



Global Partnership for Sustainable Transport (GPST)

**Concept and development strategy for enhanced
global development cooperation on sustainable transport**

"Implementation is imperative if we are to attain the future we want"
Ban Ki-moon, United Nations Secretary General

Initiated and supported by:



United Nations Global Compact

International Road Transport Union



1. Introduction and general background

The United Nations is the universal platform for global normative debate and consensus-building on global policy issues, including the economic, social and environmental dimensions of sustainable development. In September 2015, the UN General Assembly will convene a Special Summit of Heads of State to adopt a global Post-2015 Development Agenda, which is expected to include a comprehensive set of 17 universal Sustainable Development Goals (SDGs), together with 169 specific development targets. The Sustainable Development Goals will be more ambitious than the Millennium Development Goals (MDGs) that were adopted in the year 2000, and they will provide comprehensive global policy guidance for all United Nations Member States.

The SDGs, which were formulated pursuant to a comprehensive and inclusive consultative process, cover all dimensions of sustainable development, including prosperity, equity and poverty eradication, education, women's empowerment and gender equality, health and well-being, food and agriculture, water and sanitation, energy and climate, peace and stability, infrastructure and technology, good governance and human rights¹. Presently, sustainable transport is not perceived as a sustainable development goal in itself. While no specific global goal or target has been set for the transport sector, the crucial importance of transport infrastructure, equipment and services is nevertheless widely acknowledged. The transport sector provides essential means to stimulate socio-economic activities and to promote development, including the eventual achievement of the SDGs. The efficient, reliable, affordable, safe, accessible, and environmentally-sound transport of passengers and goods is indeed key to the implementation of the Post-2015 Development Agenda.

Whereas governments establish regulatory frameworks, plan and maintain the functioning of essential transport infrastructure and services, including roads, railway lines, waterways, ports and airports, the private sector remains the primary provider of passenger and freight transport services, whether by land, sea, or air. Private companies also participate in the construction of transport infrastructure and the manufacture of vehicles, ships, and aircraft. Given the important role of the private sector in the delivery of transport services, including financing investments, promoting research, and developing technologies and innovations, it is imperative that transport company executives participate in transport sector policy formulation and decision-making. Constructive long-term partnerships between the public and private sectors can facilitate the identification of solutions to pressing global issues. Various forms of public private partnerships have been developed and have functioned successfully in many countries.

Global integration, technological innovation, rapid urbanisation, the growth of emerging and frontier markets, and worldwide population growth have all contributed to increasing the demand for transportation and related infrastructure. Massive investments are being

¹ A listing of the Sustainable Development Goals is attached in Annex 1

made, or planned in transport infrastructure, thereby creating business opportunities and promoting economic growth. Companies across all transport sectors increasingly recognise the importance of integrating sustainability into their strategies and operations. Similarly, corporate sustainability – the delivery of company’s long-term value in ethical, financial, environmental and social terms – is increasingly being embraced by corporations around the world with the acknowledgement that sustainability strategies promote cost savings; increase staff morale and retention, and enhance brand reputation.

Greater international cooperation and expanded partnerships will be needed at all levels to facilitate the implementation of the post-2015 Development Agenda, including in the area of sustainable transport. Thus, the Intergovernmental Open Working Group on Sustainable Development Goals of the UN General Assembly has recommended as SDG-17 to “**strengthen the means of implementation and re-vitalise the global partnership for sustainable development**”.

It is against this background that The **Global Partnership for Sustainable Transport (GPST)** was first proposed in November 2014 by the International Road Transport Union (IRU). The UN Global Compact, the world’s largest voluntary corporate sustainability initiative with 8,500 participating companies from 135 countries, has joined forces with the IRU to launch this global initiative as a platform to advance the implementation of sustainable transport related-objectives in the context of the Post-2015 Development Agenda. This note outlines the proposed concept and maps out a development strategy conceived at a special joint brainstorming meeting that was held at UN Headquarters in New York in February 2015.

1.1 Key issues in transport for sustainable development

Collaboration with, and the expertise of the private sector is both desirable and necessary in a host of areas relating to the development of private and public transport of passengers and goods.

