



United Nations

Department of
Economic and
Social Affairs



**COVID-19
RESPONSE**

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SUSTAINABLE
TRANSPORT
WEBINAR SERIES

Welcome to the UN DESA Webinar Series

Sustainable Transport and COVID-19: Response and Recovery (Part 2)

The webinar will begin shortly.



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**SUSTAINABLE
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UN DESA WEBINAR SERIES

Sustainable Transport and COVID-19: Response and Recovery

Part 2

Wednesday, 1st July 2020

8:30-10 a.m. EDT

Join UN DESA and sustainable transport experts for a discussion about the effects of the current COVID-19 pandemic and associated coping strategies on sustainable transport.

Experts will address how likely these will affect the achievement of the 2030 Agenda for Sustainable Development and the Paris Agreement on climate change, as well as how we will need to adjust and rethink sustainable transport solutions in response and recovery periods. All stakeholders are welcome.

Please register at bit.ly/TransportCOVID by Monday, 29th June 2020.

sustainabledevelopment.un.org/webinars





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**COVID-19
RESPONSE**

UN DESA WEBINAR SERIES

Welcome!

- Please note that this meeting will be recorded.
- Please make sure to connect your audio.
- Keep your microphone muted and camera turned off if not speaking.
- Questions/Comments? – Please use the chat and Q&A boxes.

Follow live on Twitter:
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[#SustainableTransport](https://twitter.com/SustDev)



Agenda

8:30 - 8:35

Agenda review and Scene Setting

Mr. Shantanu Mukherjee, Chief, Integrated Policy Analysis Branch (IPAB), Division for Sustainable Development Goals, UNDESA

8:35 - 8:45

Welcome Remarks

Ms. Fekitamoeloa Katoa 'Utoikamanu, Under-Secretary-General, High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, OHRLLS



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Mr. Shantanu Mukherjee

Chief, Integrated Policy Analysis Branch,
Division for Sustainable Development Goals

- Mr. Shantanu Mukherjee is a micro-economist with interests in poverty, health and sustainability. His team works on cross-sectoral SDG analysis, and ways to enhance the impact of science, technology and innovation on the SDGs. It provides the UN support for the Global Sustainable Development Report (GSDR) and the Technology Facilitation Mechanism (TFM).
- Prior to this, he helped write UNDP's Human Development Report and, before that, led its global MDG policy work.
- He began his career in India. He earned a PhD in Economics from Princeton University and also holds advanced degrees in Public Policy and Physics.



DESA | Introductory Remarks



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Ms. Fekitamoeloa Katoa 'Utoikamanu

**Under-Secretary-General, High Representative
for the Least Developed Countries, Landlocked Developing
Countries and Small Island Developing States, OHRLS**

- Ms. Fekitamoeloa Katoa 'Utoikamanu took up her appointment as the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States in May 2017. Prior to taking up her position with the United Nations, she was the Chief Executive Officer of the Ministry of Tourism in Tonga.
- Previously, she was also Acting Pro-Chancellor and Chair of the Council of the University of the South Pacific (2015), Deputy Pro-Chancellor and Deputy Chair of the Council of the University of the South Pacific (2009-2016), Deputy Director General and Director of Education, Training and Human Development of the Secretariat of Pacific Community (2009-2015), Permanent Representative and Ambassador of the Government of Tonga to the United Nations, United States of America, Cuba and Venezuela and High Commissioner to Canada (2005-2009), and Secretary for Foreign Affairs and European Commission's National Authorizing Officer for Tonga (2002-2005).



Welcome Remarks

Agenda (cont.)

8:45-9:10

Panel 1: Impact of COVID-19 on countries in special situations and forward-looking transport solutions

- **H.E. Ms. Lois Michele Young**, Permanent Representative, Permanent Mission of Belize to the United Nations
- **H.E. Mr. Ghanshyam Bhandari**, Deputy Permanent Representative, Permanent Mission of the Federal Democratic Republic of Nepal to the United Nations
- **Ms. Irene Tembo**, Chief Planner, Ministry of Transport and Communications, Zambia

Feedback from lead discussants:

- **Mr. Jan Hoffmann**, Chief, Trade Logistics Branch, Division on Technology and Logistics, UNCTAD
- **Mr. Kazushige Endo**, Director, UNCRD



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H.E. Ms. Lois Michele Young

Permanent Representative,
Permanent Mission of Belize
to the United Nations

- H.E. Ms. Lois Young is the Permanent Representative of Belize to the United Nations.
- Until her appointment, Ms. Young chaired the Board of Directors of the Social Security Chamber from 2008, having previously chaired the Belize Social Security Appeals Tribunal between 1989 and 2002.
- Self-employed in private practice as an attorney-at-law and Head of Chambers at Lois Young Barrow and Co. since 1976, Ms. Young has been a member of the Bar Association of Belize since 1976.
- From 1975 to 1976 she was a Public Prosecutor in the Office of Public Prosecutions, a Crown Counsel in the Ministry of the Attorney General, as well as a magistrate.



DESA

Panel 1 - Impact of COVID-19 on countries in special situations and forward-looking transport solutions



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H.E. Mr. Ghanshyam Bhandari

Deputy Permanent Representative,
Permanent Mission of the Federal
Democratic Republic of Nepal
to the United Nations

- H.E. Mr. Ghanshyam Bhandari started working as Deputy Permanent Representative at the Permanent Mission of Nepal to the United Nations in New York in September 2019.
- Previously, he worked as Joint Secretary/Head of Europe and America Division at the Ministry of Foreign Affairs of Nepal (2017-2019) and also served as Counsellor/Deputy Chief of Mission at the Embassy/Mission of Nepal to the BENELUX Countries and the European Union in Brussels (2015-2017).
- At the Ministry of Foreign Affairs in Kathmandu, he was Under Secretary at the United Nations, International Organizations and International Law Division of the Ministry of Foreign Affairs (2014-2015) and also worked Section Officer in the same Division of the Ministry (2010-2012).
- He also worked as Second Secretary at the Permanent Mission of Nepal to the UN and other International Organizations in Geneva, Switzerland (2012-2014).



