



Partnership on Sustainable,
Low Carbon Transport

Towards the UN Decade of Sustainable Transport

A Thought Paper by SLOCAT to Facilitate Thought Leadership and Stakeholder Engagement in the UN Process

August 2024

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About this Thought Paper

This SLOCAT Thought Paper aims to facilitate thought leadership and stakeholder engagement in the UN process towards defining the implementation plan of the UN Decade of Sustainable Transport which will commence on 1 January 2026.

About SLOCAT

SLOCAT is the international, multi-stakeholder partnership powering systemic transformations and a just transition towards equitable, healthy, green and resilient transport and mobility systems for the people and the planet. We deliver on our mission through co-creation, co-leadership and co-delivery across knowledge, advocacy and dialogue activities in the intersection between transport, climate change and sustainability. Our multi-sectoral Partnership engages a vibrant and inclusive ecosystem across transport associations, NGOs, academia, governments, multilateral organisations, philanthropy and business; as well as a large community of world-class experts and change-makers. Going where others do not or cannot go individually, our Partnership is leveraged to set ambitious global agendas and catalyse progressive thinking and solutions for the urgent transformation of transport and mobility systems worldwide.

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1. SLOCAT's Objectives in the Preparatory Phase for the UN Decade of Sustainable Transport

- **Raising awareness** about the proclamation of the UN Decade and **galvanising engagement** from the global transport community in the preparatory phase.
- **Contributing thought leadership** on the challenges and opportunities towards transport transformations and where we want to be at the end of the UN Decade.
- **Building consensus** across stakeholders and **helping to align narratives** to contribute to the UN process for the elaboration of the UN implementation plan for the UN Decade
- **Enhancing the collective understanding and preparedness** on the UN Implementation plan of the UN Decade in order to maximise action from day one, 1 January 2026

This SLOCAT Thought Paper aims to facilitate thought leadership and stakeholder engagement in the UN process towards defining the implementation plan of the UN Decade of Sustainable Transport which will commence on 1 January 2026.

Consult the next steps in Section 6

2. Actions Taken by the United Nations to Date Regarding the Decade of Sustainable Transport

This section provides an overview of the actions taken to date by the United Nations (UN) with regard to the UN Decade on Sustainable Transport. It also explains how this benefits the sustainable, low-carbon transport movement, and what role SLOCAT has played in it so far.

Actions by the UN Date

- May 2023 - **UN Resolution A/RES/77/286** (SLOCAT [analysis](#) and [statement](#)) established **World Sustainable Transport Day on 26 November** and invited the President of the UN General Assembly to convene a UN High-Level Meeting on Sustainable Transport.
- November 2023 - **UN Resolution A/C.2/78/L.27/Rev.1** (SLOCAT [analysis](#)) proclaimed the **Decade of Sustainable Transport** beginning on 1 January 2026, and called upon **UNDESA to prepare an implementation plan for the Decade** in collaboration with the UN regional economic commissions, and in consultation with UN Member States, the wider UN system and relevant stakeholders.
 - Both UN resolutions were sponsored by several countries, led by Turkmenistan, which has a history of introducing transport resolutions at the UN and hosted the First UN Global Conference on Sustainable Transport in November 2016.
- November 2023 - The United Nations Department of Economic and Social Affairs (UNDESA) and the United Nations Economic Commission for Europe (UNECE) convened a **UN Sustainable**

Transport Expert Group Meeting to, among other matters, discuss policy recommendations to inform a UN concept note for the UN High-Level Meeting on Sustainable Transport.

- April 2024 - The **UN General Assembly Sustainability Week** consisted of thematic meetings on transport, infrastructure, energy, and more to advance recent UN Resolutions. Its **High-Level Meeting on Transport** aimed to highlight the transformational role that sustainable transport can play in implementing the 2030 Agenda. The **concept note** outlined how despite this critical role of transport for sustainable development, many parts of the world face significant challenges, including a lack of accessible, affordable and sustainable transport services. An **informal summary (see pages 9-13 for transport)** by the President of the UN General Assembly was **distributed** to all UN Member States and Observers to the UN.

- **Autumn 2024** - UNDESA is planning to conduct **consultations towards the implementation plan** for the UN Decade. The process is yet to be announced at the time of writing this Paper.

