



Report of the Meeting of the Global Partnership on Sustainable Transport (GPST) Tuesday, 19 April 2016 at the Harvard Club of New York City, NY

Brief Summary of the Proceedings

The second GPST Update Meeting was held on 19 April 2016, with the participation of representatives of the four transport modes, including Amtrak, Airlines of America, the Mediterranean Shipping Company, the New York Metropolitan Authority, road transport associations from Romania and Turkmenistan, Arbitration Court for Transport, and other companies in transport-related industries. The meeting was also attended by representatives of several Permanent Missions to the United Nations, including the Russian Federation, Moldova and Turkmenistan. The UN DESA, the UN Global Compact, the International Chamber of Commerce and the World Bank were also represented.

The presentations by the representatives of the four modes of transport informed the meeting of the challenges faced in their respective industries and also some of the common challenges, such as reducing delays and costs for the transport of goods. In this regard, they applauded the efforts of the GPST in highlighting best practices, information-sharing and advocacy to promote improved transport and transit systems in the context of trade facilitation and sustainable development of the 2030 Agenda for Sustainable Development.

Other presentations covered the World Bank's Enabling the Business of Agriculture, which proved to have strong synergies with the objectives of the GPST. An informative presentation on the newly-established Arbitration Court for Transport appraised the participants of the practical aspects of having a dedicated forum to resolve legal issues in transport at a neutral international forum with specific understanding of the sectoral issues. The detailed presentation by Airlines for America underscored the increasingly complex nature of the aviation industry administrative processes and the constant need for innovation, data and information management to maintain efficiency, safety and security of cargo. The Permanent Representative to the United Nations of the ICC reiterated its support for the GPST's efforts to mobilise private sector engagement in UN processes to support the SDGs and the 2030 Agenda for Sustainable Development. A brief overview of preparations for the convening of the First UN Global Transport Conference was offered by the Attaché of the Permanent Mission of Turkmenistan, on behalf of H. E. Ambassador Mrs Aksoltan Ataeva and the Turkmen Road Association, who expressed their support for an active role for the IRU and the GPST in the preparations of and participation in this historic event.

During the general discussions, the participants engaged in illuminating exchanges addressing all the items on the attached agenda, and expressed appreciation and support for the GPST's broad vision and global objectives to build partnerships in sustainable transport in support of the 2030 Agenda for Sustainable Development. Positive comments and feedback were also received on the GPST's publications, which include the Guidelines For Governments and Businesses On the Implementation of UN Resolutions and on the Global Silk Routes Initiative Report.

A particularly constructive and engaging dialogue took place regarding the potential development of the Global Transit Document (GTrD). The afternoon meeting of the Group of Experts on the GTrD provided numerous ideas on how to move forward. The meeting applauded the GPST's achievement in promoting numerous sustainable transport partnerships, and its success in securing a prominent presence for sustainable transport in the UN General Assembly Resolutions.

Comments and Recommendations

The Meeting recommended to the GPST Secretariat to complete the development of the GPST website at the earliest opportunity and to use this tool to pursue broad outreach efforts to engage more transport companies and other transport stakeholders, including international organisations to become members. Similarly, members encouraged the GPST Secretariat to proceed with the distribution of the first issue of the TransUNmission newsletter.

Encouragement was expressed for the GPST to have greater visibility at the upcoming Global Conference on Sustainable Transport and to profile the work it will undertake in the coming months at that event.

The Experts Group expressed its enthusiasm for the work ahead on the Global Transport Document, and unanimously took the initiative to re-name the initiative from the "Single Transport Document" to "the Global Transit Document (GTrD)". The Minutes of the GTrD EG is below.

The industry representatives encouraged the GPST to continue to advocate for more PPPs and other policies aimed at improving transport systems by making them more efficient, safe and accessible.

Summary of Speakers' Presentations

Ms Melissa Powell, Chief of Staff, the UN Global Compact, in her opening statement underscored the important role of the private sector in achieving the Sustainable Development Goals (SDGs) and how businesses can be used as "as force for good in the world". She noted that the transportation sector is critical to achieving the SDGs and as part of the UN Global Compact's work to help individual

companies to integrate social, environmental and governance issues into their businesses to achieve broader societal goals. Through its work with the GPST, the UN Global Compact has been able to pursue a sectoral approach by focusing on the transport industry to enhance its work on sustainability. The UN Global Compact will continue to support the GPST to mobilise more companies to embrace the SDGs as part of its sectoral contribution to the implementation of the 2030 Sustainable Development Agenda and to facilitate the measurement of its impact at the sector level.