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Ms. Irene Tembo

Chief Planner, Ministry of Transport
and Communications, Zambia

- Ms. Irene Tembo is Chief Planner at the Ministry of Transport and Communications of Zambia.
- She has been working as civil servant in the Zambian Civil Service since August 1990 in various positions in the Ministry of Commerce, Trade and Industry; Ministry of Foreign Affairs; Permanent Mission of Zambia to the United Nations; and the Ministry of Transport and Communications.
- Her responsibilities include trade and development, trade facilitation, regional integration and multilateral cooperation under the Southern African Development Community (SADC), Common Market for Eastern and Southern Africa (COMESA), the Tripartite (SADC, COMESA and the East African Community), African Union, African Caribbean and Pacific (ACP) and European Union Cooperation, United Nations Conference on Trade and Development, World Trade Organisation and the United Nations Group on Landlocked Developing Countries.



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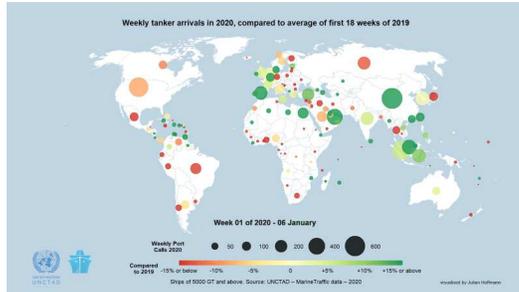
Mr. Jan Hoffmann

Chief, Trade Logistics Branch,
Division on Technology and Logistics,
United Nations Conference on Trade and
Development (UNCTAD)

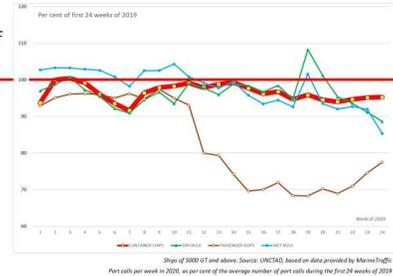
- Mr. Jan Hoffmann joined UNCTAD in 2003 and became Chief of the organization's Trade Logistics branch in 2016. The branch is implementing various multilateral transport and trade facilitation capacity building programmes as well as regional and national projects in Africa, Asia and Latin America.
- Previously, he spent six years with the United Nations Economic Commission for Latin America and the Caribbean (ECLAC) and two years with the International Maritime Organization (IMO).
- Prior to this, he held part-time positions as assistant professor, import-export agent, seafarer, translator and consultant. For eight years, he also worked part time for the family tramp shipping business Hoffmann Shipping.

Transport and sustainable logistics in times of COVID19

1) Intermodal transport is affected by the crisis



Port calls in times of pandemic



2) Intermodal transport is necessary to overcome the crisis



No. 79
APRIL 2020

POLICY BRIEF

COVID-19: A 10-POINT ACTION PLAN TO STRENGTHEN INTERNATIONAL TRADE AND TRANSPORT FACILITATION IN TIMES OF PANDEMIC

The coronavirus disease (COVID-19) pandemic is substantially impacting people's lives and livelihoods and putting extreme stress on socioeconomic systems. International collaboration, coordination and solidarity among all is going to be key to overcoming this unprecedented global challenge. As part of efforts aimed at reducing the international spread of the virus and to mitigate the potentially crippling longer-term consequences of the pandemic, especially for the most vulnerable countries, policymakers need to take a number of measures to ensure the facilitation of international trade and the transport of goods. It is crucial to keep ships moving, ports open and cross-border and transit trade flowing, while ensuring that border agencies can safely undertake all necessary controls.

Key points

- There is a need to keep ships moving, ports open and cross-border trade flowing, while ensuring that border agencies can safely undertake all necessary controls.
- Facilitating trade and the transport of goods has become more important than ever, to avoid logistics obstacles that lead to shortage of necessary supplies.
- The concrete measures proposed in this policy brief help to facilitate transport and trade and to protect the population from COVID-19.

