



ALMA MATER STUDIORUM
UNIVERSITÀ DI BOLOGNA

MARITIME AND TRANSPORT
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Setting the Scene

What does «sustainability» mean in transport and logistics sectors?



What does «sustainability» mean in transport and logistics sectors?

cost effective
not affecting environment
respect of human rights
green energy
green
low emissions
economic development
optimal
balance
minimising pollution
clean
utopic
towards net zero



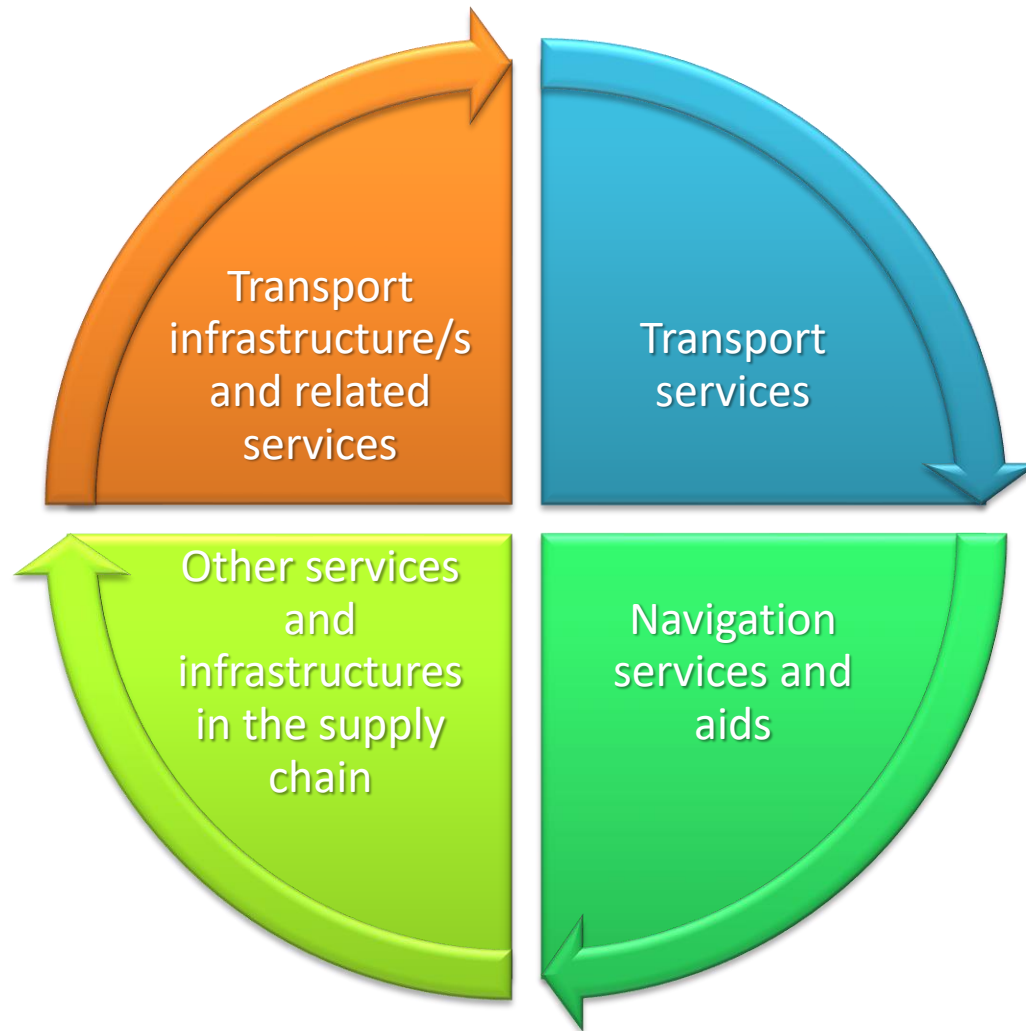
The UN 2030 Goals



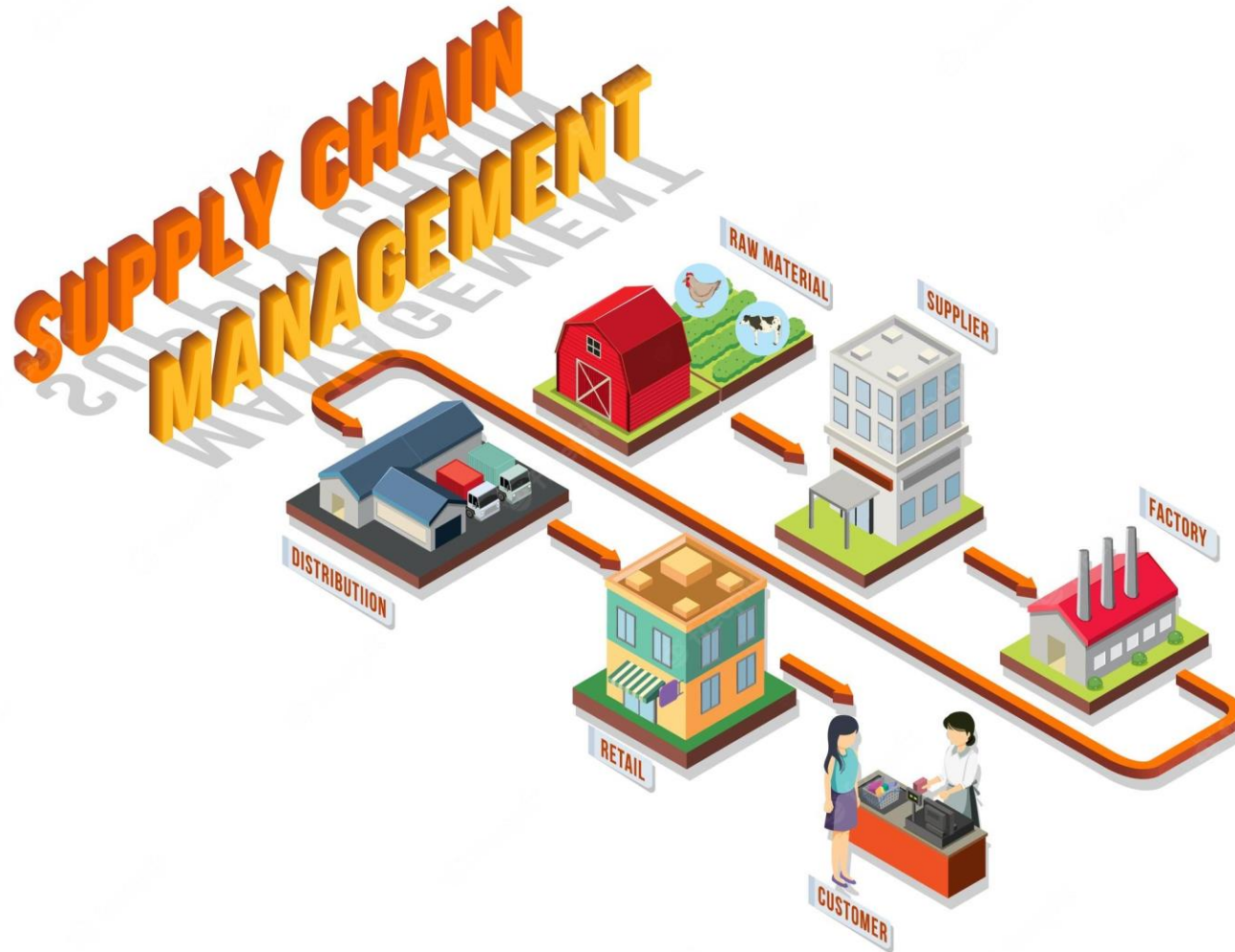




A Comprehensive Approach



Mind the Gaps



Source of the picture: Freepik.


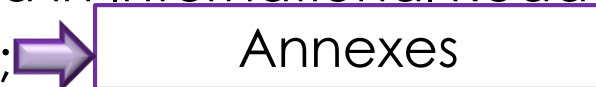




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Environmental (+) Sustainability of Transports: Some of the Main Steps



Safety and Security (Short List)

- 1944 Chicago Convention on International Civil Aviation
 ICAO's Annexes
- 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR);
- 1958 Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals granted on the basis of these Prescriptions;
- 1968 UN Convention on Road Traffic;
- 1968 UN Convention on Road Signs and Signals;
- 1970 European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR);
- 1973/78 MARPOL;  Annexes
- 1974 SOLAS;  ISM and ISPS Codes
- 1980 COTIF;  its appendices + OTIF's rules
- etc.



