



FIATA's Feedback on the Post 2015 Zero Draft Outcome document *Charged by Logistics Connectivity's sustainable energy*

Background

On 2 June 2015, the [Zero Draft](#) was released of the outcome document for the UN Summit to adopt the Post-2015 Development Agenda. Examining the Zero Draft in great detail, FIATA infused specific sections of the document where the concept of logistics connectivity would make a critical link between implementation and success. Our contributions can be viewed below.

1. General views on aspects of the zero draft outcome document that you support, as well as areas of it that need strengthening

Learning from the previous MDGs, the zero outcome draft highlights trade across the range of SDGs and targets. These specified targets seek to enhance trade in developing countries through improved connectivity as conveyed in the draft; however FIATA advocates that more emphasis and focus should be placed on logistics connectivity beyond the text of proposed targets. There are two main reasons for advocating for greater emphasis, the first being that the intimate connection between trade facilitation and sustainable development, as advocated across a number of UN Meetings, is still a concept that fails to be perfectly absorbed by policymakers. The second reason has to do with the need to focus on objectives that are susceptible of creating a virtuous cycle in the achievements of the goals. Logistics connectivity for trade is the perfect example of such a multiplier.

2. Feedback on the suggested title "Transforming Our World by 2030: A New Agenda for Global Action"

FIATA would like to suggest slight amendments to the title and proposes the following:

"Shaping Our World by 2030: A Global Agenda aimed at a Sustainable Future"

3. Feedback on Introduction Paragraph 23

The focus of the paragraph rests on the concept of enabling a multilateral trading system however there is no mention of logistics development and improved connectivity. How can enhanced trade be realized without logistics? Therefore, there is a need to insert logistics connectivity especially in regards to developing countries, as mentioned in the paragraph, which will depend highly on the level of connectivity they have developed in their logistics networks.

4. Feedback on Proposed Revision for Target 1.5

Propose target 1.5 aims to build the resilience of the poor and developing economic growth. Improving connectivity through regional infrastructure is essential for prosperity and sustainable growth. This is the most effective way to contribute to poverty reduction in a great many countries of the world. Cross-border infrastructure projects have helped raise household incomes through improved access to markets and enhanced trade and investment by reducing the cost of doing business, and private sector development through creating business opportunities and employment.



Just as an example, the completion of the East-West Economic Corridor in Savannakhet province of the Lao PDR was associated with a 35% decline in the incidence of income poverty in 6 years.¹

5. Feedback on Proposed Revision for Target 11.b

Development in logistics can be seen as a major connector of global initiatives and their impact at local level. Enabling member states to develop integrated policies in line with their trading partners, helping to establish global standards which can be quantified at the national and local level is at the end of the day the most effective way to promote growth in a sustainable manner: it avoids waiting resources and helps build trust and cooperation. If the Post 2015 Process was searching for a link to promote an integrated approach across states, there is no outcome where a high level political action can play a greater role than in logistics networks connecting neighbouring states and creating situations where collaboration is required and valued.

6. Feedback on Means of Implementation (MOI) Paragraph 6

Trade can immensely assist developing countries, and particularly least developed countries, in terms of trade balances and economic growth. States must be aware that many developing countries face supply choice restrictions and infrastructural obstacles which constrain their ability to trade at global level. Targeted policies and timely investments in trade facilitation through enhancement of logistics connectivity are the best assistance that traders in these countries need. In the years after 2015, Asia-Pacific economies will depend heavily on enhanced regional connectivity to stimulate trade and attract investment, as the member countries seek decisive measures to improve regional economic integration, as well as connectivity with other parts of the world. The ADB has helped finance approximately 18,000 kilometres of the Asian Highway, accounting for 13% of its total length.² Optimising these networks – including ports, inland ports and airports – and ensuring that they operate at the right level remain within the interest of the governments which obtained donors' assistance.

7. Feedback on MOI for Goal 13

Investment in infrastructure (maintenance as well as building) and optimising the supply chain is as important as cutting on energy consumption and finding alternative fuels. It is extremely important that governments do not turn a blind eye on the fact that “de-carbonising transport” also means optimising resources and avoiding bottleneck and barriers. Significant results can come from an integrated approach with the right balance of policies and actions. The savings in energy that can be achieved by enhanced trade facilitation at borders are more than significant and therefore investment in such logistics connectivity projects could provide immense returns.

8. Feedback on MOI for Goal 17

Insufficient logistics connectivity is not the only obstacle to trade, but it is one of the most challenging, because it starts conditioning traders from the very beginning: Foreign Direct Investments (FDI) are seldom attracted by countries with bad logistics, whilst good logistics connectivity is often regarded as importantly as staff's skills and a business-friendly legal

¹ <http://www.adb.org/news/speeches/aid-trade-initiative-asia-pacific-experience>

² <http://www.unescap.org/news/asia%E2%80%99s-rebalancing-needs-better-regional-infrastructure-saysadb-president-escap-public-lecture>

FIATA

Schaffhauserstrasse 104, P.O. Box 364, CH-8152 Glattbrugg, Switzerland
Tel. +41 (0)43 211 65 00, Fax +41 (0)43 211 65 65
E-Mail fid@fiata.com, Internet <http://www.fiata.com>



environment.

9. Feedback on Follow up and Review Paragraph 6 - Regional Level

The UN HLPF will be highly focused on Post-2015, reviewing and monitoring the implementation of the SDGs after they have been ratified, however, these early discussions are important to position the SDGs in a way to ensure their success and subsequent measurement. Therefore it is important to engage early, prior to the ratification of the SDGs and incorporate concepts of logistics connectivity into SDG's development. This is not only commendable with a view to achieving good, balanced and affordable SDG's, but it will pave the way of implementation and measurement. FIATA advises the UN HLPF to take early action to ensure that logistics is embedded into the SDG process, as this will save time and resources in the long run.

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