diabetes. Other research suggests that long-distance transport workers are one of the high-risk groups in relation to HIV/AIDs. In this regard, companies and industry associations offer programs to raise awareness of their workforce on these risks. In addition, as outlined in the previous section, the transport sector is traditionally viewed as a male-dominant sector, and sustainability leaders are taking an active role in empowering female leaders and employees in their organization as well as throughout their value chain.

- CSX, a US railway and transport company, partners with a medical school to develop a robust wellness program for its workers including 24 hour fitness, nutrition coach/counseling, health screening, and distribution of walking/exercise monitors to tackle obesity and sleep apnea.
- Trucking Wellness Initiative: An international automaker, in partnership with national road freight and logistics industry association, business group, union, and a government entity, supports a HIV/AIDs prevention and treatment initiative in South Africa. Long distance drivers are particularly vulnerable to HIV/AIDs risks – various development interventions have been devised to target this particular group.
- China Ocean Shipping Company (COSCO) specializes in global shipping, modern logistics and ship-building and repairing. COSCO undertook efforts to improve work conditions for migrant workers. Migrant workers have faced long-standing problems in China, with legal restrictions such as the household registration hukou system making it difficult for them to obtain housing, healthcare or education. COSCO has implemented a system to manage migrant workers, with their contracts clearly ensuring protection of their rights and interests. The contracts include strong safety management mechanisms to enhance the health and safety, and education and training of workers is emphasized. A pre-job safety skills training is offered to all migrant workers. The company has also built 11 libraries, 3 activity centers and over 100 cultural and sports venues for migrant workers specifically.

3.2.3. Addressing the Fundamentals (SDG Contribution: Goal 16)

Global supply chain risk management is one of the top priorities for companies in the transports sector. Eruption of violence, political instability, pervasive corruption, lack of reliable rule of law are frequently interrupting global supply chain reliability and increasing operational cost. While governments have a primary responsibility to provide regulatory clarities, companies in the transport sector are engaging in collective action with their industry peers through business associations to tackle these fundamental challenges. In addition to collective action, companies across the transport value chain are integrating anti-corruption and other ethical compliance measures into day-to-day business activities.

- *Business for Social Responsibility (BSR)'s Maritime Anti-Corruption Network* is comprised of more than 60 members in the maritime industry, including vessel and cargo owners, port agents and service providers. The network works toward a vision of a maritime industry free of corruption that enables fair trade to the benefit of society at large. The mission is to promote good corporate practice in the maritime industry for tackling bribes, facilitation payments, and other forms of corruption by adopting the network's Anti-Corruption Principles, communicate progress on implementation, share best practices, and create awareness of industry challenges. It also collaborates with key stakeholders, including governments, authorities, and international organizations, in markets where corruption is

prevalent, to identify and mitigate the root causes of corruption in the maritime industry.

- Founded in 1973, *Egyptian Transport and Commercial Services Company SAE (Egytrans)* with 400 employees provides integrated transport and other related services across Egypt. As part of its commitment to the Global Compact's 10th Principle against Corruption, it has introduced a number of anti-corruption policies and action including employee trainings, focus groups and awareness raising on anti-corruption policies to suppliers. Egytrans also participate in a collective action initiative with industry peers in the country.
- Shipping Corporation of India Ltd. (SCI) adopted the Integrity Pact Programme for major public procurements in company. The Integrity Pact (IP) was designed and launched by Transparency International in the 1990s with the primary objective of helping Governments, businesses and civil society to fight corruption in the field of public contracting and ensuring that all activities and transactions between a Company and their suppliers are handled in a fair, transparent and corruption free manner. The IP is an agreement between prospective vendors/bidders and the buyer, committing the persons/officials of both the parties, not to exercise any corrupt influence on any aspect of the contract.

Issue Specific Platform:

- **Business for Peace** of the UN Global Compact is a platform of over 130 leading companies from 37 countries dedicated to catalyzing collaborative action to advance peace. By joining Business for Peace, companies are able to better identify and manage business risks and opportunities while reducing operational costs, engage in public-private dialogue to establish local priorities and implement projects, align business strategies and operations with good practice from across the globe, share best and emerging practices, etc.