Mr Igor Runov, IRU Under Secretary General and Head of the IRU Permanent Delegation to the UN opened the meeting by welcoming the audience to this important meeting. He reiterated the importance of global partnerships, which has achieved great significance in UN decisions – in particular, those that focus on the role of transport in supporting the 2030 Agenda for Sustainable Development. He reported on the priorities and achievements of the GPST since 2015, noting in particular the GPST's broad outreach efforts, the organisation of GPST side events in the sidelines of numerous international events relating to transport, the development of technical publications, the development of the GPST website, the development of the GPST TransUNmission Newsletter, and the promotion of Best Practices provided by numerous GPST Members. Finally, Mr Runov recalled that UN Member States have cited the GPST as a welcome initiative in recent UN General Assembly Resolutions on transport and transit corridors and on multimodal transport corridors, which highlight the GPST's efforts to "lead by example" through its focus on promoting best practices in sustainable transport and building capacity, which represent important contributions to the achievement of the 2030 Agenda for Sustainable Development. He noted that while the Resolutions have strengthened the international legislative framework for sustainable transport, accelerated efforts are needed for their implementation.

Mr Daniel Mazilu, ATRI Under Secretary General cited the close relationship between the Romanian Road Transport Association and the IRU, of which it is a member. He emphasised the value of "strategic responsibility" to create a better connection and vision between transport and logistics strategies, trade and transport strategies, etc. He noted in this context, the importance of the Single Transport Document (STrD) as a good model to achieve such important connections and to promote efficiencies throughout the transport sector. Mr Mazilu applauded this innovative GPST initiative and its potential to address many more issues and challenges and the transport industry.

Mr Bekmyrat Eyerbediev, THADA Secretary General of the Turkmen Association of International Road Carriers noted that despite the small size of his country, Turkmenistan has achieved important results in promoting the development of all modes of transport and transport infrastructure. Its sponsorship of two important UN GA Resolutions has positioned Turkmenistan in a leadership position at the global level as an advocate for sustainable transport. Moreover, its significant investment in the construction of road networks, the improvement of service provision and the promotion of road safety have also highlighted its proactive actions in the Central Asia Region. Mr

Eyerbediev also cited Turkmenistan's innovations in the areas of rail development, maritime seaport construction including ship building and repair factories and the promotion of freight transport (via ferry) to connect with Europe and the promoting of the aviation sector. Thus, Turkmenistan has demonstrated great commitment to multi-modal transport and it plans to showcase its efforts and mobilise global efforts as host of the upcoming First UN Conference on Sustainable Transport that will be held in Turkmenistan in December 2016. Mr. Eyerbediev concluded by citing THADA's early membership in the GPST and reiterated their support for GPST to become important implementation mechanism for the 2030 Agenda for Sustainable Development.

Ms Elizabeth Merritt, Managing Director, Airlines for America described the role of Airlines for America in promoting the sustainability of the industry, citing its work in three broad categories - customs border control and automation, safety, and security. She noted that Airlines for America cooperates with both national and international agencies in these areas in order to promote trade efficiency gains through stronger multi-modal cooperation. She cited the role of efficient information management and risk and compliance management for efficient and secure logistics systems. Ms Merritt also noted the distinguishing features of air cargo (high value cargo shipment) while also noting that the airline industry shares with other modes the concern to adopt measures to shorten delays for persons and goods in transit. In this context, she noted that the GPST responds to a genuine need by all modes to provide a common platform to address issues that they face individually and collectively.

Mr Paolo Magnani, Executive Vice President, Mediterranean Shipping Company, a leading carrier in the maritime industry with over 400 vessels that travel around the globe. Mr Magnani cited the similar experience of other modes to achieve efficiency gains and noted the useful role that the GPST plays in bringing together the different players in the industry. For example, he cited efforts in his industry to render the maritime export manifest process less complex through the introduction of the Automated Commercial Environment (ACE), which will modernise and streamline trade processing across the sector and hopefully facilitate the transfer of information under this one unique platform. Mr Magnani noted that the maritime transport industry is extremely competitive and is undergoing significant transformation and consolidation because there is significant tonnage and space available, which has reduced freight rates significantly. He cited the increasing consolidation of routes among companies in the industry – i.e. MSC has partnered with Maersk on East-West routes, and this is indicative of a growing trend to achieve economies of scale in the sector, to improve better coverage and services clients. Mr Magnani suggested that this might be the beginning of a bigger transformation in global ocean transportation in the next 5 – 10 years. Mr Magnani echoed the

