

Fifth Regional EST Forum in Asia **- A NEW DECADE IN SUSTAINABLE TRANSPORT**

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Eco-efficient and sustainable freight transport policy

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The United Nations System

Main Bodies:

- **General Assembly**
- **Security Council**
- **Trusteeship Council**
- **Economic and Social Council**
- **International Court of Justice**
- **Secretariat**

Economic and Social Council

- **Five Regional Commissions:**
 - **Economic Commission for Africa (ECA)**
 - **Economic Commission for Europe (ECE)**
 - **Economic Commission for Latin America and the Caribbean (ECLAC)**
 - **Economic and Social Commission for West Asia (ESCWA)**
 - **Economic and Social Commission for Asia and the Pacific (ESCAP)**
- **ESCAP acts as the regional arm of the United Nations Secretariat for the Asia-Pacific region**
- **53 member states and 9 associate members**
- **Reports to the General Assembly through the Secretary General**

ESCAP Transport Division

Main areas of activities:

- **Transport infrastructure development:**
 - ∞ **Asian Highway (AH) – road network of 142,000 km**
 - ∞ **Trans Asian Railway (TAR), 112,200 km network**
 - ∞ **Dry port development**
- **Transport facilitation**
- **Transport logistics**
- **Sustainable transport development**

ESCAP Environment and Development Division

Main areas of activities:

- **Green Growth**
 - ∞ **Shifting from quantity to quality of growth**
 - ∞ **Integrating ecological costs in market prices**
 - ∞ **Promoting eco-efficient infrastructure**
 - ∞ **Green business and technology**
 - ∞ **Building climate-resilient societies**
- **Energy Security**
- **Sustainable Urban Development**
- **Water Resources Management**

Project on Eco-efficient and sustainable urban infrastructure

- Joint project of **ESCAP** and **ECLAC** with **UN-HABITAT**
- Seek to apply **eco-efficiency** to urban infrastructure
- Development of a **methodology** to integrate eco-efficiency in urban infrastructure development
- Production of **Guidelines** for developing eco-efficient urban infrastructure
- Focus on key sectors: **transport**, water, waste management, buildings
 - **Analysis of policy options for eco-efficient and sustainable freight transport**



The freight policy challenge

While protecting the health and safety of transport system users and the general community

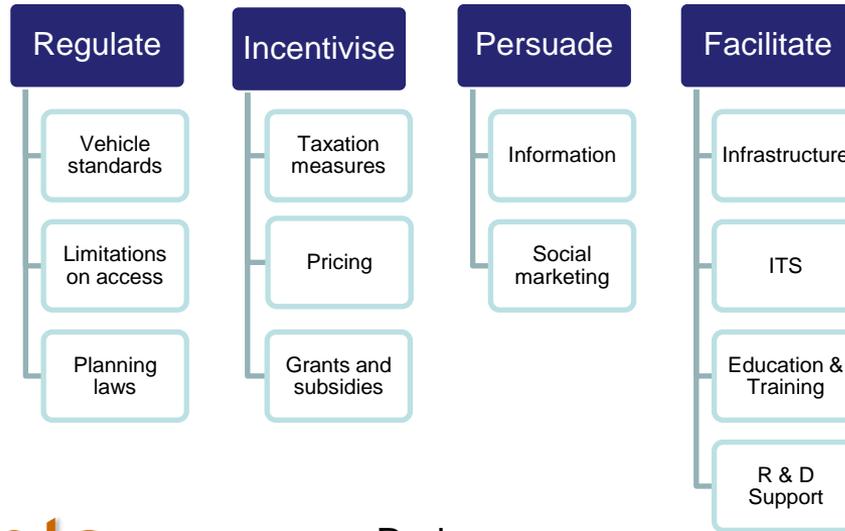
Without placing excessive demands on scarce resources

To provide access to the goods that people want when they want them

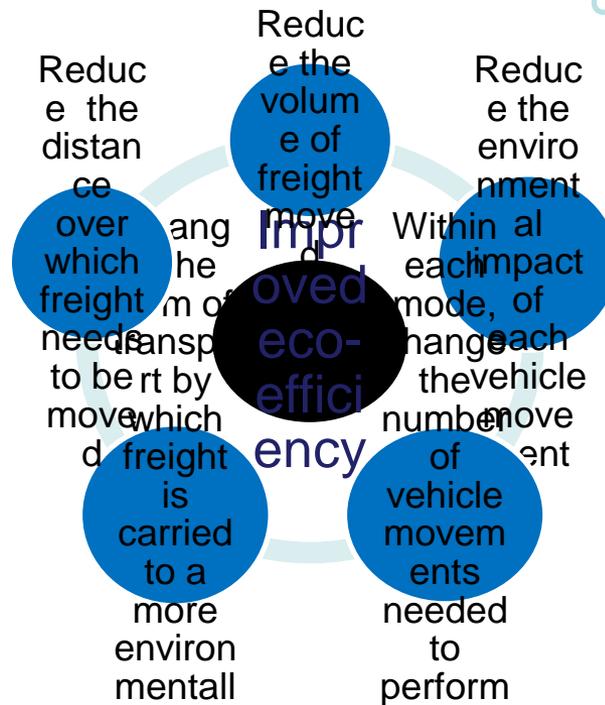
While minimising avoidable damage to the natural environment

While preserving or enhancing the quality of (urban) life, especially for the poor

Policy instruments



Attack points



Improved Eco-efficiency

1. Reducing the volume of freight

- Decouple economic growth from material consumption
- Reduce 'consequential' freight movements
- Increase life of products

2. Reducing transport distances

- Collocate production and distribution activities
- Local purchasing policies
- Increase urban densities

3. Changing transport mode

- Greater use of rail
- Increasing use of water transport

4. Reducing the number of trips

- Increase load carrying capacity of vehicles
- Improve load to capacity ratios
- Change logistics systems that generate excessive vehicle movements

5. Reducing the impact of each trip

- Switch to environmentally friendly energy sources
- Pursue fuel efficiencies and reduce emissions through improved vehicle design and maintenance
- Improved driving practices
- Create better operating conditions

Transport and logistics in rural areas

Transport and logistics infrastructure services enhance physical and economic access:

- Improved rural access can contribute to achievement of MDGs, reduce food insecurity, and help in disaster management; B/C ratios of rural roads in China could be 4 times higher than high quality roads – many major initiatives in the region
- Rural logistics and supply chains can significantly contribute to poverty reduction:
 - **FAO estimates cereal crops post harvest losses range between 10-37% of production – 4-16% due to transport and logistics deficiencies**
 - **An IIM study in India suggests 50% fresh food and vegetables are wasted on their way to market**
- Improved logistics and supply chains can lead to value chain development for rural produce and thereby contribute to poverty reduction – good examples from countries in the region exist