3.2.4. Sustainable Consumption and Production (SDG Contribution: Goal 6, 12, 14, 15)

Sustainable consumption and production is defined as "production and the use of goods and services that meet basic needs and improve quality of life minimizing the use of natural resources, toxic materials as well as the generation of waste and pollutants over the life cycle of goods and services, without undermining the capability of future generations to satisfy their own needs". In addition to environmental dimensions, socially responsible business practices are essential to ensuring a holistic sustainable consumption and production pattern. With growing demands on sustainable products, leading transport companies and industry associations integrate sustainability measures into business strategies and operations.



With increased interest in sustainable production and consumption, companies in the transport sector are increasingly seeing non-financial risk issues and sustainable business practices as key criteria to engage supply chain partners. The

above chart showcases that over 60% of the 2015 Global Compact implementation survey respondents in the transport sector are communicating the importance of responsible and sustainable business practices to their partners throughout the value chain.

Supply Chain Sustainability

- Bombardier, Alstom Transport, Deutsche Bahn, Knorr Bremse, SNCF, and Nederlandse Spoorwegen launched an initiative **Railsponsible** aimed at improving sustainability and transparency throughout the entire rail procurement supply chain. Among others, the initiative supports common supplier assessment campaigns to monitor the sustainability performance of their suppliers. EcoVadis and Business facilitate this platform for Social Responsibility.
- The Sustainable Shipping Initiative (SSI) is a coalition of shipping leaders from around the world, taking practical steps to address some of the shipping sector's greatest challenges. SSI members include shippers, ship owners, charterers, service providers and classification societies that are keen on finding sustainable solutions for the shipping industry. To ensure progress on critical sustainability areas, the SSI formed a series of work-streams, which provide a focus for internal development as well as key themes for the organisation's direct engagement with stakeholders across the shipping industry. The work-stream issues include technology, finance, materials and recycling, and ratings schemes. For example, to promote the uptake of sustainability rating schemes, the SSI developed a web-based tool which helps cargo owners and charters to select the rating scheme that most closely meet their needs.

Water Management

- As part of its commitment to CEO Water Mandate, the Indonesian passenger transport company Express Transindo Utama has reduced the quantity of groundwater used for washing taxis, and treats wastewater discharged in the process. Absorption wells with a natural filtering system were built at the company vehicle pools to treat wastewater, prevent the buildup of standing water. The water collected in these wells can be re-used during the dry seasons. Biopores were filled with organic waste to enhance absorbability of water and growing conditions for plants and trees around the taxi sites.

Waste Management

- A global environmental organization released the report that while an average cruise ship with 3,000 passengers and crew produces about 21,000 gallons of sewage a day, 40 percent of 162 cruise ships use an outdated technology which is not effectively treat harmful waste from the sewage released to the ocean. Disney Line, a cruise company, features advanced wastewater purification systems (AWPS) that utilizes natural processes to treat and purify onboard wastewater to levels far exceeding international shipping standards. Further, this company uses biodegradable and organic cleaning products wherever possible in order to avoid potentially harmful phosphates and other chemicals associated with traditional cleaners.
- DP World, a global port shipment management company worked tougher with its supplier to embark on a waste reduction campaign in Thailand, Vietnam, the Republic of Korea, and Argentina to raise awareness on waste management policies of both companies to its employees, contractors, and customers.
- In an effort to minimize waste from in-flight service, Air France and KLM implement rigorous recycling programs, and integrate the eco-design approaches for onboard key items. For example, textiles (used uniforms, carpets...) are recycled into fibers used to manufacture new carpets for the Business Class and insulation materials for cars. Plastics are mostly reused in the production of new materials such as serving trays and drawers. Non-recycled items such as food wastes are recovered to produce energy.