Ms Joanne Maxwell, Amtrak described the company's role as a passenger transport company; however, she noted that Amtrak covers 46 states in the US. Amtrak is dedicated to sustainability, and focuses strongly on energy efficiency. The company maintains an extensive network of maintenance facilities, which require a great deal of

electricity to operate. Therefore, in exploring both traditional and innovative ways to improve energy efficiency in its use of both diesel fuel and electricity. As Amtrak's Northeast corridor is entirely powered by electricity, the company has entered into strategic partnerships with electricity suppliers in that region. Ms. Maxwell welcomed the GPST as a valuable initiative and expressed her intention to recommend Amtrak and its partners to join.

Ms Marie-Helene Vanderpool, IRU Manager, External Relations presented the publication entitled "GPST Guidelines for Governments and Businesses on Maximizing the Impact of UN Resolutions on Sustainable: A toolkit for developing actionable policies and identifying new business opportunities in the transport industry". Ms Vanderpool underscored the importance of the commitments made by UN Member States in UN GA Resolutions to enabling national-level policy making to promote more conducive environments for business. This in turn empowers businesses to pursue innovative business opportunities. These combined efforts facilitate the development of viable and sustainable transport systems, which contribute to promoting economic growth. Ms Vanderpool presented the Guidelines as a practical document that will help users in both Governments and the private sector to benefit from the recommendations outlined in UN GA Resolutions.

Mr Azat Sahetmyradov, Attaché, Permanent Mission of Turkmenistan to the UN, noted that his country viewed transport and mobility as being about providing appropriate and efficient systems that serve the most people in the best, most equitable and environmentally sensitive manner. Mr Shaetmyradov cited his Government's activism and leadership in sponsoring transport-related Resolutions that were adopted by the UN General Assembly in 2015 and 2016 and its desire to continue to mobilise international support to improve transport systems and access to transport services. Mr Shaetmyradov conveyed his government's pleasure at being selected to host the First UN Global Conference on Sustainable Transport in December 2016, adding that the Conference marks a momentous event designed to give impetus to global actions to address transportation problems. He applauded the GPST's mission and actions, which have already inspired numerous public-private partnerships that target ambitious but realistic actions to improve the delivery of viable, accessible and sustainable transport solutions. He noted in this context that with the support of the GPST in mobilising multi-stakeholder participation and interaction at the Conference, his Government has every confidence that the outcome of this first-ever Global Conference on Sustainable Transport will be meaningful, measurable and will deliver long-term impact in accordance with the objectives of the 2030 Agenda for Sustainable Development, which Turkmenistan wholeheartedly support.

Ms Juliette Passer, Esq., President and General Counsel of Eurasia Transit Advisory Group, described the complex legal landscape for multi-modal transit, the challenges posted to operators in multiple legal jurisdictions through which cargo traverses, the numerous policy issues that affect such complex transit schemes, but

also the immense economic potential of transit corridors to contribute to facilitating trade and expanding global supply chains. Ms Passer noted that until now – due in large measure to the leadership of the Government of Turkmenistan and the creation of the GPST – a forum had not existed to permit the four modes to come together to address the individual and common challenges they face in facilitating transport and transit. She cited the GPST’s Global Silk Route Initiative as a concrete example that combines existing knowledge with policy gaps that need to be filled and with best practices to facilitate progress in transport policy-making and progress in the development of transport systems. She noted that while the Global Silk Route Initiative is more regional in scope, all countries in the world are impacted by transport issues and they all stand to benefit from better transport policies.

Ms Louise Kantrow, ICC Permanent Representative to the UN, described the historical background of the Global Business Alliance for 2030 and its role in the elaboration of the 2030 Agenda for Sustainable Development and the SDGs. She noted the role of the IRU in the GBA during its formation, as the representative of the transport industry. Ms Kantrow acknowledged the IRU’s keen understanding of the importance that UN Resolutions play in driving transport policy, and congratulated the IRU for its feverish engagement in supporting UN GA Resolutions on transport. She also commended the IRU’s work in supporting stronger business engagement in UN processes and its participation in formulating UN business engagement architecture as we move forward to the implementation and follow-up of the 2030 Agenda for Sustainable Development. Ms Kantrow noted the critical importance of the GPST for the implementation of the 2030 Agenda and hoped that its engagement with the UN will endure.