Labour Conditions in the Transport Sector

Annex I. Transport sector conventions

- 1920 – Minimum age (Sea) C007 (revised 1936)
- 1920 – Unemployment Indemnity (Shipwreck) C008
- 1920 – Placing of Seamen C009
- 1921 – Medical Examination of Young Persons (Sea) C016
- 1926 – Seamen's Articles of Agreement C022
- 1926 – Repatriation of Seamen C023 (Revised 1987)
- 1936 – Officers' Competency Certificates C053
- 1929 – Marking of Weight (Packages Transport by Vessels) C027
- 1929 – Protection against Accidents (Dockers) C028
- 1936 – Holidays with Pay (Sea) C054
- 1936 – Shipowners' Liability (Sick and Injured Seamen) C055
- 1936 – Sickness Insurance (Sea) C056
- 1936 – Hours of Work and Manning (Sea) C057
- 1939 – Hours of Work and Rest Periods (Road Transport) C067
- 1946 – Food and Catering (Ships' Crews) C068
- 1946 – Certification of Ships' Cooks C069
- 1946 – Social Security (Seafarers) C070 (Revised 1987)
- 1946 – Seafarers' Pensions C071
- 1946 – Paid Vacations (Seafarers) C072 (revised 1949)
- 1946 – Medical Examinations (Seafarers) C073
- 1946 – Certification of Able Seamen C074
- 1946 – Accommodation of Crews Convention C075 (revised 1949)
- 1946 – Wages, Hours of Work and Manning (Sea) C076 (revised 1949, 1958)
- 1958 – Seafarers' Identity Document C108 (Revised 2003)
- 1970 – Accommodation of Crews (Supplementary Provisions) C133
- 1970 – Prevention of Accidents (Seafarers) C134
- 1973 – Dock Work Convention C137
- 1976 – Continuity of Employment (Seafarers) C145
- 1976 – Seafarers' Annual Leave with Pay C146
- 1976 – Merchant Shipping (Minimum Standards) C147
- 1979 – Occupational Safety and Health (Dock Work) C152
- 1979 – Hours of Work and Rest Periods (Road Transport) C153
- 1987 – Seafarers' Welfare Convention C163
- 1987 – Health Protection and Medical Care (Seafarers) C164
- 1996 – Labour Inspection (Seafarers) C178
- 1996 – Recruitment and Placement of Seafarers C179
- 1996 – Seafarers' Hours of Work and the Manning of Ships C180
- 2006 – Maritime Labour Convention - MLC, 2006

Annex to ILO working paper No 298, Working Paper "Promoting the employment women in the transport sector – Obstacles and policy options", by Prof. Peter Turnbull.



Gender Gaps

Table 1. The Proportion of Women in Transport Compared to the Labour Market in Africa, Asia and the Middle East (selected years)