Transport and mobility are essential preconditions for sustainable development in a globalised economy. However, **adequate transport infrastructure and affordable transport services** are still widely lacking in many developing countries. This problem is particularly pronounced in **rural areas**, which hampers economic growth and poverty reduction efforts. Companies can deploy their technical expertise to effectively execute public sector road and infrastructure development programmes, and rural transport operators, both formal and informal can provide essential services and create jobs and income opportunities.

Continuing population growth, increased urbanisation and motorisation against inadequate transport infrastructure, coupled with increased transport demand have resulted in unprecedented congestion, wasteful energy use, increased motor vehicle emissions and deteriorating urban air quality in many cities in both industrialised and developing countries. These factors create serious negative impacts on public health,

living conditions and on efforts to mitigate the effects of climate change. SDG-11 calls for **making cities and human settlements inclusive, safe, resilient and sustainable**. In many cities of both industrialised and developing countries, private sector companies have demonstrated their capacities to plan, finance and operate modern public transport systems, including bus rapid transit, light rail or car-sharing systems. A great deal of progress has already been achieved during recent years, but more remains to be done. Governments and the private sector must continue working together to address these challenges in an efficient and cost-effective way.

Many researchers and policy makers recommend more **integrated planning of regional, inter-urban and cross-border transport systems**, involving a three-pronged approach to make transport systems more sustainable. The first involves making transport and logistics more efficient by avoiding unnecessary trips through better planning, scheduling and transport capacity utilisation. By staggering employee work hours and school opening and closing times for students, and through other measures such as promoting telecommuting, reductions in traffic volumes and congestion levels can be achieved, particularly during rush hours. Secondly, choices of available transport modes should favor those that offer high transport and fuel efficiency, e.g. high-speed passenger trains or rail, or barge freight on inland waterways. Freight transported by truck is more versatile and flexible and is therefore, the preferred mode of transport for many types of goods in many countries. Finally, priority should be given to improving operational efficiency, including fuel efficiency for all modes of transport, where possible. Systemic improvements in transport efficiency can contribute significantly to reductions in air pollution levels while saving energy.

The further development and application of “greener” technologies, greater technology cooperation and technology transfer can also play a crucial role in achieving accelerated global progress on sustainable transport. As a driver of technological progress, market development and innovation, the private sector will continue to play a leading role in making modern transport more efficient, affordable, reliable and cleaner.

Land transport by road and rail is projected to grow rapidly, particularly in developing countries, due to rapid economic development. Statistics confirm that in our increasingly interconnected globalised world economy, maritime transport moves more than 90 per cent of world trade by volume, and around 35 per cent of international trade by value is carried by air transport. Thus, **multi-modal coordination and cooperation by both public and private sector entities** will remain essential for the efficient and cost-effective organisation of transport, and to facilitate global trade.

Transportation systems, which include private sector transport operators and service providers, play a key role in boosting productivity and trade between trading partners and neighboring countries, and thus, in promoting **regional integration**. Improved transport infrastructure, transport interconnections and transport services are of particular importance to achieve the fuller integration of the economies of least developed, land-locked and small island developing countries in regional and global

trade. The development of transport infrastructure and services along national and international transport corridors should be significantly improved and expanded, as recommended in the UN General Assembly resolution A/69/468. Many least developed, land-locked and small island developing states seek to increase their participation and their share in global trade and tourism, including with the help of private transport companies.

Effective economic cooperation requires the **facilitation of trade in goods and services** and easing the mobility of people. In addition to required investments in infrastructure, it is also necessary to eliminate regulatory hurdles from outdated visa requirements to non-harmonised border-crossing procedures, and to eliminate corruption in cross-border trade to remove unnecessary impediments to trade and promote positive economic, social and humanitarian exchanges between countries. The implementation of multilateral trade facilitation instruments such as the 1982 UN International Convention on the Harmonization of Frontier Controls of Goods, and the 1975 Convention on International Transport of Goods Under Cover of TIR Carnets (TIR Convention), are crucial for sustainable transport development. Private transport service providers can greatly contribute to the implementation of these agreements, as well as benefit from them.

Transport safety is an important concern to all modes of transport, including motorised and non-motorised land transport; inland, coastal and ocean shipping; ferries, and aviation. Studies show that precautionary safety measures implemented by selected companies have led to a decline in the number of accidents in diverse transport modes. The additional sharing of information and the replication of best practices is also expected to lead to continued advancements in this area.