Mr Reza Salamat, Officer-in-Charge, Oceans and Climate Branch Division for Sustainable Development, UNDESA, provided a brief overview of the purpose and objectives of The Technical Working Group (TWG) of the UN Secretary General’s High Level Advisory Group on Sustainable Transport (HLAG-ST), which is mandated to provide concrete policy recommendations to promote the sustainable transport agenda for UN-wide action. The recommendations will be outlined in the first-ever Global Outlook Report on Sustainable Transport. He cited the IRU’s very active and constructive and proactive participation in the TWG, which has supported the work of a small drafting group charged with preparing the first draft of the Outlook Report. The second draft will be prepared in May 2016. The recommendations of the report are expected to be concrete, actionable and implementable at all levels, and it will be presented at the First UN Global Conference on Sustainable Transport in Turkmenistan in December 2016. Mr Salamat welcomed the efforts of the GPST and its involvement in the upcoming UN Global Conference on Sustainable Transport in December 2016.

Ms Donna Chung, UN Global Compact, briefly described the UN Global Compact’s goal to translate the global goals of the SDGs into business opportunities. Several events will be dedicated entirely to the SDGs and the GPST has served as a very important example of how the sectoral approach can contribute to SDG attainment. Ms

Chung noted that the GPST's sectoral approach has enabled the UN Global Compact to accelerate its efforts in promoting sustainability among its membership particularly through sectoral partnership. Ms Chung noted that the UN Global Compact plans to continue to focus on and profile the GPST as much as possible in its future events.

Mr Jens Hügel, Head, Goods Transport & Sustainable Development of the IRU briefly outlined the IRU's history as having been established in 1948 in connection with the UNECE's efforts to identify a partner to help in the reconstruction of Europe after WWII to make sure that goods can travel across Europe without impediments. He cited the deep involvement of the IRU in the design and implementation of UN policies, and the IRU's critical role in implementing the TIR Convention through its mandate by the UNECE. In this regard, Mr Hügel cited the important role that GPST plays in the area of advocacy, referring to the UN Resolutions on transport that recognise the GPST's mission and objectives. He also cited the work of the IRU Academy in delivering quality professional training to improve knowledge and capacity in the sector in diverse areas citing calls by the UN for the IRU Academy to serve as global benchmark for professional training for the industry. The growing impact of new players in passenger transport was addressed by Mr Hügel, notably the "Uberisation" of the sector that has left space for Uber to operate outside the usual regulatory framework governing passenger transport. He noted that rules should be followed by all actors in transport without exception. In that regard, he cited the IRU's work with the ILO in promoting global compliance of labor regulations, including in the passenger transport area – notably that occupied by taxis.

Mr César Chaparro Yedro, Coordinator, The Global Indicators Group, World Bank described the initiative entitled Enabling the Business of Agriculture Project (EBA), and its objective to measure and benchmarks business regulations in the area of agriculture and agribusiness including transport in 40 countries to be increased to 62 in the next cycle. The EBA is a multi-donor project launched in 20 --- pursuant to a call by the UN General Assembly for the development of indicators in agricultural sector given its importance in reducing poverty and ensuring food security. It is funded by the Government of Netherlands, Denmark, the United Kingdom, the United States and the Bill & Melinda Gates Foundation. The project identifies the legal barriers in agriculture, the transaction costs incurred by the private sector to comply with administrative procedures. In that context, Mr Chaparro Yedro noted that in view of the importance of multimodal transport to the efficient transport and transit of agricultural products – both domestic and cross-border transportation - the EBA programme and the GPST are complementary and he expressed the preparedness of the World Bank to collaborate with GPST to contribute to improving the delivery of agricultural products to their destined markets.

Mr. Cristian Serban, ARTRI Deputy Secretary General and Legal Advisor, Arbitration Court for Transport, concurred with previous speakers that transport activity is a very risky activity that gives rise to significant litigation. Mr Serban described the origins of the Arbitration court in the numerous requests by ARTRI

members to identify a forum to facilitate private alternative dispute resolution in transport and related areas and activities – including air, sea and rail transport. The Court's competence is global, there is flexibility in that Parties may select the venue for the procedure and the possibility to conduct electronic arbitration is now being explored. To underscore the importance of this new structure, Mr Serban noted that he had been involved in legal proceedings in the past where judges had never heard of the TIR Convention. This speaks to the relevance of the Arbitration Court for Transport and the important role it will play in ensuring the expedited resolution of conflicts involving transport actors.