3.3. Sustainable Transport Infrastructure (SDG Contribution: Goals 9, 10 and 11)

Transport infrastructure is a prerequisite for an economy's success, and an efficient transport infrastructure is particularly critical for developing economies as they enable local businesses and foreign investors to operate successfully. Poor quality of transport increases operating cost, thus further isolating particular areas and countries from the global value chain. Furthermore, inadequate transport infrastructure and services limits the promotion of cost-efficient use of

intermodal transport. Thus, it is estimated that more than USD \$ 41 trillion will be required on a global level for infrastructure development and maintenance over the next decades. While planning and development criteria for infrastructure are set by those who finance the projects, companies in the transport value chain and infrastructure are making an important contribution towards sustainable transport infrastructure by integrating environmental and social issues into the infrastructure life cycle and advocating more effective infrastructure which enables multimodal shifts and collaboration.

3.3.1. Environmental, Social, and Governance integration into the infrastructure life cycle (SDG Contribution: Goal 9)

Increasingly, investors, multilateral banks, and other transport planners put an emphasis on effective management of environmental, social and governance risks when initiating major infrastructure projects. In response, companies are addressing these risks through more robust mitigation strategies and technological innovations.

- Betchel, in partnership with a company from Turkey, was selected to construct a highway in Kosovo. During this time, this consortium incorporated the reduction, reuse and recycling of waste during the construction of a highway in Kosovo. The project included reducing fuel consumption during earthworks excavation, recycling waste oil to provide heating fuel for the local business community, and increasing awareness of various recycling options related to road industries (i.e. tire, batteries, etc.)
- SETRAG, a joint venture of a railway operator, in collaboration with IFC, engaged in the refurbishment of the existing railway in Gabon. Following the conduct of IFC environmental, social, and governance performance standards, it identified the potential impact of the railway on protected areas and partners with a leading conservation agency to implement mitigation strategies to ensure the minimum impact on biodiversity around the railway.
- Skanska, a global construction company, engages in a public-private partnership to reconstruct 21 miles of interstate highway, 15 major interchanges and over 140 bridges in the U.S, and incorporates high environmental standards to reach the highest level of environmental certification (Envision™ Platinum). This project will be the first one with this level of environmental standards. US\$ 1.5 millions are being spent to invite stakeholder input as well as install community arts done by local artists.
- Indira Gandhi Airport Terminal 3, New Delhi - An Indian construction company, together with two airport operators, formed a joint venture to develop and operate a major local airport – the Indira Gandhi Airport in New Delhi, India. The new Terminal 3 that opened in 2010 was the first in the world to be awarded the Leadership in Energy & Environmental Design (LEED) New Construction Gold Certification. The terminal features a parking station with a departure lit completely by daylight during the daytime, 215 electric charging stations, 1,200 energy-efficient LCD screens, 300 rainwater harvesting stations and storm drains that control erosion.
- Salini Impregilo, a global construction firm, as part of a consortium responsible for the expansion of the Panama Canal, integrates water stewardship strategies to reduce water consumption from the Gatun Lake during the design and construction process. A system of water saving basins was designed to recover and partially re-utilize water through the introduction of water basins. This effort resulted in a 60% water saving% reduction in water drawn from the Gatun Lake, and transit which would have required the use of approximately 500 million liters of water can now take place with approximately 200 million liters.

Featured Framework: IFC Performance Standards on Environmental and Social Sustainability. This framework articulates a company's strategic commitment to sustainable development, and is an integral part of IFC's approach to risk management. The 8 standards encompass: assessment and management of environmental and social risks and impacts, labor and working conditions, resource efficiency and pollution prevention, community health, safety and security, land acquisition and involuntary resettlement, biodiversity conservation and sustainable management of living natural resources, indigenous peoples, and cultural heritage.

3.3.2. Towards sustainable transport corridors (SDG Contribution: Goal 10 and 11)

Transport corridor has been approached as a key enabler of economic development and regional integration. Particularly, a well-integrated transport corridor is essential to strengthen the competitiveness of land-locked countries and developing economies as this significantly reduce transport cost in these areas.

