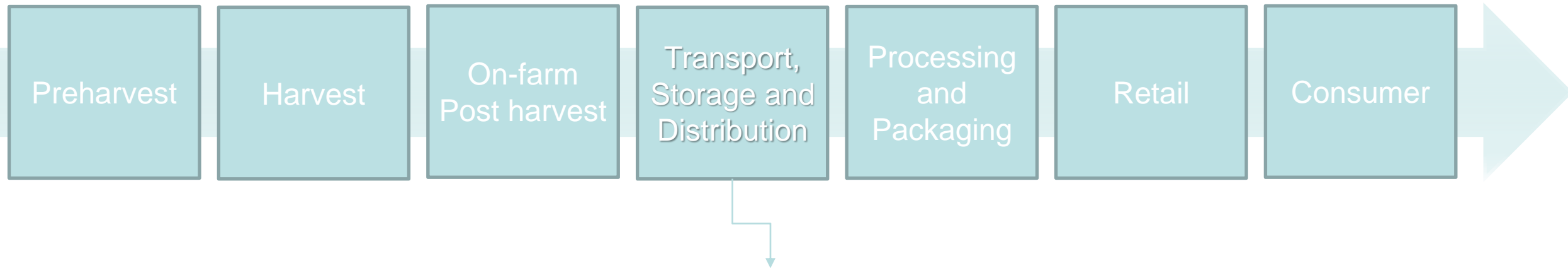


High-Level 14th Regional Environmentally Sustainable Transport Forum in Asia

Farm to consumers – Efficient connectivity, green supply chain,
freight and logistics to prevent food waste and loss for
achieving SDG 12.3

Frida Youssef
Chief, Transport Section
Trade Logistics Branch
Division on Technology and Logistics

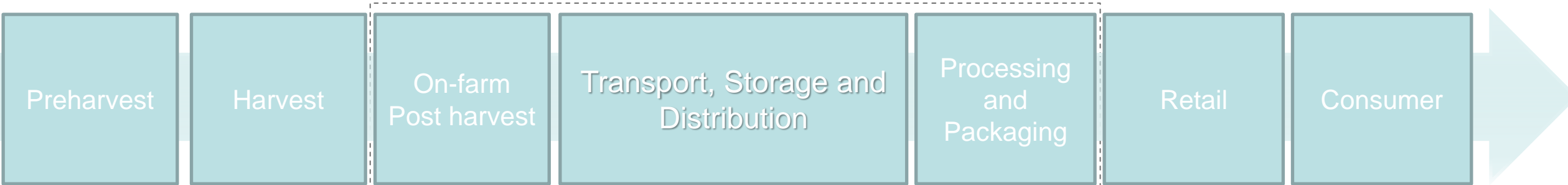
Transport a critical element of food supply chain



Availability of effective transport and logistics infrastructure and services is key

Transport deficiencies in food supply chain

Around **14% of the world's food is lost** after harvesting and before reaching the retail level, including through storage and transportation. Estimates range about **20-21% in Central and Southern Asia** (Source: FAO)



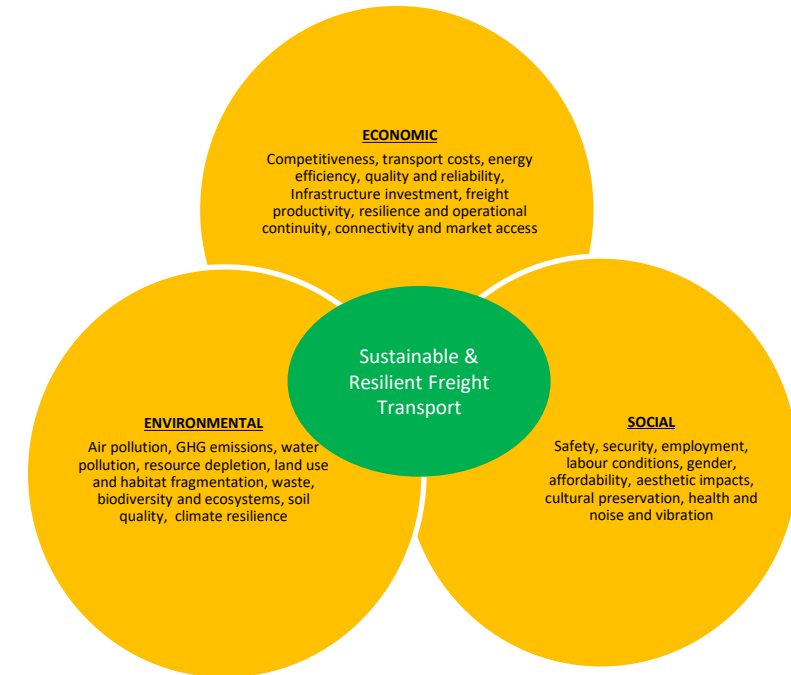
- Inadequate, poor and insufficient transport infrastructure and connectivity.
- Unreliable transport and logistics services (bad transport vehicles and handling equipment, lack of logistics services).
- Lack of proper storage/transportation facilities
- Inadequate, poor and insufficient transport infrastructure and connectivity. (e.g., cold storage and refrigerated trucks).
- Delays in transit.
- Insufficient communication among carriers, shippers, etc.



