

UNICEF Global transport center

UN procurement meeting: UNFPA, WHO, UNICEF

UNICEF Transport Service Delivery strategy



T

Intermodal international shipping

- On time delivery, emergency fast track

C

Import solution

- Customs clearance flexibility with incoterms and global capacity to clear supplies in countries
- Efforts to streamline country importation systems through digitalization

W

Transit storage

- capacity to establish fast tracked WH at regional and national levels

M

Monitoring track and trace

- EDI interface and 1 ERP for all transactions with from origin to destination
- Digitalization of tools and documentation

D

Flexible/robust end-to-end approach

- Distribution capacity to deliver up to end user
- Flexible incoterm defined by consignee

L

System strengthening

- Transfer knowledge from COs to national Supply Chain
- Development of learning and technical support for system strengthening²

Commitment

Ensure the timely delivery and distribution of supplies and essential household items to affected populations, partners and/or point-of-use

UN GLOBAL TRANSPORT SERVICES LEADER



- UNICEF leads the establishment of global 3rd party logistics and freight forwarding services contracts on behalf of other UN Agencies
- Long Term Contract with Freight Forwarders



- Designated freight forwarders by mode of transport and origin or destination
- Flexibility in delivery mode and destination
- Local presence allows piggy bag on global FFW contract for ICL activities
- Dedicated teams with FFW to serve the UN projects

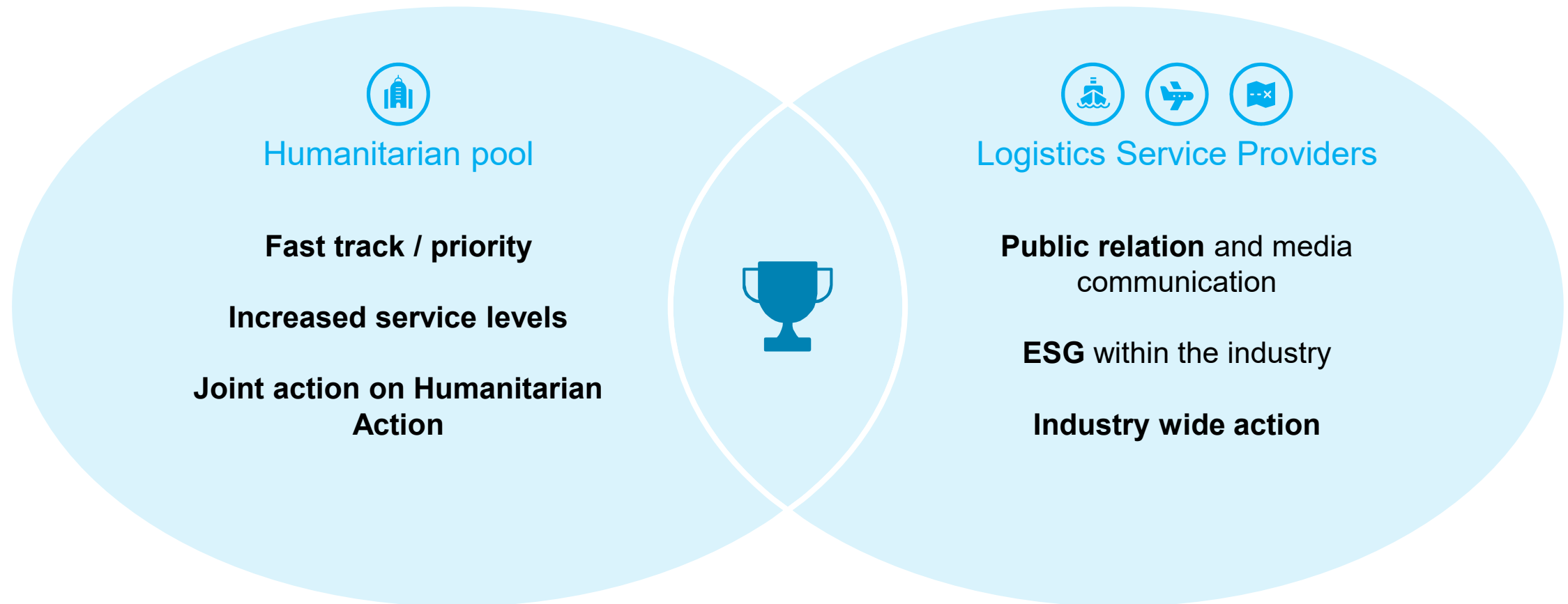
- MOU/Partnership with    

- Benefits of coordination with carriers; flat rate prices, free demurrages (30days up to 45) and no container deposit,

- Development of Industry Partnership with logistics companies to leverage private sector capacities: WEF, IATA, ICAO, FIACA, DPW, HOPE, UPS, DHL foundation, Kuehne Foundation, Norwegian, etc

Humanitarian Transport and Logistics Alliance

leveraging public and private sector partnerships & resources to amplify its response



International Shipping Sustainability

Footprint baseline and outlook: sustainability as a criteria at evaluation stage and award monitoring

1. Mapping carbon emissions

2. Endorsing carbon emissions

- GLEC Global Logistics Emissions ; Green House Protocol (CDP) ; Science Base Initiative
- 3rd scope emission from external consultant (BCG)

3. Reducing carbon emissions

Industry standards are supporting UNICEF on its journey to reduce

- IATA and its members committed to an ambitious target, make flying net zero by 2050. IMO 2023 regulation is part of the International Maritime Organization's (IMO) Greenhouse Gas Strategy (GHG), which aims to reduce carbon emissions from international shipping by 40% by 2030 and 70% by 2050 versus the 2008 levels.