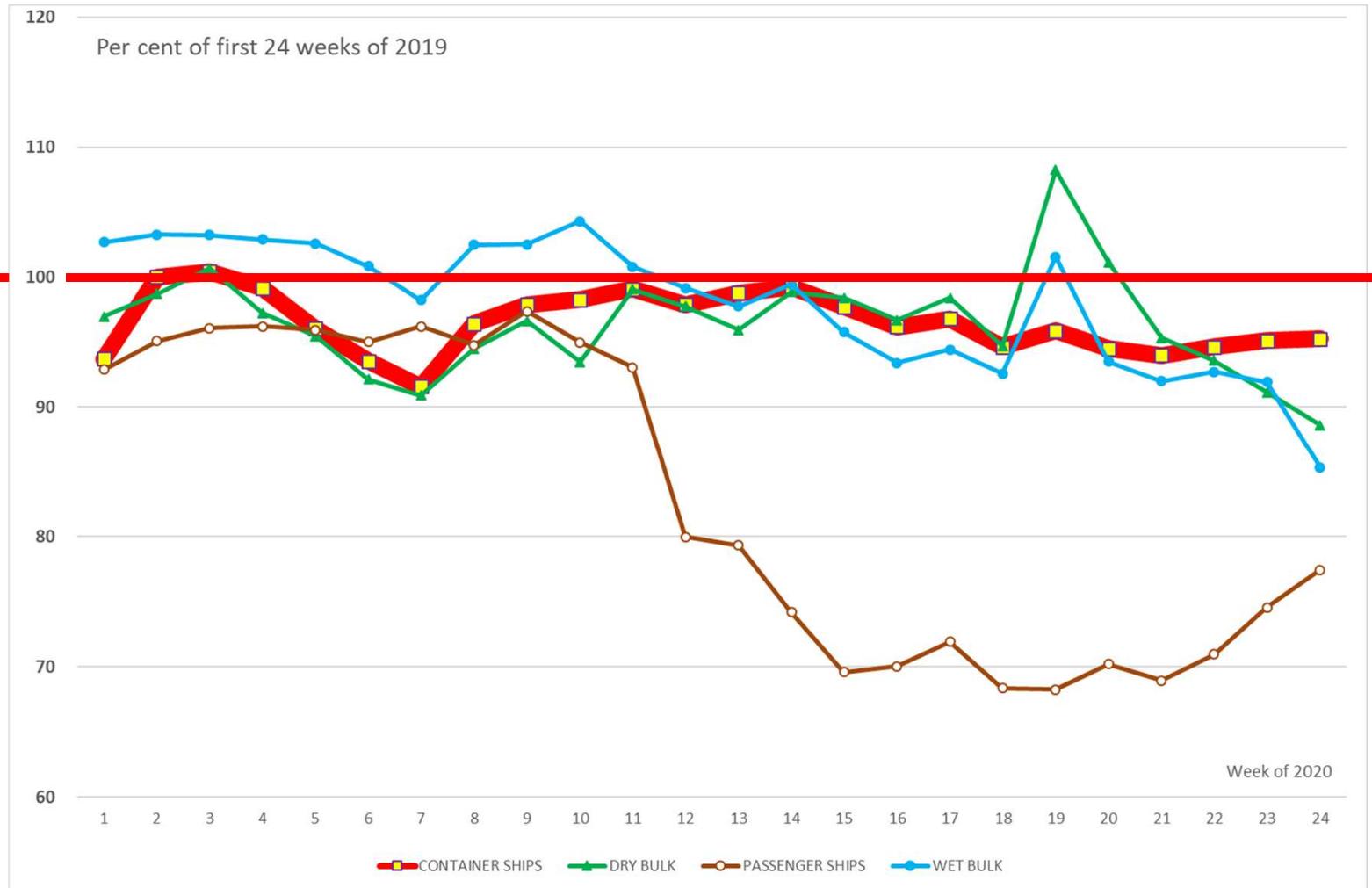
Challenges for international trade logistics

Border agencies face the challenge of expediting imports, exports and transit, including of necessary medical supplies, donations and relief consignments, while ensuring epidemic prevention and providing adequate customs clearance and compliance controls of goods and transport personnel. This challenge affects goods and services that are necessary for the preservation of many jobs in manufacturing, on which modern society depends. Particular efforts need to be made on the part of Governments to secure and enhance the production and distribution of critical goods, such as medical supplies and equipment) and to secure basic needs (including food and energy). Relevant service providers and the supporting infrastructure need to be protected as a matter

of priority. This includes ensuring that transport services, ports and border agencies not only remain operational, but are effectively strengthened to cope with the exceptional challenges they face. Governments need to adopt common approaches to addressing these issues across the global network of supply chains to avoid widespread economic collapse and critical supply chain disruptions. In the absence of urgent action in this regard, the post-pandemic economic recovery may be severely hampered, potentially worsening long-term sustainable development prospects, particularly for the world's poorest and most vulnerable. International cooperation on these points is vital, as protectionism may significantly exacerbate the global health crisis and delay a post-pandemic economic recovery. Effective collaboration, coordination and cooperation among public and private stakeholders at all levels will also be key.

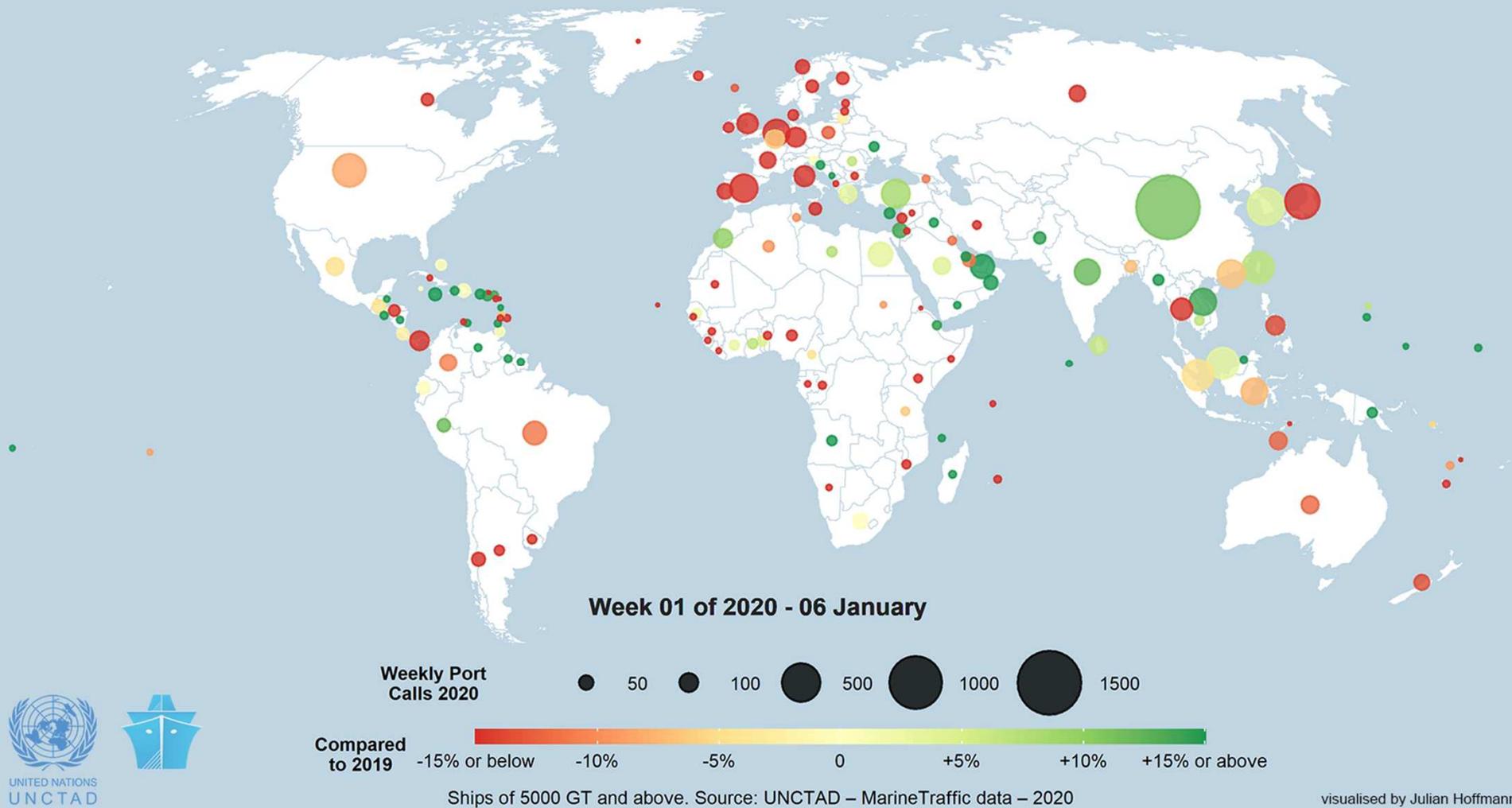
NOTE: All websites referred to in this document were accessed in April 2020.