SDG 12.3 cannot be achieved without investing in sustainable and resilient transport infrastructure and logistics

The **growing sustainability imperative** heightened the need to achieve objectives such as efficiency, sustainability, and resilience-building in transport.

- Improving **connectivity** through the provision of sustainable multi-modal/intermodal freight transport infrastructure and services.
- Facilitating **integrated transport and logistics approach** that optimizes the comparative advantages of each mode of transport, minimizes the adverse impacts (environmental and social) arising from transport and operations, enables access of rural markets to local, regional and international and to logistics services.
- Promoting **digitalization and technology expansions** in transport and logistics make supply chain more sustainable and connected including down to the level of end users.





Shifting to efficient connectivity, green supply chain, freight and logistics: example

Dedicated Freight Corridors (DFCs) to help the agricultural sector in India

DFCs are meant to enhance freight connectivity of inland areas of India to sea ports via the industrial corridors by improving railways and adding capacity to enable efficient, reliable, safe and more economical options for transport of goods.

Currently 2 Corridors would serve the North-West and North-East landlocked areas.

Economic, social and environment benefits

- Possibility to run scheduled freight train with guaranteed transit time.
- Increased speed of movement of freight.
- Ease road congestion.
- Creating industrial clusters/corridors will also form the basis for the development of new centres and stations in different cities (which includes new multi-modal logistics parks, freight terminals, container depots and parcel hubs), bringing benefits and new opportunities to farmers, SMEs, industries, manufacturing and traders.
- Reduced accidents.
- Reduce air emissions.





Shifting to efficient connectivity, green supply chain, freight and logistics: example

Public-Private Cooperation: Kigali Logistics Platform - Rwanda's First Inland Dry Port & Logistics Hub

Inaugurated on 21st October 2019, DP World Kigali Logistics Platform serves as a gateway connecting Rwanda to neighbouring countries including Democratic Republic of Congo, Burundi, Uganda, Tanzania and Kenya.

Based on a PPPs Concession Agreement granted for 25 years allowing smart trade enabler and providing end-to-end transport solutions.

Phase 1 of the project is now operational covering a surface area of 133 hectares, and offering:

- Smart warehousing systems - Bonded Non Bonded
- Cold Storage and Packhouse that exporters uses to prepare fresh produced ready to be exported
- Truck parking
- Inland Container Terminal
- One Stop Centre (for cargo clearing and forwarding, billing and documentation process, insurance, payment, etc.)
- Access real-time tracking through mobile and online portals.

- Future railway connectivity from Kenya and Tanzania to Kigali.



Reduced truck-turnaround time which used to be an average of 10-14 days to just 3 days

Paved the way for growth in Rwanda's agricultural sector

In conclusion

- Promoting efficient connectivity, green supply chain, freight and logistics to prevent food waste and loss for achieving SDG 12.3 is key. This would entail:
- Promoting an integrated multimodal/intermodal approach – tackling physical infrastructure deficits and logistics services but also the lack of adequate soft infrastructure.
- Scaling up investments and further mobilization of domestic resources, as well as tapping new sources of finance – e.g., PPPs, blended finance, green and climate finance, etc...
- Active involvement of all stakeholders including public and private, financiers, international organisations, agencies, civil society, etc...
- Freight movement goes beyond borders and transport markets; therefore regional/sub regional collaboration is key.
- The regional EST Forum in Asia and Aichi Declaration provide an important venue to collectively address freight issues at national and regional level and to promote greater collaboration.

UNCTAD work in Transport, Logistics and Finance

UNCTAD through its three pillars of work, is dedicating particular attention in supporting effective integration of developing countries into the global/regional trade and value chains through, efficient, cost-effective, environmentally- and climate-resilient and socially inclusive freight transport systems (infrastructure, services and logistics). Areas of intervention include among other:

FREIGHT TRANSPORT AND LOGISTICS FOR SUSTAINABLE DEVELOPMENT

Priority action areas

- Sustainable freight transport**
Enable economically efficient, environmentally sound and socially inclusive freight transport and logistics
- Corridor performance**
Promote efficient transport corridors to support market and value chain integration
- Maritime transport**
Leverage shipping and ports to support economic growth and trade-led development

UNCTAD Transport Section - Trade Logistics Branch
Division on Technology and Logistics
Contact: TS@unctad.org
unctad.org/tt/transport-infrastructure-services

National/subregional sustainable freight transport and logistics strategies and finance (including maritime & corridors)

UNCTAD SFT TOOLKIT

- 1) UNCTAD SFT Portal <https://unctad.sftportal.org/>
- 2) Training Programme
- 3) UNCTAD SFT Quick Assessment Framework <https://sft-framework.org/>

Tools

- i. A Self-Assessment Questionnaire allows for a qualitative evaluation of the current status and performance of freight transport along the three dimensions of sustainable transport (economic, environmental and social).
- ii. A Reliable Key Performance Indicators (KPI) List: Features more than 250 indicators related to sustainable freight transport. These can be used to measure performance and progress against the objectives set in the sustainable freight transport strategy.
- iii. A Sustainable Freight Transport Measures Catalogue: includes more than 300 measures that can support the design and implementation of a sustainable freight transport strategy.

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- <https://unctad.org/topic/transport-and-trade-logistics/infrastructure-and-services>
- <https://sft-framework.org/>

Thank you

Email: frida.youssef@un.org

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