What's in it for the Sustainable, Low-carbon Transport Movement?



- The two UN resolutions aim to foster cooperation among UN entities, countries, and stakeholders to promote sustainable transport and achieve the SDGs. **SLOCAT is recognised in both UN resolutions as a key stakeholder for the UN to engage with.** Since the adoption of the resolutions, SLOCAT secretariat has been proactively engaging with UNDESA and regional commissions UNECE and UNESCAP.
- The UN Decade of Sustainable Transport has the potential to boost **momentum, action and coherence of efforts**, driving closer **multi-stakeholder collaboration across the UN system, countries and other stakeholders** to advance sustainable, low-carbon transport and the implementation of the SDGs.
- The implementation at the national level of the 2030 Agenda and the Paris Agreement proceed on different tracks and remain rather siloed in the UN system and other multilateral entities. The implementation plan for the UN Decade of Sustainable Transport can provide **synergies across global climate and sustainability agendas**; and an unique opportunity for the global community to harness and enable the full potential of sustainable, low-carbon transport for people and the planet. The following **converging timelines** provide avenues for this: start of the UN Decade in 2026, lasting until 2036; submission by countries of their **next Nationally Determined Contributions (NDCs)** under the Paris Agreement due by 2025 with targets for 2030 and 2035; consultation process towards the **2025 Comprehensive Review of the global indicator framework for the SDGs** in 2024, and **UN Summit of the Future** in September 2024.

How has SLOCAT engaged?

- November 2023 - To mark the inaugural World Transport Day, SLOCAT and REN21 jointly with IDDRI, ITDP, UIC, UITP and WRI co-initiated the [Call to double the share of energy-efficient and fossil-free forms of land transport by 2030](#) which so far has gathered 60+ multi-stakeholder signatories, including Chile and Colombia.
 - In 2024, the Call to Action is focusing on advocacy and capacity-building actions to support the elaboration of the next NDCs.
- December 2023 - As a follow up to the UN Expert Group Meeting, SLOCAT secretariat convened a small group of experts who attended the meeting to jointly submit [SLOCAT Raw Inputs](#) in support of UNDESA's preparations of the UN High-Level Meeting on Transport in April 2024. These Raw Inputs are reflected in the [UN Expert Group Meeting Report](#).
- March 2024 – SLOCAT secretariat organised a **SLOCAT Partners Think Tank Session** on the UN Decade of Sustainable Transport. The session provided essential input to SLOCAT's participation in the UN High-Level Meeting on Transport. Read the [snapshot of discussions](#) and [long summary](#).
- April 2024 – SLOCAT secretariat and several partners attended the UN General Assembly Sustainability Week. **SLOCAT** was invited to **address the UN General Assembly** at the UN High-Level Meeting on Sustainable Transport. [Watch](#) SLOCAT Secretary General Maruxa Cardama address the UN General Assembly or [read](#) the statement.
- May 2024 - In the spirit of a multi-stakeholder partnership, SLOCAT and the Kühne Climate Centre, together with ALICE (Alliance for Logistics Innovation through Collaboration in Europe), CONCITO, IDDRI, International Transport Workers' Federation, Smart Freight Centre, UIC International Union of Railways and World Resources Institute co-initiated the [Manifesto for intermodal, low-carbon, efficient and resilient freight transport and logistics](#). The manifesto was launched at the first UN Global Supply Chain Forum co-hosted by the Government of Barbados and UN Trade and Development and to date it has gathered over 40 multi-stakeholder signatories.

3. The Context of Challenges and Opportunities to Optimise the UN Decade

Despite the significant challenges, the conditions for impact of the sustainable, low-carbon transport movement are increasingly favourable. Here are some succinct observations - with no aspirations other than painting a backdrop - on recent significant changes and trends that mark the context the SLOCAT Partnership and the global transport community face to optimise the impact of the UN Decade of Sustainable Transport.