Since the adoption of the Convention on the Rights of Persons with Disabilities,² transport planners in many countries have initiated projects and programmes to **provide persons with disabilities with better, equal and more affordable transport access and personal mobility**, particularly in urban public transport systems. In many countries, private companies cooperate with each other and lead this effort by implementing good practices.

1.2 The policy debate on sustainable transport at the United Nations

The importance of efficient, reliable, affordable, and sustainable transport in fostering international trade, welfare, and prosperity has long been recognised by government leaders at diverse international fora, including at the Fourth United Nations Conference on Least Developed Countries (Istanbul, Turkey, 9-11 May 2011), the Third International Conference on Small Island Developing States (Apia, Samoa, 1-4 September 2014), and the Second United Nations Conference on Landlocked Developing Countries (Vienna, Austria, 3-5 November 2014). The importance of transport and trade facilitation is also regularly highlighted by the United Nations

² United Nations General Assembly resolution 61/106 of 13 December 2006

Conference on Trade and Development, including at the UNCTAD XIII Ministerial Conference held in Doha, Qatar in 2012. Most recently, in December 2014, the UN General Assembly adopted Resolution A/69/468, which underscored the role of transport and transit corridors in supporting sustainable economic growth and promoting international cooperation and trade.

Several important international events dealing with sustainable development and issues relating to sustainable transport are planned in the near future, including:

- The third International Conference on Financing for Development, Addis Ababa, Ethiopia, 13-16 July 2015;
- The United Nations Summit for the Adoption of the post-2015 Development Agenda, New York, United States, 25-27 September 2015;
- The 2nd Global High-Level Conference on Road Safety, Brasilia, Brazil, 18-19 November 2015;
- The 21st Session of the Conference of the Parties to the United Nations Framework Convention on Climate Change, Paris, France from 30 Nov – 11 Dec 2015;
- The UN Habitat III Conference, Quito, Ecuador, October 2016

Given the important linkages between road transport and the themes that will be addressed at the aforementioned global events, it is highly recommended that representatives of the private sector participate actively in continuing policy debates on road transport and sustainable development. This will further enhance inclusiveness in global dialogue and decision-making, and facilitate consensus-building on policy recommendations related to sustainable transport.

1.3 The UN Secretary-General's High-level Advisory Group on Sustainable Transport (2014-2017)

On 8 August 2014, the United Nations Secretary-General Ban Ki-moon announced the formation of a High-level Advisory Group on Sustainable Transport to provide recommendations on sustainable transport that are actionable at the global, national, local and sector levels.

The Advisory Group has been given a three-year mandate to work with Governments, transport providers (aviation, marine, ferry, rail, road, and urban public transport), businesses, financial institutions, civil society, and other stakeholders to promote sustainable transport systems. The Advisory Group will also work to promote the integration of sustainable transport priorities into development strategies and policies, including those affecting climate change action. The work of the Advisory Group will promote sustainable transport in the context of inclusive and equitable growth, social development and the protection of the global environment and ecosystems. The High-level Advisory Group³ is expected to:

³ Information on the members of the High-level Advisory Group is contained in Annex 2

- Articulate a global message and recommendations to promote sustainable transport and innovative policy, and multi-stakeholder partnerships for sustainable transport;
- Launch a "Global Transport Outlook Report" to provide analytical support for its recommendations;
- Help to mobilise action and initiatives in support of sustainable transport among key actors, including Member States, development finance institutions, bilateral development partners, transport providers, urban authorities and land-use planners;
- Seek to promote the integration of sustainable transport in relevant intergovernmental processes through recommendations on the formulation and implementation of the post-2015 development agenda.