Port calls in times of pandemic



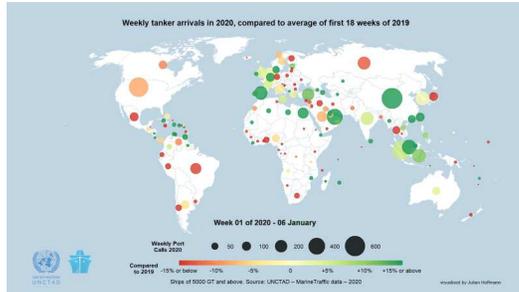
*Ships of 5000 GT and above. Source: UNCTAD, based on data provided by MarineTraffic
Port calls per week in 2020, as per cent of the average number of port calls during the first 24 weeks of 2019*

Weekly container ship arrivals in 2020, compared to average of first 24 weeks of 2019

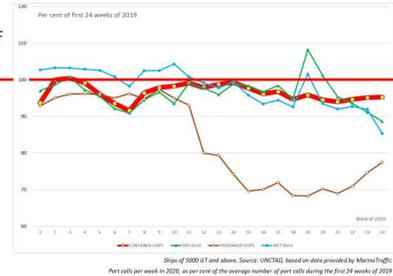


Transport and sustainable logistics in times of COVID19

1) Intermodal transport is affected by the crisis



Port calls in times of pandemic



2) Intermodal transport is necessary to overcome the crisis



No. 79
April 2020

POLICY BRIEF

COVID-19: A 10-POINT ACTION PLAN TO STRENGTHEN INTERNATIONAL TRADE AND TRANSPORT FACILITATION IN TIMES OF PANDEMIC

The coronavirus disease (COVID-19) pandemic is substantially impacting people's lives and livelihoods and putting extreme stress on socioeconomic systems. International collaboration, coordination and solidarity among all is going to be key to overcoming this unprecedented global challenge. As part of efforts aimed at reducing the international spread of the virus and to mitigate the potentially crippling longer-term consequences of the pandemic, especially for the most vulnerable countries, policymakers need to take a number of measures to ensure the facilitation of international trade and the transport of goods. It is crucial to keep ships moving, ports open and cross-border and transit trade flowing, while ensuring that border agencies can safely undertake all necessary controls.

Key points

- There is a need to keep ships moving, ports open and cross-border trade flowing, while ensuring that border agencies can safely undertake all necessary controls.
- Facilitating trade and the transport of goods has become more important than ever, to avoid logistics obstacles that lead to shortages of necessary supplies.
- The concrete measures proposed in this policy brief help to facilitate transport and trade and to protect the population from COVID-19.

Challenges for international trade logistics

Border agencies face the challenge of expediting imports, exports and transit, including of necessary medical supplies, donations and relief consignments, while ensuring epidemic prevention and providing adequate customs clearance and compliance controls of goods and transport personnel. This challenge affects goods and services that are necessary for the preservation of many jobs in manufacturing, on which modern society depends. Particular efforts need to be made on the part of Governments to secure and enhance the production and distribution of critical goods, such as medical supplies and equipment and to secure basic needs (including food and energy). Relevant service providers and the supporting infrastructure need to be protected as a matter

of priority. This includes ensuring that transport services, ports and border agencies not only remain operational, but are effectively strengthened to cope with the exceptional challenges they face. Governments need to adopt common approaches to addressing these issues across the global network of supply chains to avoid widespread economic collapse and critical supply chain disruptions. In the absence of urgent action in this regard, the post-pandemic economic recovery may be severely hampered, potentially worsening long-term sustainable development prospects, particularly for the world's poorest and most vulnerable. International cooperation on these points is vital, as protectionism may significantly exacerbate the global health crisis and delay a post-pandemic economic recovery. Effective collaboration, coordination and cooperation among public and private stakeholders at all levels will also be key.

NOTE: All websites referred to in this document were accessed in April 2020.

Transport and sustainable logistics in times of COVID19

A 10-point action plan

<https://unctad.org/en/pages/PublicationWebflyer.aspx?publicationid=2713>

Key points

- There is a need to keep global moving parts open and cross-border trade flowing, while ensuring that border agencies can safely undertake all necessary controls.
- Facilitating trade and the transport of goods has become more important than ever to avoid logistics obstacles that lead to shortages of necessary supplies.
- The concrete measures proposed in this policy brief help to facilitate transport and trade and to protect the population from COVID-19.