 Trend – Change	 Implications for SLOCAT’s position on the UN Decade of Sustainable Transport
Political, multilateral, institutional context	
<p>Half way through the landmark agreements on the UN 2030 Agenda on Sustainable Development and the Paris Agreement on Climate Change; rising inequalities, growing nationalisms and a tense geopolitical context are putting progress on these agendas and the consensus-based multilateral system under high pressure.</p>	<p>Increasingly difficult to have an impact on stagnating multilateral policy processes.</p>
<p>The gap between carefully agreed words in global agreements and real actions is growing ever wider. This is weakening the faith in and credibility of universal policy processes. As a result, non-universal fora and <i>ad hoc</i> alliances are proliferating.</p>	<p>Additional complexity and effort for governments and other stakeholders to understand and track a growing number and diversity of fora and assess the added value of potential engagement.</p>
<p>Across the world, shocks (pandemic, extreme weather events, blockages, conflicts) have revealed the fragility of essential systems and services.</p>	<p>Opportunity to capitalise on the realisation that resilient passenger and freight transport systems are an essential service and increase social return on investment, reduce the impacts of shocks and speed recovery.</p>
<p>Post-pandemic economic recovery packages were in general an unprecedented missed opportunity to redirect global financial flows towards equitable and green recovery.</p>	<p>Incumbent interests and policy inertia are not going to evaporate.</p>
<p>The UN Summit of the Future: Multilateral Solutions for a Better Tomorrow in September 2024 aims to “forge a new global consensus on how we deliver a better present and safeguard the future” in a context in which “effective global cooperation is increasingly critical to our survival but difficult to achieve in an atmosphere of mistrust, using outdated structures that no longer reflect today’s political and economic realities.”</p>	<p>Opportunity to connect the UN Decade to reinvigorating high-level international processes with potentially long-lasting significant impacts.</p>

Science, nature, climate change context

Multiple interconnected challenges like biodiversity loss, desertification and ocean acidification exacerbated by climate change could lead to the imminent collapse of the natural systems that support human life.

- Increased complexity of the multi-dimensional policy responses and processes required to address multiple interconnected challenges.

- Challenge of recognising and responding to the urgency whilst needing to pace efforts.

The lack of climate change action at the required level and the escalating extreme weather events highlight the importance of the response to climate change so far.

- Growing cynicism regarding the willingness or ability to reduce emissions.

- Political attention and resources increasingly focus on disaster response and recovery.

Land transport context

The majority of the world's population do not have access to affordable sustainable transport.

- Priority to advocate for universal access - particularly for those who live in vulnerable situations and suffer the most from the negative impacts of transport.

There is a prevailing lack of political will and human capacity to transform transport. The policy responses to the transport challenges are insufficient and too slow.

- Transforming transport still requires greater priority, resources and skills. There is a need for more, better and faster policy responses.

Pressures on energy supply are reinvigorating discussions on energy efficiency, energy independence and phase-out of fossil fuels - including in transport.

- Window of opportunity to capitalise on refreshed political interest in reforming energy policy to transform transport.

Global fossil fuel subsidies continue to rise whilst there remains a lack of financial support for sustainable, low-carbon transport. Investment flows to unsustainable transport modes and approaches continue.

- Need for a fundamental reform of economics for transport to deliver the required just transformations at speed and scale.

Thanks in part to the work of the SLOCAT, sustainable transport policy is increasingly discussed in the global arena, including at the highest levels.

- With a higher profile for transport action, the stakes are higher and opposition and scrutiny increases.

Women are increasingly assuming leadership roles in transport policy discussions. There is also growing interest in collaboration beyond the transport sector. Nevertheless, there remains a significant lack of diversity and gender balance in the global transport community and this is limiting progress.

- Continuous efforts are required to curate and amplify diversity of perspectives in analyses, strategies, solutions and collaborations for transport and mobility systems transformations worldwide.

4. Where We Want to Be in 2036 at the End of the UN Decade: The SLOCAT Vision

To provide thought leadership and facilitate stakeholder engagement in the forthcoming process led by UNDESA for the elaboration of the implementation plan for the UN Decade, **SLOCAT is crafting a shared and actionable vision for the future of transport by 2036, the end of the UN Decade.** The final product will consist of a **short vision statement and a visual theory of change** rather than a narrative report. This theory of change will identify the necessary actions and steps required from the multilateral system, governments and other stakeholders to achieve the vision.