1.4 The role of partnerships in enhancing international development cooperation

Since the late 1990s, the global normative debate on sustainable development at the United Nations has increasingly emphasised the importance of collaborative action in implementation, including through the creation of new partnerships involving private sector participation. The General Assembly has articulated the definition of partnerships in A/RES/68/234 as “**voluntary and collaborative relationships between various parties**, both public and non-public, in which all participants agree to work together to achieve a common purpose or undertake a specific task, and to share risks, responsibilities, resources, and benefits.” The task of making transport systems around the world more sustainable is ambitious, and is one that requires significant resources, close cooperation between stakeholders, and long-term commitments. **Partnerships involving the private sector can create additional value beyond the sum of the resources available to individual partners.**

Several international sustainable transport-related partnerships have operated successfully for many years. Examples include The Partnership for Clean Fuels and Vehicles of the United Nations Environment Programme (UNEP); the Transport, Health and Environment Pan European Programme of the United Nations Economic Commission for Europe (UNECE); and, the Partnership for Sustainable, Low Carbon Transport (SLoCAT).⁴ These successful partnerships and initiatives tend to focus on very specific issues, activities, modes of transport, or geographic areas, however they do not address transport-related issues in a holistic manner. While innovative solutions to address climate change and energy constraints are material to the transportation sector, additional efforts will be required to also address the other socio-economic aspects of sustainable transport that were described in section 1.1 above.

⁴ For a recent analytical overview, please also see United Nations Department of Economic and Social Affairs (UN DESA), July 2014: *Sustainable Development in Action: Special Report on Voluntary Commitments and Partnerships for Sustainable Development*, electronic publication accessible via: [http://sustainabledevelopment.un.org/content/documents/1479SD%20in%20Action%20Report%20final%20\(1fv\).pdf](http://sustainabledevelopment.un.org/content/documents/1479SD%20in%20Action%20Report%20final%20(1fv).pdf)

Despite their important contributions to the global dialogue on sustainable transport, a crucial gap is observed in existing transport sector partnerships, which presently do not cover all modes of transport. In its acknowledgement of the integrated nature of transportation systems, the proposed Global Partnership for Sustainable Transport (GPST) initiative addresses this gap by bringing together **representatives of all modes of transportation and related infrastructure** to advance sustainable transport practices worldwide.

2. The Global Partnership for Sustainable Transport (GPST)

2.1 The GPST Vision

The Global Partnership for Sustainable Transport is a **global, business and industry-led initiative that addresses the multi-modal dimension of sustainable transport. It is by design a strategic, action-oriented, multi-stakeholder platform** that will focus on the **implementation the SDGs and the recommendations of the SG’s High-Level Advisory Group on Sustainable Transport.**

2.2 Key features

The GPST is a multi-modal partnership platform. The GPST aims to serve as a unifying cross-sector platform that is representative of the different transport modes that make up the transport industry and that speaks with one voice on issues related to sustainable transport. The GPST is positioned to be complimentary, modally-inclusive, and it will focus on cooperation with other relevant partnerships.

The GPST invites the broad participation of the transport industry in its activities and it embraces partnerships as a central theme. The GPST and its members will liaise with, and seek collaboration with all relevant business associations and existing initiatives that address sustainable transport, including the Secretary General’s High-Level Advisory Group on Sustainable Transport, the International Transport Forum (ITF), and the International Public Transport Association (UITP). The UN Global Compact Private Sector Forum also provides a key opportunity for the private sector to engage in sustainable transport-related partnerships.

The GPST should serve as a bridge to link economic development and trade with sustainability. The GPST will promote multi-stakeholder participation in decision-making for sustainable transport, including the systematic integration of its economic, social and environmental dimensions. Sustainable transport drives social and economic development, and is essential for the development of urban and rural areas. Sustainable transport therefore an “enabler of trade” with strong commitments to sustainability.

The GPST should set clear objectives and targets for action. The GPST will identify and implement actionable items both in the short- and medium-term. It will identify,

publicise and promote the replication of best practices that can contribute to the achievement of the Sustainable Development Goals (SDGs).

As the GPST consists of a large numbers of partners, actions and goals, a comprehensive matrix will be developed that will illustrate what private businesses in the transport sector can do to fulfill sustainable transport goals (see also action area “a” below).