КОНФЕРЕНЦИЯ ОРГАНИЗАЦИИ ОБЪЕДИНЕННЫХ НАЦИЙ ПО ТОРГОВЛЕ И РАЗВИТИЮ
ЮНКТАД

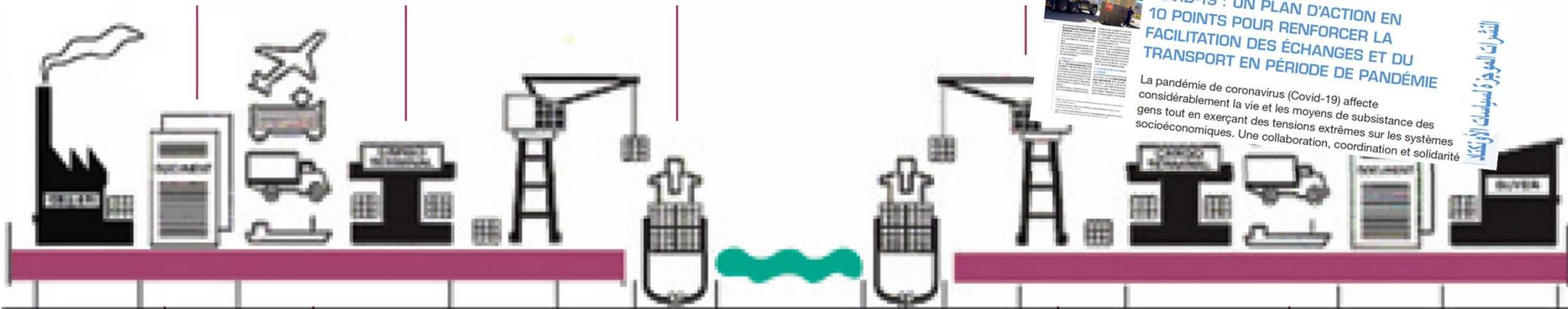
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ЗАПИСКА

COVID-19: ПЛАН ДЕЙСТВИЙ ИЗ 10 ПУНКТОВ ПО УСИЛЕНИЮ МЕЖДУНАРОДНОЙ ТОРГОВЛИ И ОБЛЕГЧЕНИЮ ПРОЦЕДУР ПЕРЕВОЗОК ВО ВРЕМЯ ПАНДЕМИИ

COVID-19 : UN PLAN D'ACTION EN 10 POINTS POUR RENFORCER LA FACILITATION DES ÉCHANGES ET DU TRANSPORT EN PÉRIODE DE PANDÉMIE

La pandémie de coronavirus (Covid-19) affecte considérablement la vie et les moyens de subsistance des gens tout en exerçant des tensions extrêmes sur les systèmes socioéconomiques. Une collaboration, coordination et solidarité

التعاون والتنسيق والتضامن



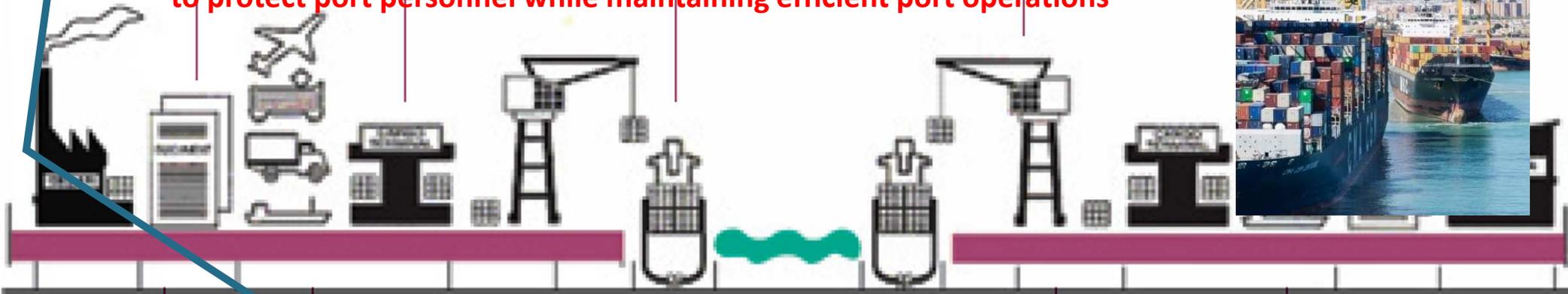
1. Uninterrupted shipping

- Around 80% of global trade volume is transported by commercial shipping.
- For carriers to remain operational, flag- and port states need to continue to provide all necessary services: Bunkering and supplies, health services to sailors, to certification of regulatory compliance.
- **Seafarers are critical personnel, for whom teleworking is not possible.**
- **Governments need to allow that crews board their ships or be repatriated from any seaport in the world.**



2. Ports to remain open

- Ports need to remain open to ships and intermodal connections.
- Staggered working hours and 24/7 operations can help spread workloads and physical contacts.
- Restrictions on weekend operations may need to be lifted during the current emergency.
- Governments need to ensure that health measures are implemented in ways that minimize interference with international traffic and trade.
- **UNCTAD's technical note on port operations provides concrete good practices to protect port personnel while maintaining efficient port operations**



3. Protect trade of critical goods

- WCO has provided a list of Harmonized System codes for critical medical equipment, to apply express clearance and release for these goods.
- **Several specific trade facilitation measures can be particularly useful to speed up clearance and release of critical goods.** These include provisions for expedited shipments, relief and medical consignments, and perishable goods.
- Schemes like Authorized Economic Operator and pre-arrival processing are key tools for ensuring a secure, transparent and predictable trading environment.
- **Sanitary and health restrictions should not become a disguised barrier to trade.**
- Guidelines prepared by UNCTAD's ASYCUDA support concrete solutions, such as separation of release and clearance, the acceptance of digital copies and other practical measures.