- In partnership with its member association in Turkmenistan, International Road Transport Union (IRU) launched the Model High Way Initiative (MHI) to advocate the creation of operational and transit corridors, and address the difficulties of landlocked countries to access regional and global markets. MHI contributes to expanding trade by facilitating the creation of operational trade and transit corridors, addressing the difficulties that many landlocked countries face in accessing regional and global markets. MHI combines the creation of modern roadside infrastructure, institutional reforms, and the establishment of a Regional Infrastructure Fund. In 2014, the Government of Turkmenistan decided to create a pilot stretch of the Model Highway from Ashgabat to the port of Turkmenbashi. The World Bank, the Asian Development Bank, the Black Sea Trade and Development Bank and the European Bank for Reconstruction and Development support the MHI.

Transport corridors designed for multi-modal transport usage enable companies to choose different modes of transport that will ensure delivery efficiency while reducing environmental impacts. Companies and industries in the logistics sector are contributing to this agenda by advocating the importance of multi-modal enabling transport corridors. Additionally, with the increased interest in sustainable transport, businesses and industries at the national and regional level advocate the integration of sustainability into transport corridors.

3.3.3. Soft Infrastructure to Mitigate Environmental, Social, and Development Risks (SDG Contribution: Goal 10)

Intermodal collaboration is one of the most frequently mentioned subjects within the sustainable global transport debates. To reduce environmental footprint, companies with the global value chain are increasingly looking into multi-modal options. As highlighted above, lack of sufficient and effective physical infrastructure increase significantly the transport cost and affect investment decisions in particular markets and companies. Limited transport infrastructure discourages multi-modal shifts. Similarly, soft infrastructure such as inefficient trade procedure is also an obstacle to mainstreaming sustainable transport thinking. For example, Long waiting times at borders cause major human suffering for drivers blocked in endless queues with no access to basic facilities. Excessive border waiting times also have a very harmful effect on the population living near these border crossing points and questions related to criminality and public health, as well as air pollution and the spread of disease, continuously arise.

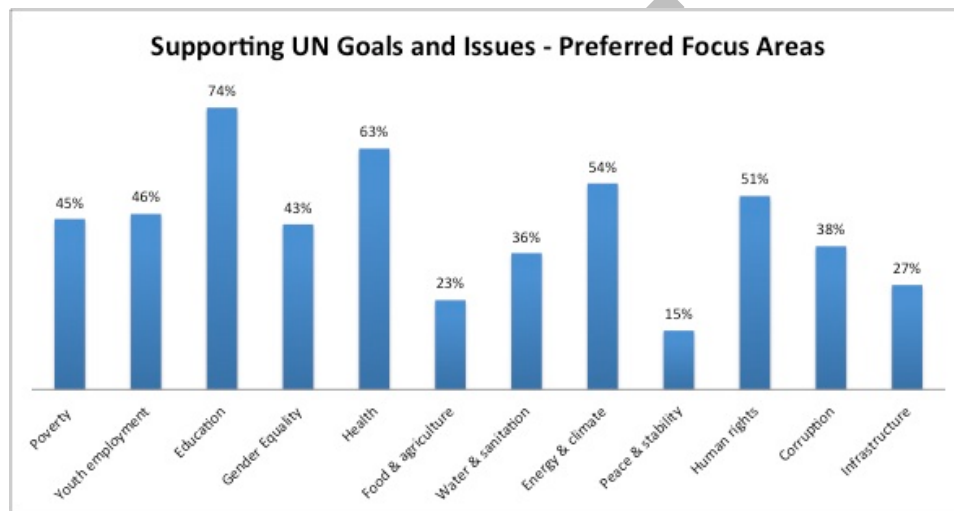
Yet, latest macro economic debates on transport and value chain put much emphasis on lost economic opportunities than unintended social, environmental, and governance risks. Industry associations and global transport companies are paying more attention to the environmental, social and governance consequences of insufficient soft transport infrastructure.