2.3 Key concepts, goals and objectives

The Global Partnership for Sustainable Transport will undertake the following actions:

- Promote responsible and sustainable business practices, including the 10 Principles of the UN Global Compact, throughout the entire transport sector;
- Promote sustainable transport for economic development, and sound policies that create enabling environments for investments in transport infrastructure and services, and productive public-private partnerships;
- Advocate the further development of international multi-modal transit corridors for expanded international trade and cooperation;
- Support existing initiatives on more sustainable, cleaner and “greener” transport;
- Support transport safety, greater social equity and social inclusion, including through better transport infrastructure and services in rural and other peripheral areas, and through improved access to affordable transport for disadvantaged social groups;
- Advocate greater participation of countries in existing multilateral and universal intergovernmental agreements on transport, trade, travel and tourism

The GPST should be a provider of practical solutions to address sustainable transport challenges. As a multi-stakeholder initiative, members of the GPST are expected to work in partnership with each other to achieve greater sustainability in transport. The GPST will identify concrete, solution-oriented actions for implementation, and inspire other companies to engage and contribute to such efforts.

The GPST will identify and share examples of best practices. Case studies and best practices that recount powerful stories will be compiled and disseminated. Best practice cases can help in the formulation and implementation of sound policies that promote sustainable transport.

Focus on strategic policy dialogue and collective action. The GPST will not replicate the activities of other organisations, but will leverage on existing initiatives and identify common goals. The GPST will engage in strategic policy dialogue and provide recommendations on how to best address sustainable transport challenges, and facilitate a robust dialogue between business and government. Being solution-oriented, the focus of the GPST will be on facilitating improvements in legislation that encourage positive actions and promote sustainability in transport, rather than focussing entirely on objectionable actions that impede sustainability objectives.

2.4 Priority action areas

(a) Responsible and sustainable business practices in the transport and related infrastructure sector

Transformational partnerships that benefit society at large should be based on principles and universal values as recognised by the UN General Assembly. Responsible and sustainable business practices are increasingly recognised as key drivers for effective partnerships and collective actions by companies around the globe. The GPST aims to provide a platform to highlight good practices, to share information, and to demonstrate the contributions of responsible and sustainable practices by companies in the transport industry to the sustainable development agenda. Companies in the transport and related sectors include: transport operators (rail, road, aviation, maritime, etc.), logistics (shipping and freight), transport manufactures (automobiles, planes, ships/fleets, trains), and infrastructure (construction and engineering). The GPST will focus on responsible and sustainable business practices that demonstrate the positive impact that inter-modal connectivity has on sustainable supply chain management and on promoting a circular economy, It will also focus on resilience, anti-corruption and other issues that promote the sustainable transport agenda in the context of the SDGs.

- ***The SDG Matrix for Transport Sectors & Good Practice*** (to be launched in September - October 2015): The UN Global Compact and KPMG recently conducted an empirical survey based on information and feedback from more than 3,500 business executives and managers in over 100 countries. The survey showed that there is growing interest within business communities to enhance operational sustainability. Hence, the UNGC and KPMG have developed a matrix to help identify options and practical actions relating to key SDG topics (i.e. sustainability of supply chains, gender empowerment, education, quality of workplace environments and working conditions, water stewardship, poverty, climate change, etc.). The GPST could make use of this matrix to assist transport sector companies to deploy strategic actions to achieve sustainable transport goals.

(i) Support for existing initiatives on “greener” transport (Environment)

The GPST may promote environmental protection through participation in existing initiatives aimed at achieving more sustainable, cleaner and “greener” transport, including, *inter alia*, initiatives and programmes such as the Global Fuel Economy Initiative (GFEI), the Partnership for Clean Fuels and Vehicles (PCFV) of UNEP, the Clean Air Asia Initiative, the Sustainable Shipping Initiative, the Sustainable Low-Carbon Partnership (SLoCaT), the Sustainable Urban Transport Initiative (SUTRI), the Urban Electric Mobility Initiative (UEMI) of UN HABITAT, and the Caring for Climate initiative of the UN Global Compact, UNFCCC and UNEP. The GPST may also launch additional initiatives or campaigns, in collaboration with existing initiatives, to enhance the environmental

sustainability of transport at the local, national, regional or global levels. **Areas of special interest include: energy efficiency, the circular economy, and resilience.**

- **Key opportunities for action: COP21 in Paris** – Examples of best practices in the transport sector to promote energy efficiency and related actions on climate change; the presentation of the SDG matrix; and possible collaboration with Caring for Climate Business are possible GPST activities that can be featured at during COP21.