This process will involve **consultation within the SLOCAT community, following a phased approach.** The **first step is to define in the narrative statement**, as clearly and accessibly as possible for those outside the transport sector, **where we want transport to be in 2036, the end of the UN Decade.** At the **next step**, we will **craft the theory of change (actions and steps required)** to deliver on the narrative statement / vision.

For the narrative statement, we propose the following approach:

- Limit the narrative statement to 10 transformations. Focus on the transformations needed rather than on transport modes. Transport modes will be addressed in the theory of change (actions and steps needed).
- Use as few words as possible and clear language, without any technical terminology or jargon.

We warmly encourage feedback on the draft narrative statement below, including on the following key questions please

1. What is your initial feedback on the 10 proposed transformations? Are there any critical ideas or elements missing? Are any of the 10 transformations unnecessary?
 - They are based on the [Key Transformations](#) launched by SLOCAT in 2020, which were crafted by a task force of SLOCAT Partners and finalised through Partnership-wide consultation.
2. What specific, actionable goals and targets should the UN Decade set to ensure significant progress towards sustainable, low-carbon transport by mid-century?
3. What is the most efficient approach to adapt such targets to regional contexts?
4. What strategies can be employed to balance the needs and inputs of high-income and low-and middle-income countries (LMICs) in the planning and implementation phases of the UN Decade?
5. What financing mechanisms and funding sources can be mobilised to support action throughout the UN Decade, especially in LMICs? (The UN Resolution on the UN Decade underscores “the need to mobilise, as appropriate, additional financial resources.”)

10 Transformations Needed to Put Transport on Track to Deliver on Equity, Sustainability and Climate Goals by Mid-Century

As a global partnership of over 100 organisations, at SLOCAT we champion sustainable, low-carbon transport as the lifeblood of prosperity and livelihoods. We have identified 10 key transformations within reach that will put transport on track to deliver on equity, sustainability and climate goals by mid-century.

- 1.** We need to offer and **connect multiple transport modes and services** in ways that **maximise access** for people and goods, with the largest socio-economic benefit and at the lowest environmental cost.

Prioritising public transport, walking and cycling instead of cars; shifting long-distance freight from roads to waterways, replacing domestic flights by high-speed rail are examples of how to get there.

Transport services that are responsive to how women move due to care activities, with accessibility features for people with disabilities, older people and kids are not amenities but essential for truly **inclusive transport**.
- 2.** We need **cities that are compact, with mixed land use and short distances** to jobs, services and leisure. These cities make better use of space and infrastructure, reduce road crashes, air pollution and travel time. They also foster social cohesion, creating vibrant, connected neighbourhoods.
- 3.** We need rail, bus and on-demand transport services that **connect rural communities and metropolitan areas** to larger transport hubs.

Across urban, metropolitan and rural communities, the integration between **urban design, land planning and transport planning** is essential for equitable access.
- 4.** Prioritising **public transport and safe walking and cycling** is a must. They are the most efficient modes in terms of space use, emissions and energy consumption. They provide affordable access for everybody and increase local economic activity and healthy lifestyles.

A bus stuck in a traffic jam, or a street without safe walking and cycling space is not only a missed opportunity to dramatically reduce emissions from transport, it is also a matter of social injustice.
- 5.** We need to **manage transport demand** to effectively reduce kilometres travelled and inefficient transport. This means shaping **transport behaviour**. It involves pricing and parking measures. And also working with **actors who shape transport demand** such as large employers and centres of social and commercial activities.

6. We need to prioritise the **electrification** of transport modes with the highest potential for reducing emissions at the lowest cost, and use **renewable energy**. This involves electrifying first public buses, commercial and corporate fleets, and vans and cargo bikes for urban deliveries. It also means electrifying trucks.

If we combine transport electrification with the local production of renewables, we can simultaneously improve access to energy and reduce energy dependency.

7. Across aviation, land and maritime transport **pricing and fiscal policies** must reflect the entire costs on our societies and the environment, and guide market forces towards the most sustainable services.

Subsidies to fossil fuels in transport need to be phased out urgently and the funds collected from inefficient and polluting modes used to support efficient, green solutions.

Financial institutions should focus on green investments and apply sustainability criteria for assessing investments. They should also **enable action by sub-national governments**.