Mr Michael Replogle, Deputy Commissioner for Policy, New York City Department of Transportation, congratulated the GPST, the UN Global Compact and the IRU in bringing together sustainable transport stakeholders from around the world to advance the sustainable transport agenda. He applauded the initiative to move forward with the Single Transport Document (STrD) and the greater sustainability of global supply chains. He noted that these are important inputs to dialogue on the implementation of the SDGs and the Climate Change commitments. He referred to the work of the Partnership on Sustainable, Low Carbon Transport (SLoCaT) that also works to achieve progress in this area, notably in the area of climate policy through the Paris Process on Mobility and Climate to develop a common framework to help decarbonise the transport sector. In this context, Mr Replogle noted that the STrD could make important contributions to meeting these carbon reduction objectives and he urged the participants to support the STrD initiative.

Afternoon Session: First Meeting of the Experts Group on Development of the Global Transit Document (GTrD) For Sustainable Global Value Chains

1. Background

The Experts Group (EG) on Development of the Global Transit Document (GTrD) For Sustainable Global Value Chains was inaugurated at the 2016 Global Partnership for Sustainable Transport (GPST) Progress Update Meeting held on 19 April 2016 at the Harvard Club of New York City. The GTrD EG was created under the aegis of the GPST to promote the sustainable development of all transport modes in the context of the 2030 Agenda.

2. Objectives

The exponential growth of international trade in the XXI century suggests the need to explore the development of a global transit document (GTrD) that could potentially service all modes of transport along global supply chains. The absence of harmonised administrative and customs procedures in international trade has resulted in insufficient coordination among legal frameworks for different modes of transport. This negatively affects delivery times, generates economic losses, and may incite corrupt practices. Increased costs of intermodal shipping and transportation - which are often considered

as a fuel efficient and environmentally sound option to move goods and service - represent additional negative consequences of un-harmonized administrative and customs procedures.

The attempts of establishing a uniform legal regime for multimodal transport at international level started by the International Institute for the Unification of Private Law (UNIDROIT) in the 1930s, because this area of law was considered more and more important with the development of containerization of cargoes. The efforts to establish a legal regime for multimodal transport were further made by the Comité Maritime International (CMI) and a “Convention on Combined Transport – Tokyo Rules” was drafted in 1969. Although the rules in the previously drafted conventions were reflected in standard bills of lading, such as the “Uniform Rules for the Combined Transport Document” of the International Chamber of Commerce (ICC) and despite other efforts on an international level, it was not until 1980 that the United Nations Convention on International Multimodal Transport of Goods was adopted (the MT Convention). However, the MT Convention did not attract sufficient ratification to enter into force, so the United Nations Conference on Trade and Development (UNCTAD) Secretariat established a joint working group with the ICC to elaborate model provisions for multimodal transport documents. The Joint Working Group completed the preparation of the UNCTAD/ICC Rules for Multimodal Transport Documents in 1991, and the Rules entered into force in 1992. The UNCTAD/ICC Rules have similar features to the MT Convention, while distinguishing themselves by providing for a network system in terms of liability and, like in The Hague Rules, permitting nautical fault and fire exemptions for loss occurring in a sea-leg. Although the UNCTAD/ICC Rules have been widely accepted by the industry and were incorporated in standard forms of contract, such as the FIATA Bill of Lading 1992 and MULTIDOC- 95, since the UNCTAD/ICC Rules are contractual in nature, their role is limited.

As the global trade reaches more and more countries, the legal problems surrounding multimodal transport continuously emerge. Even if cargoes are transported in a much safer way nowadays, the goods are frequently damaged or lost during transport and uniformity has not been achieved by any measure.

Hence, the development and introduction of a global transit document would serve as an important enabling mechanism to assist companies in the transportation industry to further strengthen their sustainability practices, which can reduce various global value chain sustainability risks.

3. Minutes of the First Meeting of the Experts Group (EG)

The first meeting of the Expert Group (EG) was opened by Dr. Igor Runov, Under Secretary General of the International Road Transport Union (IRU), who reiterated the challenges of trade facilitation related to delays at border crossings, problems presented by illicit payments as well as lack of support infrastructure – all of which represent significant impediments to international trade and argue for the need for the

development of a single non-negotiable document for all modes of transport as a viable area for investigation with a view to formulating appropriate recommendations at the international level. Mr Runov invited members of the EG to review the Terms of Reference to be adopted at the end of the meeting, invited comments from the participants and introduced the moderator, Juliette Passer, Esq., President and General Counsel of Eurasia Transit Advisory Group.