(ii) Support transport safety, greater social equity and social inclusion (Social)

The GPST may promote actions that enhance transport safety in all modes of transport. GPST members may also work together for social equity and social inclusion, i.e. by promoting better transport infrastructure and transport services in rural and other peripheral areas, in particular in least developed, land-locked and small island developing states, and in mountainous developing countries. The GPST may support improved access to affordable transport for disadvantaged social groups, such as persons with disabilities, the elderly, the youth, girls and women, and other social groups.

- **Key opportunities for action:** Raising awareness on the importance of the transportation sector in relation to UN goals (i.e. humanitarian situations)
- **Key opportunities for action: Road Safety Conference in Brazil** – GPST members may present and share information on recent initiatives and best practices related to road safety in their respective countries.

(iii) Support existing efforts to tackle anti-corruption and improve transparency (Governance)

Members of GPST may form task forces involving the participation of concerned companies and assist in or contribute to fact finding and reporting to identify measures that effectively address the issue.

(b) Promote sustainable transport for economic development and policies that create enabling environments for investments in transport infrastructure and services, and productive public-private partnerships

The development of adequate public transport infrastructure and efficient transport services requires productive multi-stakeholder cooperation, in particular between policy makers and competent public authorities on the one hand, and private transport sector operators and service providers, on the other. The GPST may develop a compendium of case studies that document selected examples of good practices that have proven successful in mobilizing investments in public transport services, particularly in cities and urban areas in developing countries. The GPST and the Global Compact Cities Programme may also explore possible synergies and collaborate closely in this regard.

- **Key opportunities for action** – Organise small and focused interactions between inter-modal operators and policy makers during key meetings such as G20
- **Key opportunities for action** - The GPST and Global Compact Cities Programme may explore opportunities for cooperation in collecting and documenting examples of best practices to present at the UN Habitat III Conference in Ecuador in Oct 2016

(c) Advocacy for the further development of international transit corridors for international trade and sustainable cooperation

The GPST can offer a platform for multi-stakeholder dialogue involving businesses in the transport sector to support the development of national and international economic and transport corridors. The GPST can help to implement the UN resolution on the “Role of transport and transit corridors in ensuring international cooperation for sustainable development” (A/69/468).

- **Key opportunities for action** – Organise small and focused group interactions between inter-modal operators and policy makers at the country level – the “corridor-centered approach” (e.g. provide technical advisory support for the development of the Indonesia “Sea Toll Road” projects);
- **Key opportunities for action** – The GPST and its members may liaise with regional intergovernmental organisations to promote trade and transport facilitation, where applicable.

(d) Advocacy for greater participation in existing intergovernmental agreements and global/UN conventions on transport, trade, travel and tourism

The GPST may advocate wider global participation of UN Member States in existing international conventions and multilateral intergovernmental agreements related to the transport of persons and of goods, and thereby facilitate the expansion of international trade and tourism. Relatedly, the GPST may also promote efforts towards international trade facilitation through the simplification and standardisation of customs documentation and procedures.

- **Key opportunities for action** – Organise small and focused group interactions between inter-modal operators and policy makers at the country level small, involving notably, the national subsidiaries and partners of GPST member companies.

(e) Facilitate collaborative initiatives, pilot actions, and demonstration projects on enhancing sustainable transport

- **Key opportunities for action** – The conceptualisation of potential multi-modal international cooperation pilot or demonstration projects (e.g. support for the IRU

Model Highway Initiative that seeks to revitalise trade along the Silk Road by linking Europe with Central and East Asia).

2.5 Outputs

The GPST will (a) facilitate information exchange among partners and other interested entities, (b) document examples of best practice for proposed replication, (c) advocate policies that promote sustainable transport, and (d) facilitate international cooperation between interested stakeholders, upon their request.

The GPST will make available information on its activities and its reports on sustainable transport to the High-level Advisory Group of the Secretary-General on Sustainable Transport, the High-level Political Forum (HLPF) on Sustainable Development and/or other UN bodies, and to the interested public.

Most reports, presentations and other outputs will be published electronically or in a paper-smart format.

2.6 Timeline

It is proposed to launch the GPST after the United Nations General Assembly has formally adopted the post-2015 Development Agenda, and in phases, as outlined below:

- (a) The initiation and orientation phase: November 2014 – end of 2016
- (b) The implementation phase: 2016 – 2030 (in line with the agreed framework for Post-2015 Development Agenda)

2.7 Criteria for participation in GPST and broadening the partnership base

The GPST encourages the participation of representatives of all modes of transport, and also invites those engaged in transport infrastructure and logistics to participate in its work.