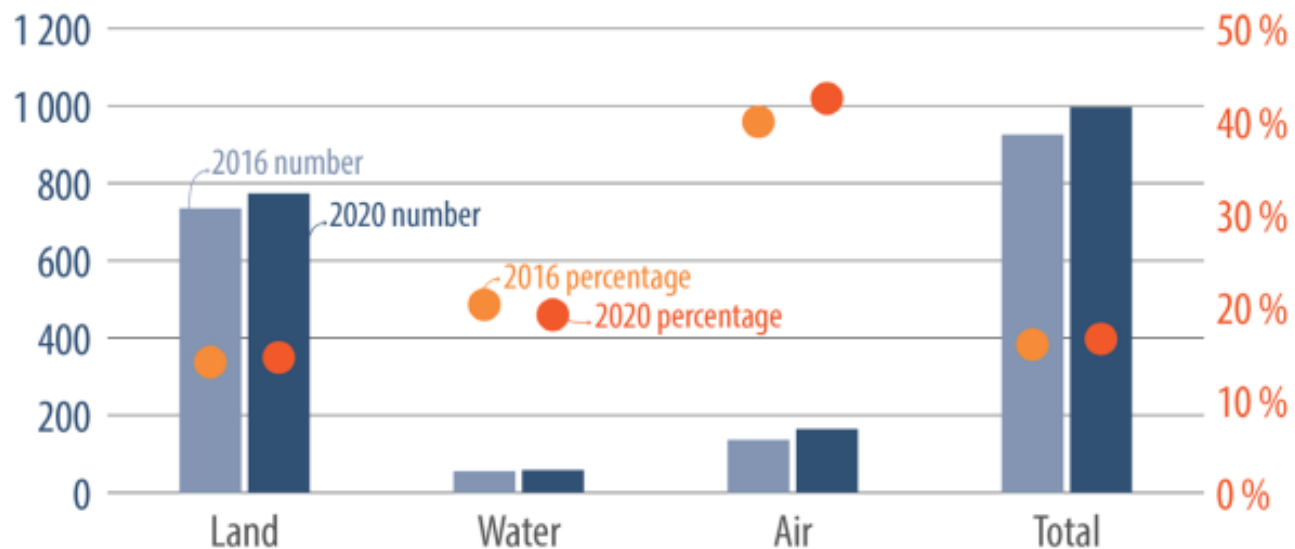
Country	Year	% Women in the labour market	% Women in transport, storage and communications
Botswana	2007	43.2	30.2
Egypt	2007	17.4	5.0
Ethiopia	2004	39.9	11.9
Madagascar	2005	39.7	6.9
Mauritius	2008	35.8	18.7
Morocco	2001	26.2	9.5
Sierra Leone	2004	23.7	7.8
South Africa	2008	43.8	19.6
Tanzania	2006	28.9	6.6
Zimbabwe	2002	23.9	9.6
Armenia	2007	41.1	17.7
Azerbaijan	2008	43.5	20.2
Brunei Darussalam	2003	29.7	24.5
China	1999	39.2	28.9
Georgia	2005	47.7	23.9
Hong Kong (China)	2008	48.6	37.4
India	2005	19.0	6.8
Indonesia	2008	32.4	9.0
Iran	2008	14.5	5.2
Iraq	2008	15.2	5.1
Israel	2008	48.9	34.2
Japan	2008	41.9	20.9
Kazakhstan	2008	47.9	32.0
Korea	2007	42.3	17.3
Kyrgyzstan	2007	49.8	37.0
Malaysia	2008	37.8	18.9
Nepal	1999	24.2	3.6
Pakistan	2006	13.4	1.4
Philippines	2008	37.8	9.5
Qatar	2007	12.2	8.6
Singapore	2008	45.7	31.5
Sri Lanka	2007	33.1	6.5
Syria	2007	16.3	5.3
Taiwan	2002	44.2	28.7
UAE	2008	19.3	10.9

Source: ILO working paper No 298, Working Paper "Promoting the employment women in the transport sector – Obstacles and policy options", by Prof. Peter Turnbull.

Source: International Labour Organization, LABORSTAT

In the EU 27

Figure 1: Number and share of women employed in transport out of total employment, by transport modality, in the EU-27



Data source: [Eurostat](#); graphic by Lucille Killmayer, EPRS.

Source: European Parliament at a glance webpage, 'Women working in transport',
[https://www.europarl.europa.eu/RegData/etudes/ATAG/2022/729293/EPRS_ATA\(2022\)729293_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/ATAG/2022/729293/EPRS_ATA(2022)729293_EN.pdf)