After establishing that multimodal transport is the transportation of goods under a single contract, performed with at least two different means of transport, whereby the carrier is liable (in a legal sense) for the entire carriage, even though it is performed by several different modes of transport (by rail, sea and road, for example), Ms Passer pointed out that currently, transport documents and liability rules for multimodal freight transport are characterised by a patchwork of different legal regimes embodied in diverse international conventions. These conventions stipulate different bases for liability (applying different mandatory rules to liability requirements, exclusion clauses, limits of liability, time bars for suit, etc.) and different limitations of liability for the carrier. There is no uniformity of case law or legal precedent regarding the liability issues either in the US or Europe, which adds unpredictability and high litigation costs to multimodal transportation.

Furthermore, there is another layer of different legal regimes deriving from national legislations, contractual arrangements and professional practices within the transport sector. Moreover, each transport mode has given rise to the emergence of distinct customary practices and transport documents. In addition, although electronic transport documents are, in theory, already available to some transport modes, they are far from being widespread in day-to-day business operations.

A single global transit document would generate overall positive economic effects for all parties involved in multimodal transport by reducing the costs and delays of administrative procedures and bureaucracy, and by establishing a single liability regime. This would remove barriers to seamless, streamlined, flexible and sustainable multimodal freight transport globally.

During the discussion that followed, the following issues were raised and addressed:

It was suggested that the multimodal document should be viewed as an intermodal contract for harmonisation purposes;

The potential use of international transport arbitration clauses in contracts in the context of developing the GTrD was suggested for consideration; an earlier presentation informed the participants about the new important initiative in Romania aimed to promote the sustainable development of all transport modes in the context of the 2030 Agenda for Sustainable Development – the Arbitration Court for Transport¹, organized in 2015 by the Romanian Association for International Road Transport

(ARTRI); ARTRI is the national association that is mandated to issue and guarantee the TIR system and is a member of IRU and GPST;

It was suggested to examine the applicability of the multimodal TIR, as an example of co-modality tools already used in many countries, as well as an example of best practices in public-private partnerships based on the TIR Convention.

It was pointed out that existing elements related to electronic documentation and cooperation among border agencies should be examined in the context of developing the GTrD and sectorial initiatives, such as the E-Bill of Lading or air cargo industry innovations in the documentation and cargo security areas.

4. Resolutions

First Resolution:

It was unanimously agreed by participants that the past decades have witnessed the rapid development of international trade and modern transport, but the lack of uniformity of documentation and liability regimes persists, hence the need to develop a single transit document must be addressed expeditiously in the context of the 2030 Agenda and the two recent UN Resolutions that specifically address the challenges of transportation sector.

Second Resolution:

The Terms of Reference circulated by the GPST Secretariat were unanimously adopted in the form attached hereto as Annex III.

Third Resolution:

It was further unanimously agreed that there is a need to develop and circulate widely to all stakeholders a questionnaire related to the development of the GTrD, which would provide data to be analysed in the context of each mode of transport and its views on the need for a uniform liability regime and the use of electronic documentation as a trade facilitation tool to serve the economic interests of each mode and thus facilitate trade globally.

Therefore, the Secretariat of the GPST is entrusted with the task of researching and preparing the GTrD Questionnaire and will circulate its draft to the participants of the GTrD EG for comments and approval to be adopted at the next meeting.

Fourth Resolution:

It was further unanimously agreed that in order to implement the above Resolutions, additional meetings of GTrD EG are needed in the following months and subsequent meetings should focus on each mode of transport with the participation of representatives of the private sector, international and national associations, and non-governmental organisations, as well as other interested stakeholders and other members of the GPST. The exact dates and venues will be determined by the Secretariat of the GPST.

Upon adoption of the above Resolutions the Meeting of the GTrD EG was officially adjourned.

Annex 1



PROGRAMME

GPST Progress Update Meeting, Tuesday, 19 April 2016
at the Harvard Club of New York City, The West Room
35 West 44th Street, New York, NY 10036

Welcome coffee Registration

Morning Session: Opening remarks by Ms Melissa Powell, Chief of Staff, the United Nations Global Compact, and Mr Igor Runov, the International Road Transport Union (IRU) on behalf of the GPST

Update on GPST progress, priority areas and moving toward the global, multimodal vision, presented by Mr Igor Runov, IRU Under Secretary General, Head of the IRU Permanent Delegation to the UN, GPST Secretariat

Recent developments in transport sectors – presented by representatives of individual modes and industry associations