- The IRU has been involved in many initiatives to facilitate trade and development. IRU has been strongly involved in implementing *The Customs Convention on the International Transport of Goods under Cover of TIR Carnets* (UN TIR Convention, 1975). This international transport convention is so far the only existing universal framework that facilitates customs transit. The TIR system promotes direct public private cooperation between transport operators, customs authorities and competent governmental bodies, with the IRU leading its implementation through its Member Associations.
- Maersk, a leading global shipping company, in partnership with a nonprofit organization working to accelerate poverty reduction in East Africa through trade growth, supported companies in the region to gain easier entry to the world market. One such project is to support the digitization of various documentation requirements in shipping from a product in East Africa to a European Market.
- FIATA, the International Federation of Freight Forwarders Associations, was founded in Vienna in 1926. FIATA represents an industry covering approximately 40,000 forwarding and logistics firms, employing around 10 million people in some 160 countries. For FIATA, connectivity and trade facilitation are key focuses as they work towards optimizing the transport of goods and people in order to achieve economic and sustainable development. Many of FIATA's member associations work at the national level to improve connectivity and mobility regionally, especially in

land-locked countries where the need to develop transport sectors is crucial. This is achieved through strong stakeholder engagement, public-private partnerships, and removing barriers to trade through policy advocacy. For example, Uganda Freight Forwarders Association advocates a greater involvement of the transport and logistics sector in economic development and trade policy discussions, and additionally contributes to strengthening the industry standards of freight forwarders in East Africa by training over 4,000 custom and transport officials.

3.4. Global Citizenship and Market Development (SDG Contribution: Goal 1, 2, 4, 16)

Due to globalization, markets and citizens around the world are much more connected. In this space, it is becoming increasingly essential for companies in the transport sector to have a social license to operate through stakeholder engagement and strategic social investment. For businesses to thrive, it needs a vibrant market, which is successful in sustainable society. While there are numerous philanthropic projects that companies in the transport sector engages, this section highlights how core expertise of the transport sector was utilized to support key development issues such as education, food security, humanitarian relief, and poverty eradication. These issues are also reflected in the response of Global Compact business signatories who indicated to take action in support of UN goals and issues during the 2015 Annual Implementation Surveys.



3.4.1. Investing in Education (SDG Contribution: Goal 4)

Education is considered to be the surest path to economic success for an individual and the community. Many transport companies make ongoing investments in their future workforce by investing in education. Companies offer professional training and vocational programs for young adults that equip them to perform the necessary tasks required by the transport sector. Companies will enjoy the benefits of an educated workforce later on.

- Volvo Group (Sweden) is one of the world's leading manufacturers of commercial vehicles. In 2013, the Volvo Group signed a Memorandum of Understanding with the U.S. Agency for International Development (USAID) and the Swedish International Development Cooperation Agency (SIDA). The aim of this partnership is to provide vocational training schools for 4,500 young people, in 10 countries within five years, mainly in Africa and South East Asia. The first schools were launched in Ethiopia, Morocco and Zambia. In Morocco, Volvo Group has been commercially present since the 1950s and enjoys a high market share. Morocco is seen as a strategic growth market. However, the country also has high youth unemployment, where the existing educational system focuses on theoretical education and skills that do not reflect the needs of industry. The consequence is a shortage of adequate competencies that impedes economic growth and development. In 2014, a vocational training school for mechanics was established in Settat. In collaboration with local authorities, 150 students from Morocco, the Ivory Coast and Senegal will be trained every year, beginning in 2015. The program will enable developing skills and expertise that can be directly applied in the heavy duty equipment industry. Through the initiative, Volvo Group is training technicians that can support its planned expansion in Africa.

- For nearly 35 years, Flour, an international construction firm, has run a vocational school for the unemployed and disadvantaged people in South Africa, providing training to locals in marketable trade skills that serve them for future employment opportunities. Since its inception, more than 30,000 individuals have been trained and secured employment as fitters, welders, electricians, pipefitters, and other building trades. The training program enabled this company to gain access to a diverse talent pipeline.

3.4.2. Poverty Reduction (SDG Contribution: Goal 1)

Many transport companies engage in a great variety of voluntary social or charitable projects that significantly benefit local communities, provide good public relations, and contribute to employment generation, poverty reduction, and sustainable development. Companies are not only utilizing their core expertise, but also utilizing their existing value chain and business models to provide sustainable community engagement programs.