4. Mitigating carbon emissions

- Regulation within standards & rate management strategy
- Scenario checking for supply planning (Localization & Reefers)
- Private sector partnership on greening



By reducing carbon emissions, addressing importation challenges, and embracing digitalization, UNICEF and partners contribute to both environmental goals and humanitarian efforts, ultimately driving positive outcomes for the broader global community.



OPERATIONS

SOLARIZATION / USE OF RENEWABLE ENERGY HYBRIDS CAN REDUCE TOTAL EMISSIONS BY

25%



TRANSPORTATION

77 FOLDS REDUCTION IN EMISSIONS FOR SHIPPING VACCINES BY SEA AS COMPARED TO AIR, I.E. TOTAL EMISSIONS REDUCED BY

20.5%



DISPOSAL

UPCYCLING OF PLASTICS AS AGAINST INCINERATION, INTO USEFUL PRODUCTS, REDUCES TOTAL EMISSIONS BY

25%



Strengthening Timely Management of Importation Process:

- Identify root causes of export/import delays
- Categorized/mapped of respective country importation process
- Differentiating the Green lights procedures (Institutional or Administrative)
- Providing tailored solution for complex countries through existing mechanisms/alliances such as GATF (digitization/streamlining process), UNCTAD and alternative incoterms to extend Global Freight Forwarders accountabilities.
- Case-by-case recommendations for customized delivery solution to COs e.g., delivery 'to door', on reviewed incoterms e.g DDP/DAP terms.

Extend Global Service provision 3PLs to UNICEF COs and Partners:

- Bridge international transport and In country logistics distribution in Emergency contexts;
 - **Ukraine, Haiti, Libya and Currently in Gaza**
 - Using flexible capacity to deliver up to end user, to reduce delays of accountability hand overs, minimize extra cost and support timely program implementation;
- **Fast-track delivery of first-response supplies at the onset of an emergency:**
 - Align with Freight Forwarder on product to book with carrier depending on order type
 - Instruct freight forwarder to systematically book emergency and priority orders by using standard products with carriers.

Digitalization of systems and sustainability:

- Develop an improved live automated shipment traceability: The current interface between UNICEF and carriers/freight forwarders (EDI) is semi-automated, and we would like to identify a new tool to reach a fully automated synchronized interface between service providers' database and UNICEF's Vision.
- Incorporating all aspects of Sustainability such as contributing to UNICEF goal in tackling the climate change impact and reinforcing the greening initiative

Thank you



Definition

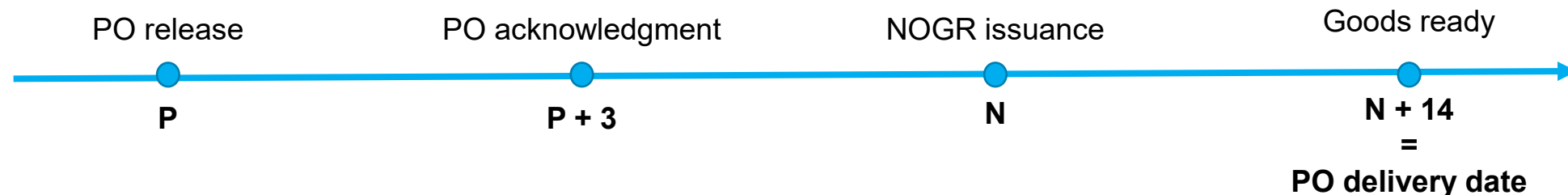
UNICEF requires to receive the NOGR 14 calendar days in advance of readiness date

Definition from PO

NOTIFICATION OF GOODS' READINESS
<p>IMPORTANT</p> <p>The Supplier is required to complete and sign one Notification per shipment and send the form to the freight forwarder as designated in this PO; and with a copy to UNICEF.</p> <p>The Notifications shall be sent atleast two weeks before the confirmed date of Readiness of Goods. In case this Purchase Order is related to emergency and rapid response, the notification shall be sent at least three days in advance of the confirmed date of Goods Readiness.</p>

The ask from UNICEF is to **share the NOGR 14 calendar days before readiness date of the goods.**

This ensures that the freight forwarder has time to book the shipment and arrange for the dispatch of the goods reducing stock at supplier side as well. This is **not concerning emergency POs.**



Challenges

Opportunities

Planning

A distribution plan is to consider the best transport plan solution to ensure the most timely and cost-effective distribution from districts level. Receiving the NOGRs in time is key to planning to optimize the logistics planning/cost.

- NOGRs timeliness remains a challenge.
- Vendors replenishment constraints/delays.
- Quality of documentations increases delays in securing timely booking.
- Handwriting on NOGR makes it challenging for FF to read

- Anticipated NOGRs to allow adequate booking lead-time with accurate weight and volumes requirements and BU to align LTAs with 14 days NOGR requirement
- Securing all export documents (quality) in time allows FFW to ensure appropriate procedure to process of booking and smooth importation/CC process.
- Suppliers needs to plan accordingly to avoid delays between picking ups which hinders FFW capabilities to secure bookings

Planning the supply chain to meet the demand, avoid stock outs and avoid extra costs on downstream logistics.

- Some transit restrictions impact the smooth delivery and freight cost
- drugs commodities are sensitive, and some consignees requires Reefers # of containers

- Receiving and early notification and required documentations will facilitate securing the booking of required# containers (reefers) up to the last site of distribution and negotiation with carriers to extend the free time to avoid extra charges.