Mr Daniel Mazilu, Romanian Road Transport Association (ARTRI)
Mr Bekmyrat Eyerbediev, Secretary General, Turkmen Association of International Road Carriers (THADA)
Ms Elisabeth Merritt, Managing Director, Airlines for America
Mr Paolo Magnani, Executive Vice President, Mediterranean Shipping Company
Ms Joanne Maxwell, Director of Environmental Programs, Amtrak

Presentation of “Guidelines for Governments and Businesses on Maximizing the Impact of UN Resolutions on Sustainable Transport: A toolkit for developing actionable policies and identifying new business opportunities in the transport industry”, by Ms Marie-Hélène Vanderpool, IRU Manager, External Relations, GPST Secretariat

Presentation of the GPST Study “The Global Silk Road Initiative”, by Ms Juliette Passer, Esq. President and General Counsel of Eurasia Transit Advisory Group, GPST Secretariat

Special presentation by Mr Azat Shaetmyradov, Attaché, Permanent Mission of Turkmenistan to the United Nations

Break

Special presentation by Mr Jens Hügel, Head, Goods Transport & Sustainable Development of the IRU, The view of the road transport industry on the STrD: The case of Multi-modal TIR

Recent activities on sustainable multimodal transport presented by international organisations

Ms Louise Kantrow, ICC Permanent Representative to the United Nations

Mr Reza Salamat, Officer-in-Charge, Oceans and Climate Branch Division for Sustainable Development, United Nations Department of Economic and Social Affairs (UNDESA)

Ms Donna Chung, Industry Engagement & Special Projects, UN Global Compact

Mr César Chaparro Yedro, Coordinator, The Global Indicators Group, The World Bank

Special presentation by Mr Cristian Serban, ARTRI Deputy Secretary General and Legal Advisor, Arbitration Court for Transport

Mr Michael Replogle, Deputy Commissioner for Policy, New York City Department of Transportation

Interactive Discussion, Q&A

Afternoon Session: The case for the Single Transport Document (STrD), moderated by Ms Juliette Passer

Introductory remarks by the IRU on behalf of the GPST

The Single Transport Document (STrD): Historical overview & current status

Overview of multilateral developments relating to the STrD

Trade, transit and global commodities supply chains

Interactive Discussion, Q&A

Summary of key points, adoption of TORs for the STrD, time & place of next meeting

Networking reception

Buffet Dinner

Annex II: Statement of H.E. Ambassador Mrs Aksoltan Ataeva, Permanent Representative, Permanent Mission of Turkmenistan to the United Nations, delivered by Mr Azat Sahetmyradov, Attaché



STATEMENT

**GPST Progress Update Meeting
At the Harvard Club of New York City
By Mr Azat Sahetmyradov, Permanent Mission of
Turkmenistan to the United Nations
On behalf of H.E. Ambassador Mrs. Aksoltan Ataeva**

19 April 2016

Good morning Excellences,
Ladies and Gentlemen,

At the end of this year Turkmenistan will host the **1st UN Global Conference on Sustainable Transport**, initiated by the UN Secretary General, dedicated to the role of transport and transit corridors in ensuring international cooperation, stability and sustainable development. Once again, we plan to highlight the importance of safe and secure roads in transit corridors to ensure that persons and cargo transit to their destinations without incident.

The convening of this Conference marks a momentous event designed to give impetus to the commencement of meaningful multilateral communication with respect to transportation problems and raising cooperation in this sphere to a qualitatively new level and transition to the adoption of concrete decisions.

The Conference will consider the Report prepared by the UN Secretary General' High Level Advisory Group on Sustainable Transport and after its thorough discussion will adopt the final document, which will together establish the guidelines and milestones for development of global transportation system until year 2030.

Importantly, the Conference will analyze situation in all modes of transport, including rail, road, air and sea, and its contribution to the global sustainable development in all regions and parts of the world. Business will play an important role in preparation for the Conference and will host the Private Sector Forum on the second day of the

Conference in accordance with recommendations of the recent ECOSOC Partnerships Forum, which emphasized the role of cross-sectoral partnerships in implementation of Sustainable Development Goals adopted by the UN for the next fifteen years.

Now it is time to discuss next-generation transport systems for the twenty-first century within wider platforms, such as Global Partnership for Sustainable Transport (GPST), and I am pleased to take part at today's meeting. As you are well aware, the GPST is a business and industry-lead, action-oriented, multi-stakeholder initiative involving all modes of transport.