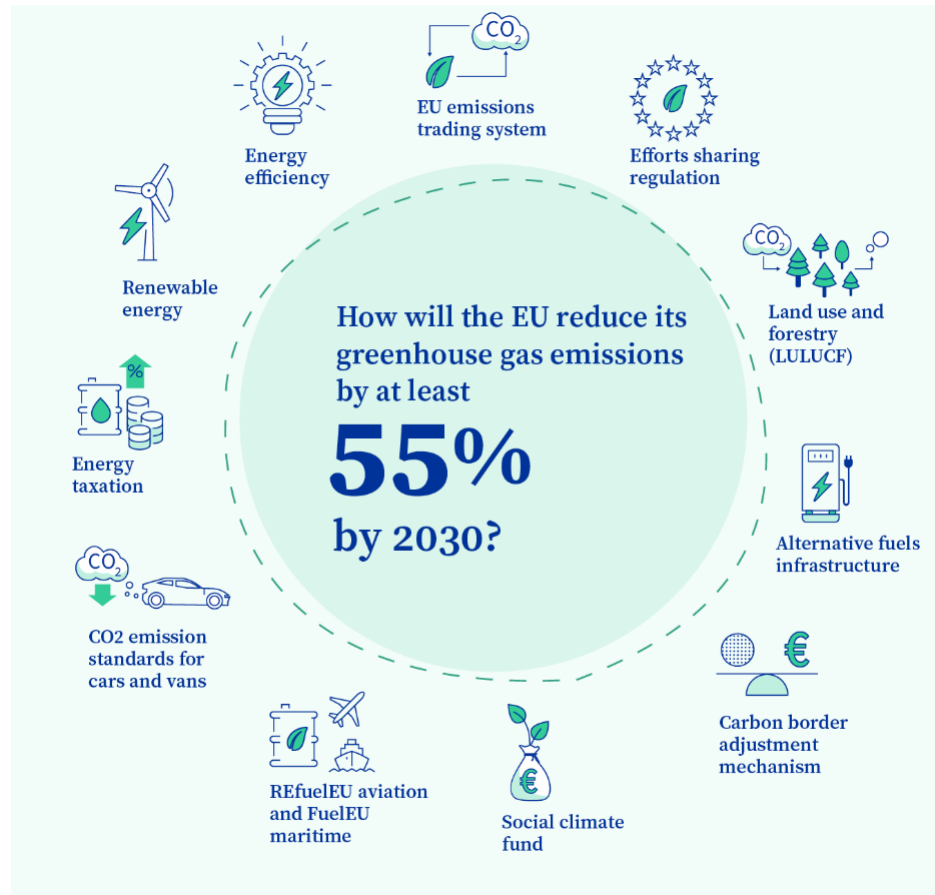
What About the EU?

- **Environmental sustainability**
- **Safety and security**
- **Working conditions**
- **Women and transports**



The EU 2030 Agenda

➤ Fit for 55 package:



Source:
<https://www.consilium.europa.eu/en/infographics/fit-for-55-how-the-eu-will-turn-climate-goals-into-law/>



Focus on EU Policy and Instruments

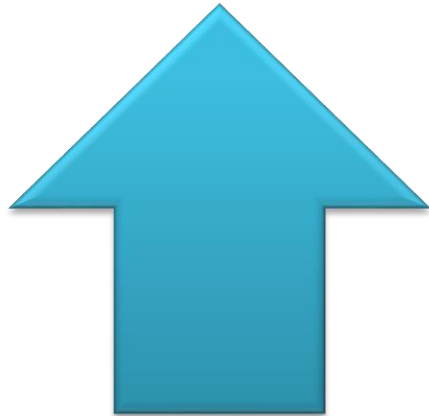
- 2001 White Paper 'European Transport Policy for 2010: Time to decide'
- 2003 Green Paper 'Towards a new culture of urban mobility'
- 2008 European Parliament's resolution 'Towards a new culture for urban mobility';
- 2009 European Parliament's 'An action plan on urban mobility' + EU Commission 'Action plan on urban mobility';
- 2009 'A sustainable future for transport: towards an integrated, technology-led and user friendly system', by the EU Commission;
- 2011 White Paper 'Roadmap to a single European transport area: towards a competitive and resource-efficient transport system'
- Sustainable and Smart Mobility Strategy (EU Green Deal).