4. Facilitate cross-border transport

- **Trucks, trains, aero planes and their transport workers need to be able to cross borders in order to keep supply chains functioning.**
- Limits on transport operation during weekends may need to be suspended.
- Available geo-tracking solutions for critical goods could help Customs and other border agencies speed-up clearance through pre-arrival processing.
- Governments and industry should liaise closely to facilitate supply of strategic supplies throughout supply chains



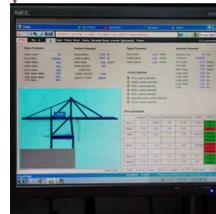
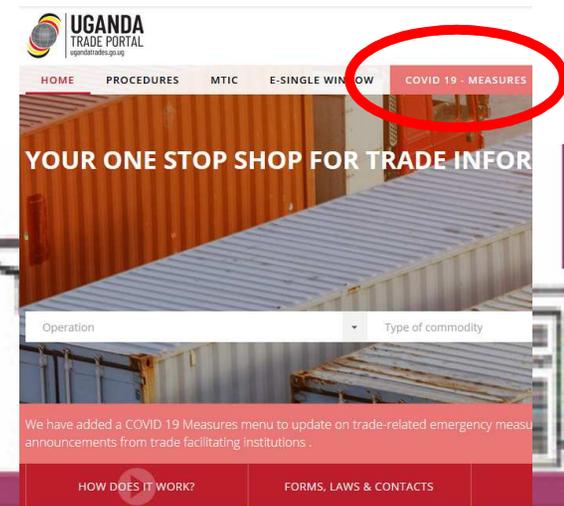
5. Right of transit

- **Land-locked and transit countries need to maintain their access to seaports.**
- Transit countries and regional organizations must support transit, transport and trade corridors and maintain Customs transit regimes.
- Ensure the use of special procedures and lanes for transit traffic.
- Transit is impeded by increasing health controls slowing down the flows of goods in destination to land-locked countries.
- UNCTAD supports **cooperation among transit countries and Land-Locked Developing countries**, inter alia, through the Empowerment Programme for National Transit Coordinators and the Transport Corridor programme.



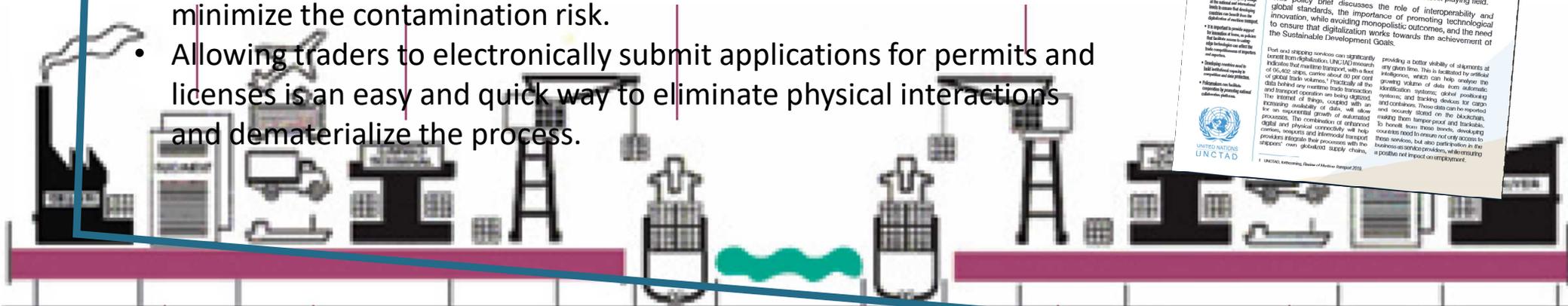
6. Transparency and up-to-date information

- In times of a rapidly changing trading environment, it is particularly important to communicate clearly and ensure information is available to all actors and stakeholders and to keep on-line trade information and help desks updated and operational 24/7.
- Trade information systems should provide remote access.
- Observatory on Border Crossings Status due to COVID-19.
- Governments should support industry associations in their efforts to share information and offer assistance throughout their global networks



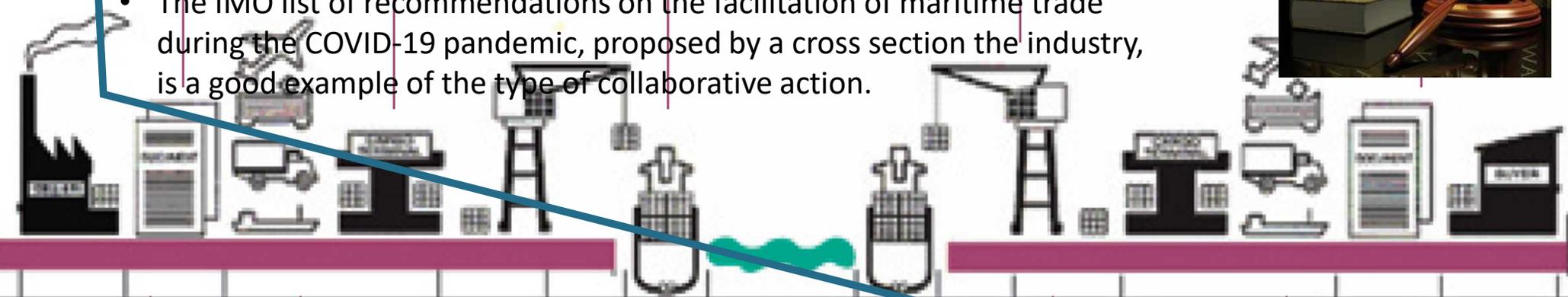
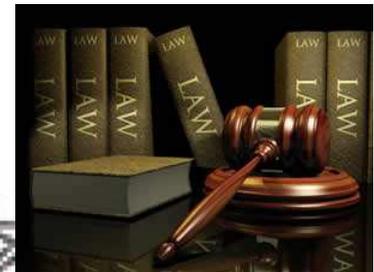
7. Go paperless

- **As physical contact between people needs to be minimized, electronic submissions and paperless transactions become ever more important.**
- Electronic alternatives to traditional paper-based solutions should be used.
- **Processes need to be dematerialized**, including through automation, electronic payments and the acceptance of digital copies.
- Contactless terminals, contactless delivery, automated transport minimize the contamination risk.
- Allowing traders to electronically submit applications for permits and licenses is an easy and quick way to eliminate physical interactions and dematerialize the process.