The GPST embodies the vision of the 2030 Agenda for Sustainable Development and through its actions involving the transport industry, promotes the achievement of the SDGs. To date, it has already inspired numerous public-private partnerships that target ambitious, but realistic actions to improve the delivery of viable, accessible and sustainable transport solutions.

In addition to promoting concerted action among all modes of transport and between governments and industry actors, the GPST will also play an important role in ensuring that the Global Conference on Sustainable Transport delivers impactful results commensurate with the vision of a world where transport and mobility are accessible to all. Indeed, this is a core objective of the GPST, and its important role in this historic Conference brings us all closer to realizing this noble ambition.

With the support of the GPST in mobilizing multi-stakeholder participation and interaction at the Conference, my Government has every confidence that the outcome of this first-ever Global Conference on Sustainable Transport will be meaningful, measurable and will deliver long-term impact in accordance with the objectives of the 2030 Sustainable Development Agenda, which Turkmenistan wholeheartedly support.

I thank you.

Annex III: Terms of Reference of the Global Transport Document (GTrD)



Terms of Reference of the Experts Group on the Development of the Global Transport Document (GTrD) for Sustainable Global Value Chains (April 2016)

1. Background

The Experts Group (EG) is created under the aegis of the Global Partnership for Sustainable Transport (GPST) to promote the sustainable development of all transport modes in the context of the 2030 Development Agenda.

2. Objectives

The exponential growth of international trade in the XXI century suggests the need to explore the development of a single transport document (STrD) that could potentially service all modes of transport along global supply chains. The absence of harmonised administrative and customs procedures in international trade has resulted in insufficient coordination among legal frameworks for different modes of transport. This negatively affects delivery times, generates economic losses, and may incite corrupt practices. Increased costs of intermodal shipping and transportation, which are often considered as a fuel efficient and environmentally sound option to move goods and service represent an additional negative consequence of unharmonised administrative and customs procedures. Moreover, the social and environmental consequences of inefficient transit facilitation make it more costly for companies in the transportation industry to embrace more robust environmentally sustainable and socially responsible.

The development and introduction of a STrD - a single (non-negotiable) document for all modes and transport units with a single liability regime could therefore be considered as a viable area for investigation with a view to formulating appropriate recommendations at the international level. This could serve as an important enabling mechanism to assist companies in the transportation industry to further strengthen their sustainability practices as it can reduce various global value chain sustainability risks.

Possible areas of focus of the EG:

- Compilation and analysis of best existing practices in transit facilitation and border-crossing procedures;
- Analysis of existing impediments of legal, political and commercial character preventing introduction of a STrD;
- Analysis of potential social, environmental, and economic benefits of efficient transit facilitation and border crossing procedures;
- Preparation of general recommendations related to elaboration of a collective multi-modal-transport approach to development of a STrD.

3. Members

The Expert Group will consist of representatives of companies in the transport industry (different modes) and transport associations – members of GPST with participation of other international and regional organisations.

4. Observers

Governmental representatives from different interested countries and international organizations could be invited to participate at the meetings of the EG as observers.

5. Timeframe

The EG is created for the initial period of 12 (twelve) months with possible extension for another 12 (twelve) months period.

6. Meetings

The EG will hold at least four meetings during the first year – twice at the GPST Secretariat in New York, and twice at major international transport-related events.

7. Secretariat

GPST Secretariat in New York will perform necessary functions as a Secretariat.

8. Chairmanship

Representatives of different transport modes will be chairing meetings consecutively.

9. Agenda

The provisional Agenda for each meeting will be prepared by the Secretariat and submitted to the members of the Group one month prior to the meeting.

10. Expenses

Each member will bear its own expenses related to participation in the EG meetings.

11. Reporting

Minutes of the meeting will be prepared by the Chairperson with the assistance of the Secretariat within 15 (fifteen) working days and distributed among members of the EG by the Secretariat. The Final Report of the EG with appropriate recommendations will be prepared by the Secretariat and presented to the members for approval within 30 (thirty) working days after the last meeting of the Expert Group. The Final Report shall be adopted only if the decision is unanimous.

12. Working Language

The working language of the Expert Group is English.

ⁱ Arbitration Court for Transport at the Romanian Association of International Road Transport, located in Bucharest, is an independent organization, operating permanently at the Romanian Association of International Road Transport according to the rules of the Arbitration Code on Transport. It specializes in impartial settlement of disputes arising out of the legal relationship in transport and related activities, such as customs brokers, freight forwarders, storage and handling of goods, postal and courier services, and the like, as well as other disputes submitted to the jurisdiction of the Arbitration Court for Transport.