- VINCI Airports (France) - Social integration is the main focus of VINCI Airports' civic engagement. Through its Cambodia Airports subsidiary, VINCI Airports has developed and managed the country's 3 international airports of Phnom Penh, Siem Reap and Sihanoukville since 1995. The *Artisans d'Angkor* social enterprise, managed by VINCI Airports in partnership with the Cambodian government, reported 2014 revenue of almost €8 million while providing work to 1,200 employees, including 800 artisans working in 48 rural workshops. Each year, the profit is ploughed back into training and developing the business. *Artisans d'Angkor* was formed to ensure the continuity and development of Khmer crafts. The social enterprise offers employment for around 20 underprivileged communities in the Siem Reap region. Craftsmen and women, who work with silk, stone sculpture, wood sculpture, lacquer, marble and precious metals, each receive a contractual level of income and full social welfare cover. *Artisans d'Angkor* operates 42 shops in Siem Reap province, and has outlets in Siem Reap and Phnom Penh airports.
- *Konkan Railway Corporation (KRCL) (India)* is a subsidiary of the Indian Railways operating trains on the western coast of India since 1998. In a public-private partnership between Konkan Railway and the State Tourism Department, Konkan Railway started since the beginning of 2015 to train taxi and auto rickshaw drivers to be tourist guides at various stations on the Konkan Railway route. This is part of an effort to attract tourists and make their travel better and more comfortable. The local auto-rickshaw and taxi operators are the first point of contact for tourists when they alight at a railway station, and hence, can provide the right information to tourists and also earn some additional income. This project is aimed at promoting tourism activities in the country, through close engagement between the Railways and the drivers. This is in line The training programmes offered by KRCL focus on helping drivers to improve their communication with guests, gain confidence in dealing with tourists, present themselves with good mannerisms, etiquette and spread knowledge of the local tourism to their tourist passengers. After the training, the drivers are issued ID cards jointly by the Tourism Department and the company.

3.4.3. Supporting Humanitarian Relief Efforts (SDG Contribution: Goal 16)

In areas affected by conflict, disasters or other environmental factors where conditions are dire, transport businesses can help to distribute necessities such as shelter, medicine, food and water. Several vehicle and logistics operators have started to make an active contribution for humanitarian relief, helping both governments and civil society organization to provide for people in affected areas.

- Aramex, a global provider of comprehensive logistics and transport solutions, partnered with local organizations to organize an emergency relief campaign in the UAE and Jordan to aid the war-afflicted people in Gaza. Over 600 tones of donated aid supply goods were collected, sorted, packed and delivered to Palestinians families in the Gaza strip. Medical supplies, dry food and blankets reached more than 1.5 million Palestinians in the territory
- In September 2014, December 2014 and in January 2015, staff and management of Daimler AG effectively mobilized financial and technical resources for providing aid to Syrian refugees. Each time employees of Daimler privately donated more than 100,000 Euros, and Daimler AG doubled the amount by donating matching grants. The donations were used to purchase tents, blankets, cooking sets, winter clothing and baby foods, which were brought to the refugee areas by "Luftfahrt ohne Grenzen e.V." ("Wings of Help") based in Frankfurt am Main. On two occasions the aid was airlifted to Erbil in Northern Iraq, and on other occasions the aid was transported by truck

from Germany to the Syria-Turkey border areas.

3.4.4. Food Security (SDG Contribution: Goal 2)

Food security is critical to eradicate hunger, poverty and ensure global development. Reliable supply is necessary to guarantee access. Effective transport of food products is important for food security, and improved food distribution chains can make a big difference for people's lives in rural areas where there is scarce access. More transport companies are contributing to the combating challenges that food and agricultural sectors are facing. This is done via for example technological innovation, through improving the yield of agricultural crops, as well as through being a distributor of food products.

- To increase access of fresh and healthy foods to low-income families and individuals in the United States, CRX, an international transport company together with a nonprofit organization helps local farmers improve food delivery services.
- Michelin, a global tire company has developed a soil-friendly technology of low-pressure tires that preserve soil lightness and stop its incremental compaction over time. This leads to a proven increase in agricultural yields.