Public finance should leverage innovative funding and **de-risk private investment**.

8. We need **freight transport systems and logistics that are intermodal, low-carbon, efficient and resilient**. This involves efficiently and resiliently combining low-carbon services from the first to the last mile, be that local or intercontinental. It also means transitioning to zero emission fuels and renewable energy, optimising logistics systems, and creating local and circular value chains.

9. We need coherence across **industry, trade and transport** policies to create **local value, circular economies**, and reduce **transport demand and distances**.

We must terminate the irresponsible **trade of polluting and unsafe second-hand vehicles and components**, often exported from the Global North to the Global South.

10. We need to **invest in the resilience of transport infrastructure and systems** to shocks and extreme weather events.

It is estimated that the current policy scenario can lead to **near total loss of transport infrastructure by 2050** – 97.8 percent loss, the most severe compared to any other sectors.

Beyond the huge financial losses in transport assets, the negative impacts of transport disruptions on a country's **connectivity and development** are even bigger.

A drastic shift from the *status quo* is necessary. Evidence has repeatedly shown that **these transformations will come with society-wide positive impacts.**

5. What is Needed to Drive Closer Multi-Stakeholder Collaboration Throughout the UN Decade

The UN Decade of Sustainable Transport has the **potential to boost momentum, action and coherence** of efforts, **driving closer multi-stakeholder collaboration** across the UN system, countries and other stakeholders to advance sustainable, low-carbon transport and the implementation of the SDGs. However, the success of this potential **depends on how effectively the UN Decade is oriented, planned, monitored and operationalised**. As inputs to the forthcoming process led by UNDESA for the elaboration of the implementation plan for the UN Decade, **SLOCAT has identified 10 critical building blocks**.

Empower, engage, transform. That is what the UN Decade of Sustainable Transport should do.

These are 10 critical building blocks to orient, plan, monitor and operationalise it