Companies, industry associations and other interested parties that may join the GPST are expected to respect and support sustainable and responsible business practices, as advanced by the UN Global Compact. Private individuals do not have standing to join the GPST.

Companies, industry associations and interested parties that may join the GPST are expected to work towards the fulfillment of one or more of the GPST priority action areas.

Companies, business associations and organisations that attended the Brainstorming Meeting in February 2015 are encouraged to pursue efforts to promote the work of the GPST initiative. The UN Global Compact and the IRU may identify, and invite additional potential partners, as appropriate. In line with the GPST Concept, additional potential partners may be invited, notably from other transport sectors such as maritime, aviation and (infrastructure) construction to ensure that all modes of modern transport are adequately represented. The GPST should strive for broad-based membership, including corporate sector representatives of both industrialised and developing countries.

2.8 Liaison with intergovernmental organisations and international financial institutions (IFIs)

Collaboration with intergovernmental organisations and international financial institutions (World Bank Group, Regional Development Bank, Asian Infrastructure Development Bank, etc) may be crucial for the success of various GPST initiatives. Hence, these organisations will be invited to collaborate with, and to support IRU activities and events.

2.9 Liaison with national and local governments

Several national governments have already expressed support for the GPST Initiative. Cooperation with national governments can be facilitated through informal associations such as the “Friends of business for the Post-2015 Development Agenda” or through the establishment of a group of “Friends of the GPST”, or similar mechanisms.

Liaison with local governments, city administrations and municipalities will also be important, and particularly useful to advance initiatives related to enhancing the sustainability of urban transport. In this regard, coordination with the Global Compact Cities Programme can be beneficial. GPST and its participants may also consider liaising with other international organisations of cities, and local authorities (e.g. C40, ICLEI, UCLA etc) to promote sustainable solutions to urban transport issues.

2.10 Secretariat services and other proposed operational modalities of the GPST

The GPST secretariat should be a small but focused group that encompasses various modes of transportation and infrastructure.

During the start-up phase, the work of the GPST Partnership will be facilitated by a Secretariat jointly hosted by the Office of the United Nations Global Compact and the New York Office of the International Road Transport Union (IRU).

The GPST Secretariat will prepare and publish an annual activity and progress report.

The UNGC and the IRU Secretariat may design and jointly host a dedicated GPST website to facilitate the dissemination of public information and internal communications among GPST members.

The UNGC and the IRU Secretariats may also compile, publish electronically and maintain an updated a calendar of up-coming events that may be of interest to the GPST partners.

The GPST Secretariat will convene an annual meeting of GPST partners, associated supporters and other interested organisations, at least once a year, which may be scheduled in conjunction with other major events.

The GPST may establish time-bound task forces for specific projects or information campaigns.

Annex 1: Sustainable Development Goals

As adopted by the Open Working Group of the UN General Assembly (A/68/070 and Corr.1)

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

Annex 2 Members of the UN SG Advisory Group

Olof Persson (Sweden), Chief Executive Officer of the Volvo Group, Co-Chair

Carolina Tohá (Chile), Mayor of Santiago, Chile, Co-Chair

Frank Appel (Germany), Chief Executive Officer of Deutsche Post DHL

Milica Bajic-Brkovic (Serbia), President of the International Society of City and Regional Planners

Morten Engelstoft (Denmark), CEO of Services & Other Shipping

Alain Flausch (Belgium), Secretary-General of the International Association of Public Transport (UITP)

Maty Mint Hamady (Mauritania), Mayor of Nouakchott

Patrick Ho (Hong Kong, China), Deputy Chairman and Secretary-General of China Energy Fund Committee

Victor Kiryanov (Russian Federation), Deputy Minister of Interior of the Russian Federation.

Jean-Pierre Loubinoux (France), Director-General of the International Union of Railways

Tanya Müller García (Mexico), Secretary of Environment of Mexico City and Vice-President of the World Green Infrastructure Network

Len Roueche (Canada), Chief Executive Officer of Interferry