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4. Suggested Actions to Scale Up Business Contributions to Sustainable Transport

As this report highlights, transport is a key enabler of sustainable development due to its role in poverty eradication, wealth generation, trade and global supply chains. While governments have a primary responsibility to ensure inclusive mobility and provide a transport system that is affordable, efficient, clean, and sustainable, businesses are an effective partner in their endeavors. The commitment to productivity, to meeting customer demands and expectations, and to the delivery of safe, convenient, environmentally benign and cost-efficient transport services is at the core of the transport sector and its businesses.

Countless initiatives have been taken by both public and the private sector transport corporations, to provide more choices for consumers and to improve the reliability, quality and affordability of transport services. Due to constraints on its length, this report could capture only a few selected examples. These examples show how sustainable development and sustainable transport are directly interlinked and demonstrate a wide range of contributions that businesses in the transport sector are making to sustainable development.

Much has already been achieved, and many methods, products and solutions have proven useful and mutually beneficial for both the company that implements the measures, and for the customers, respectively the communities at large. Yet, for businesses and industry associations in the transport sector to scale up the existing efforts further, all stakeholders need to join forces to create enabling conditions and incentive mechanisms. Furthermore, sustainable development needs to be much better elaborated for the business community in order to assist businesses to understand the role they can specifically play to make a meaningful contribution. Finally, in the transport discussion, many more efforts need to be made to connect the “macro” transport agenda to “micro” sustainability topics. More specifically, in the infrastructure discussion and the trade facilitation discussion, much more explicit sustainability consideration will need to be made in order to create an enabling environment for businesses and industries to take greater action to contribute to the sustainable transport agenda.

Below is a list of actions that different stakeholders can undertake to advance the sustainable transport and development agenda, and many of these actions are derived from the Business Architecture for Post-2015.

Companies:

- Enhance corporate sustainability, as advocated by the UN Global Compact
- Aligned internal corporate practices with SDGs that are highly relevant and material to the transport sector through core business strategies and operations (i.e. energy efficiency, technological innovation addressing water stewardship, energy consumption, value chain engagement)
- Engage in policy dialogue and responsible advocacy in support of enabling environments for sustainable transport (“advocacy for the common good”)
- Participate in impactful, transformative partnerships and sustainability collaboration that aim to address specific sustainable transport challenges at the local, regional, and global level

Business and Industry Associations:

- Engage one’s members –raise awareness on intermodal collaborative opportunities; promote best practices; and provides guidance to members on how to implement the policy into action
- Standard setting – industry associations can play a key role by setting standards and bringing consensus on industry-specific actions and indicators; initiate or facilitate such process
- Policy advocacy & public affairs with other stakeholders –engage in policy advocacy emphasizing intermodal collaboration for sustainability; raise awareness of the value of inter-modal industry collaboration to other stakeholders

- Partnership facilitation – identify where your members can engage in collaboration with their peers in the same sectors or with others in the transport sector

Investors and Finance Providers:

- Ask companies to provide material information on the integration of sustainability into business strategy and corporate governance structures, based on credible reporting standards and subject to certification;
- Subscribe to and respect relevant principles, such as the Principles for Responsible Investment (PRI) for asset owners and managers, Equator Principles for project finance providers, and the Principles for Sustainable Insurance

Governments:

- Commit to fundamental norms of multilateral trade so that business can more effectively disseminate technologies and innovations that create market opportunities and jobs;
- Build effective policy frameworks and incentives to support and accelerate solutions towards sustainability. Create an enabling environment for corporate sustainability, incentivizing the right kind of behaviour through various policies and mechanisms such as procurement measures and ESG requirements on transport planning;
- Encourage companies to enhance accountability and transparency through publicly disclosing sustainability practices – especially in an integrated fashion – and by applying frameworks such as the Global Reporting Initiative (GRI)

Civil Society:

- Participate in ongoing dialogue with business, assisting in identifying social, environmental and governance risks arising from their activities, collaborating in finding solutions; and reviewing public disclosures by business;
- Engage in partnerships with business on common priorities, lending expertise and reach to support corporate efforts, strategy and reporting of impacts and results

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