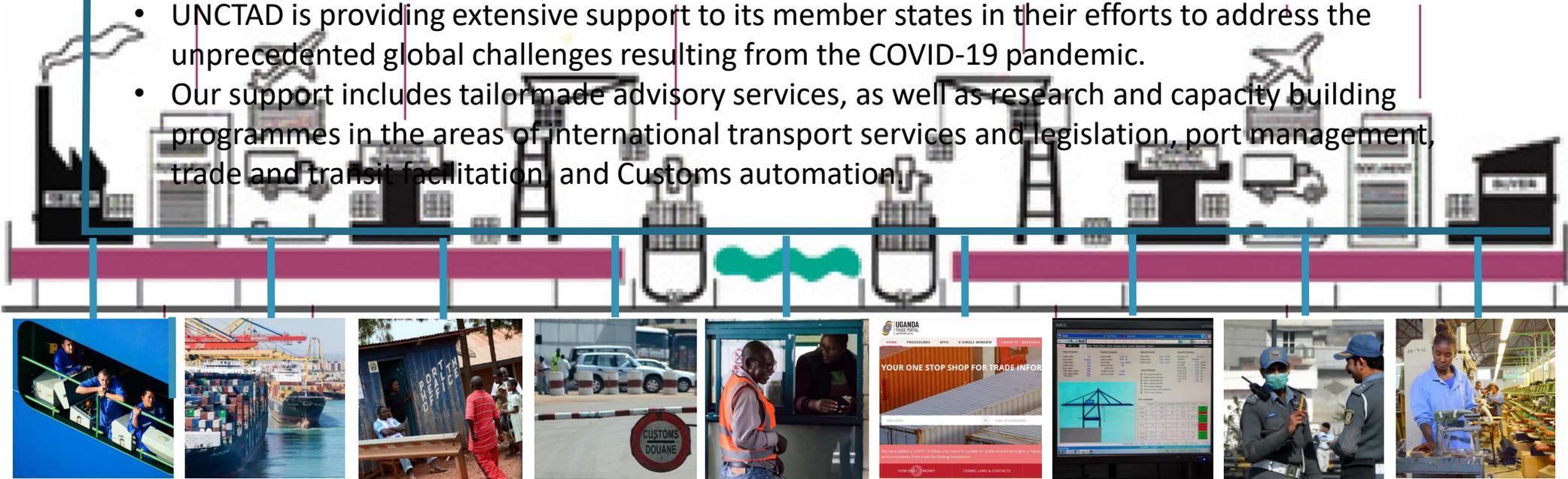
8. Address early-on legal implications

- The unprecedented disruptions are giving rise to a plethora of legal issues affecting traders across the globe, including delays and performance failure, liability for breach of contract, frustration and force majeure.
- **Industry and traders need to be encouraged to waive some of their legal rights and agree on moratoria for payments, performance etc.**
- **Governments may provide financial back-up where necessary.**
- The IMO list of recommendations on the facilitation of maritime trade during the COVID-19 pandemic, proposed by a cross section the industry, is a good example of the type of collaborative action.



10. Technical assistance

- These measures require investment in human, institutional and technological capacities and should thus be given priority immediate technical support by development partners.
- Even before the current pandemic took hold, many **developing countries were already confronted with challenges to undertake the necessary investments.**
- The international community is called upon to provide technical assistance in support of concrete trade logistics solutions. **This also requires collaboration.**
- UNCTAD is providing extensive support to its member states in their efforts to address the unprecedented global challenges resulting from the COVID-19 pandemic.
- Our support includes tailor-made advisory services, as well as research and capacity building programmes in the areas of international transport services and legislation, port management, trade and transit facilitation, and Customs automation.



Is there a trade-off between controls and trade facilitation?



The concrete measures proposed in this policy brief help to facilitate transport and trade and to protect the population from COVID-19.

No. 79
APRIL 2020

POLICY BRIEF

COVID-19: A 10-POINT ACTION PLAN TO STRENGTHEN INTERNATIONAL TRADE AND TRANSPORT FACILITATION IN TIMES OF PANDEMIC

The coronavirus disease (COVID-19) pandemic is substantially impacting people's lives and livelihoods and putting extreme stress on socioeconomic systems. International collaboration, coordination and solidarity among all is going to be key to overcoming this unprecedented global challenge. As part of efforts aimed at reducing the international spread of the virus and to mitigate the potentially crippling longer-term consequences of the pandemic, especially for the most vulnerable countries, policymakers need to take a number of measures to ensure the facilitation of international trade and the transport of goods. It is crucial to keep ships moving, ports open and cross-border and transit trade flowing, while ensuring that border agencies can safely undertake all necessary controls.

Key points

- There is a need to keep the world's ports and air-sea links fully functioning with essential trade operations well within the limits of necessary health.
- Building trade and transport links for essential goods and services is a priority.
- The UNCTAD is prepared to develop a high-level blueprint of measures to protect the population from COVID-19.

Challenges for international trade logistics*

Border agencies face the challenge of expediting imports, exports and transit, including of necessary medical supplies, diagnostics and relief consignments, while ensuring systems prevention and providing adequate customs clearance and compliance controls of goods and transport personnel.

This challenge affects goods and services that are necessary for the preservation of many jobs in manufacturing, on which modern society depends. Particular efforts need to be made on the part of Governments to secure and enhance the production and distribution of critical goods needed to contain and combat the pandemic, such as medical supplies and equipment and to secure basic needs including food and energy. Efficient service providers and the supporting infrastructure need to be protected as a matter of priority. This includes ensuring that transport services, ports and border agencies not only remain operational, but are effectively strengthened to cope with the exceptional challenges they face. Governments need to adopt common approaches to addressing these issues across the global network of supply chains to avoid widespread economic collapse and critical supply chain disruptions. In the absence of urgent action in the region, the post-pandemic economic recovery may be severely hampered, potentially reversing long-term sustainable development prospects, particularly for the world's poorest and most vulnerable.

International cooperation on these points is vital, as protection may significantly accelerate the global health crisis and delay a post-pandemic economic recovery. Effective collaboration, coordination and cooperation among public and private stakeholders at all levels will also be key.