Financing Instruments:

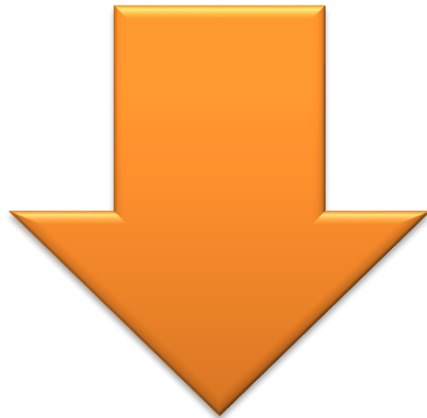
- European Regional Development Fund (ERDF)
- European Social Fund Plus (ESF+)
- Social Climate Fund (proposed)
- European Green Deal
- Horizon Europe



Gender Gaps



**Women as workers
in the transport
sector**



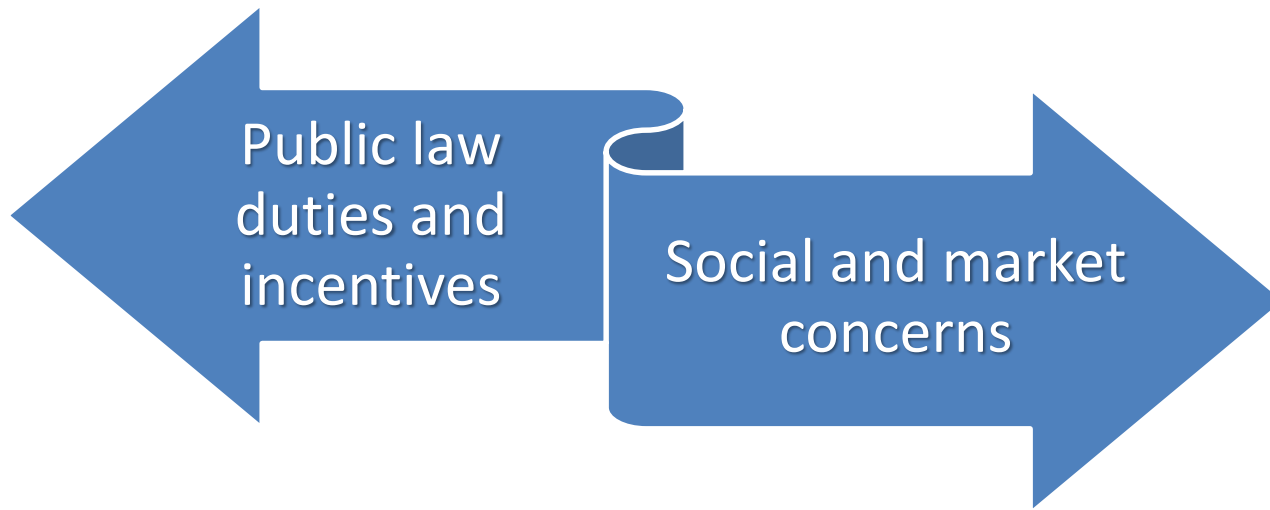
**Women as users of
transport services**



Women as Users of Transport Services	Women as Workers in the Transport Sector
<ul style="list-style-type: none"> • 2012, European Parliament resolution on 'The role of women in the green economy '; • 2014 EU Commission's report 'She Moves – Women's issues in transportation'. 	<ul style="list-style-type: none"> • 2015 European Parliament resolution on removing barriers for the equal participation of female and male workers in the sector; • 2017 'More women in transport – EU platform for change' • Directive 2019/1158/EU (general); • Regulation (EU) 2020/1054 on working conditions in the transport sector; • March 2021: proposal by the Commission of a directive on equal pay for equal work and on pay transparency (general).



Drivers of Sustainability



Social and Market Concerns: «Soft Law» Tools

Contract tools:

- Ex: **Climate contract clauses.**

Corporate tools:

- **Voluntary Sustainability Standards (VSS)**
- **Social enterprises**, esp. for community transport services.

Are they really effective for efficaciously achieve sustainability goals at the international, or at least domestic, level?



The Lawmakers' Role

Contract content

1. E.g.: the Italian regime of road freight transport (Law No 286/2005).
2. **Clauses** and **VSS** in public procurements?

Corporate aspects

1. The company's structure, such as **social enterprises**.



Conclusions. Hints for Discussion

- Fragmentation of political and legal approach towards the several shades of sustainability in the different transport modes and in logistics.
- Some aspects are still not considered by policy and law makers at the international level.
- It is difficult to assess how and to what extent are «Soft law» tools contributing.
- Importance of the intervention by the policy and law makers on critical issues, but limits to it.





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Many thanks for your kind attention

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