* Note: All entities referred to in this document were active in April 2020.



Sustainable Transport @ UNCTAD

- 1) Review of Maritime Transport
<http://unctad.org/RMT>
- 2) Maritime Statistics and Country Profiles
<http://stats.unctad.org/Maritime>
- 3) Resilient Transport Infrastructure
<https://sidsport-climateadapt.unctad.org/>
- 4) Sustainable Freight Transport Framework
<https://www.sft-framework.org/>
- 5) Trade Facilitation Programme
<https://unctad.org/en/Pages/DTL/TTL/Trade-Facilitation.aspx>
- 6) News and updates
<https://unctad.org/en/Pages/DTL/TTL/Transport-Newsletter.aspx>

Contact: Jan.Hoffmann@UNCTAD.org





Mr. Kazushige Endo

Director, United Nations Centre for Regional Development (UNCRD)

- Mr. Kazushige Endo assumed the position of Director of UNCRD in August 2018.
- Prior to joining UNCRD, he was Deputy Director-general of the Great East Japan Earthquake (11 March 2011) reconstruction projects in the Iwate Office, Reconstruction Agency of Cabinet Secretariat.
- He joined the Ministry of land, infrastructure, transport, and tourism in 1990. He held more than ten engineering positions at government headquarters, the national highway management offices, and local authorities in Japan before transferring to Japan International Cooperation Agency (JICA) and the World Bank as senior highway engineer, Transport and ICT Global Practice (Africa Region), a position he held from 2012 to 2015.

Agenda (cont.)

9:10-9:35

Panel 2: Innovative transport solutions to accelerate recovery and support achievement of SDGs and climate action

- **Mr. Mohamed Mezghani**, Secretary-General, International Association of Public Transport (UITP)
- **Mr. Thomas Deloison**, Director, Mobility, World Business Council For Sustainable Development (WBCSD)
- *Feedback from lead discussants:*
- **Ms. Gyorgyi Gurban**, Senior Maritime Policy Adviser, Executive Office of the Secretary-General, IMO
- **Ms. Jane Hupe**, Deputy Director Environment, Air Transport Bureau, ICAO



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Mr. Mohamed Mezghani

Secretary-General, International
Association of Public Transport (UITP)

- Mr. Mohamed Mezghani is the Secretary General of the International Association of Public Transport (UITP) since 2018.
- He has more than 25 years of experience in the public transport sector, including 18 years at UITP.
- At UITP, he has held many positions, from senior manager and director of the Knowledge and Membership department to Adviser to the Secretary General and Deputy Secretary General.
- He also worked as an independent consultant and adviser to UITP for technical assistance and training projects in Africa and the Middle East and managed a number of projects involving numerous experts and multidisciplinary teams.



Panel 2: Innovative transport solutions to accelerate recovery and support achievement of SDGs and climate action - Impact of COVID-19 on countries in special situations and forward-looking transport solutions



Mr. Thomas Deloison

Director, Mobility, World Business Council
for Sustainable Development (WBCSD)

- Mr. Thomas Deloison is the Director, Mobility at the World Business Council for Sustainable development since July 2018.
- Previously, he gained 15 years of experience at Nissan across several functions - from Aftersales to Product Strategy and Planning, Marketing Strategy, Europe's Chief Financial Officer office, Program Management Office and Corporate Strategy Division.



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Gyorgyi Gurban

Senior Maritime Policy Adviser, Executive Office
of the Secretary-General, International Maritime
Organization (IMO)

- Ms. Gyorgyi Gurban is a Senior Maritime Policy Advisor in the Executive Office of the Secretary General of the International Maritime Organization, leading the work of IMO on SDGs and coordinating key internal and international relevant processes, acting as focal point to UN Entities and serving as IMO Gender Focal Point.
- Previously, she was leading the Ecosystem Approach and managed related projects at UNEP-MAP.
- Before that, she was the head of the Brussels Office of E3G, where she focused on the decarbonisation of the European power sector and the greening of the EU MFF.
- She was also beforehand the climate change attaché of Hungary and worked as a policy officer in the European Commission.



Panel 2: Innovative transport solutions to accelerate recovery and support achievement of SDGs and climate action - Impact of COVID-19 on countries in special situations and forward-looking transport solutions



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Ms. Jane Hupe

**Deputy Director, Environment
Air Transport Bureau,
International Civil Aviation Organization (ICAO)**

- Ms. Jane Hupe is the Director responsible for the Environment program at International Civil Aviation Organization (ICAO), and serves as the Secretary of the ICAO Council's Committee on Aviation Environmental Protection (CAEP).
- She has a vital role in providing leadership for ICAO's efforts to define and promote policies and Standards for environmentally sustainable aviation. She was at the forefront of the conceptualization and development of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), which was agreed in 2016 as the first global market-based mechanism for any industry sector.
- Prior to joining ICAO in 1998, Ms. Hupe served as advisor on environmental matters to the Brazilian Aviation Authorities for 15 years.



Panel 2: Innovative transport solutions to accelerate recovery and support achievement of SDGs and climate action - Impact of COVID-19 on countries in special situations and forward-looking transport solutions



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Agenda (cont.)

9:35 - 9:55

Interactive dialogue (Interventions from selected stakeholders)

Interactive Dialogue

- Selected Speakers have been invited to share interventions (two minutes each).
- Other participants are invited to use the chat box for comments/suggestions.
- Key questions to be addressed:
 - *How do we need to adjust sustainable transport solutions in response and recovery periods? What are the opportunities for doing so, and what would be the roles of different stakeholders?*
 - *How can the multi-lateral system advance this process?*



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Agenda (cont.)

9:55 - 10:00

Closing Remarks

Stay updated

- Recording of the session and relevant documents will be posted online.
- UN second Global Sustainable Development Conference website: <https://www.un.org/en/conferences/transport2020>
- Check out our COVID-19 response portal: bit.ly/UNDESACovid



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Thank you.