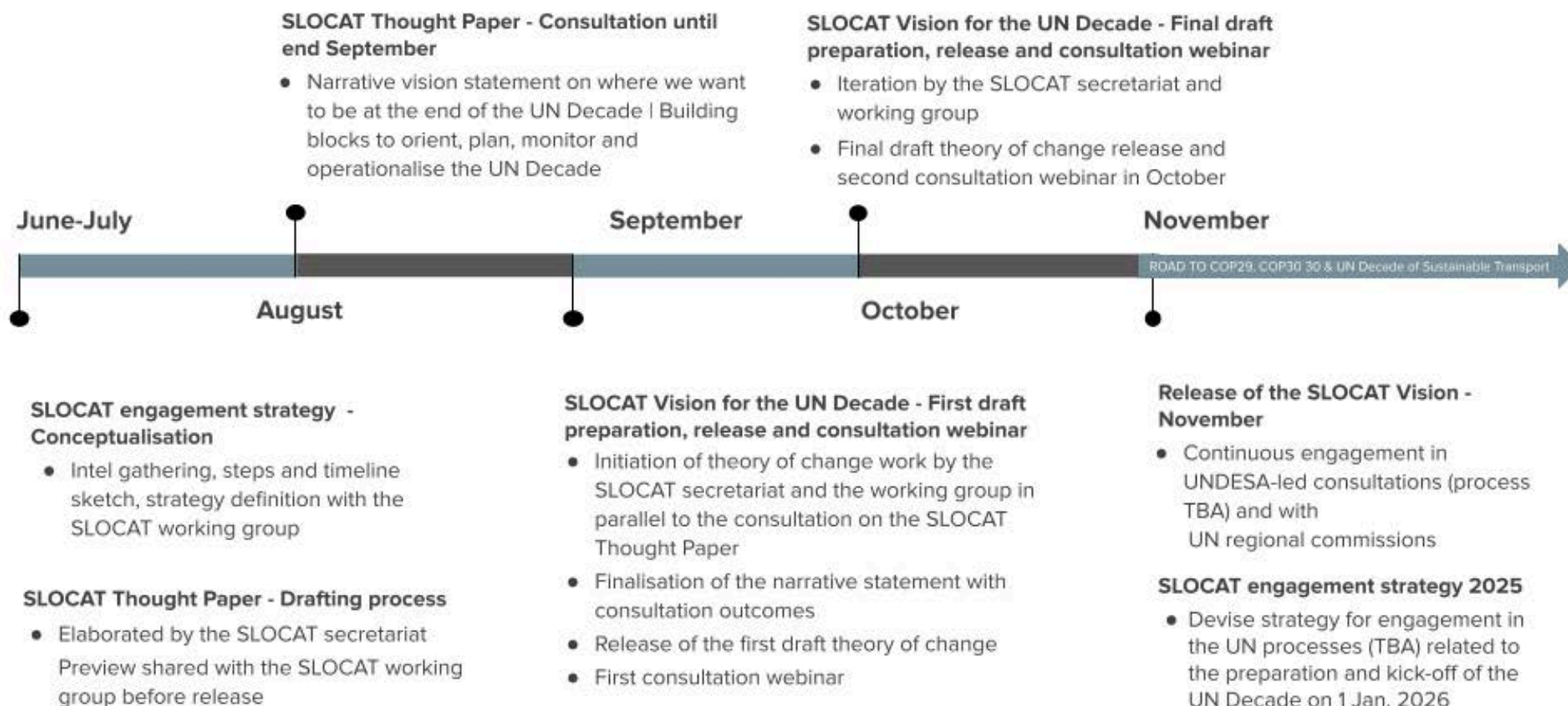
- 1. Process:** A process that **mobilises countries across diverse geographies and priorities**, in a debate that is relevant for all - ensuring a just transition in every country is a must.
- 2. Vision:** A **compelling mid-century vision for transformation** that highlights the **opportunities** of sustainable, low-carbon transport **to improve people's lives and prosperity**.
- 3. Roadmap:** A roadmap outlining **achievable goals** for both passenger and freight transport by 2036, with **actionable global targets for local impact and clear metrics**.
It will be crucial to **account for the various timeframes within the UN Decade**, including the cycles of Nationally Determined Contributions under the Paris Agreement and the post-2030 Agenda.
- 4. Engagement of Governments:** Involvement of governments **at various levels**, including cities and sub-national entities.
- 5. Stakeholder Engagement:** Involvement of stakeholders **across the transport community and related sectors** such as health, energy and urban sustainability that are crucial for transport transformation.
- 6. Coordination Mechanism:** A system to **connect** decision-makers, organisations and initiatives, **enhancing and scaling up ongoing efforts** while avoiding duplication.

- 7. Enabling Environments and Capacity Building:** A strong emphasis on creating enabling environments and building capacity, especially for low- and middle-income countries.
- 8. Financing Leverage:** A compelling financing message, with a focus on **actioning the levers for more and better investments** in sustainable, low-carbon transport systems.
- 9. Open Data and Data Literacy:** Promotion of open data availability and improved data literacy.
- 10. Monitoring Framework:** A **flexible yet robust** framework for **assessing progress**, including **enhanced capacities for UN system coordination and regular ministerial engagement**.

We warmly encourage feedback and inputs to the above proposed building blocks, including on the following key questions please

1. What would it take for the UN Decade to boost momentum, action and coherence of efforts, fostering closer multi-stakeholder collaboration across the UN system, countries and other stakeholders? On the flip side, what should we aim to avoid?
2. How should the UN Decade initiate a coordinated framework that responds to regionally driven priorities?
3. How could the UN Decade integrate various UN initiatives, relevant intergovernmental processes (e.g. Paris Agreement, SDGs) and relevant ongoing Decades (e.g. [SDGs Decade of Action](#), [Decade of Action for Road Safety](#))? What positive changes would we like to see and what should be avoided?
Read more on [previous UN Decades](#)
4. How can the UN Decade enable a unifying framework for UN-wide system coordination on sustainable, low-carbon transport?
5. How can the UN Decade practically help to build the capacities of decision-makers to take effective action to transform transport?
6. How can we leverage the strengths of the SLOCAT Partnership and its individual Partners to ensure that the UN Decade supports and builds upon their work and efforts?

6. Next Steps by SLOCAT in 2024: How Can you Engage?



Annex 1: Repository of earlier steps by SLOCAT

2024 Strategy

Drafting a theory of change or framework that outlines the focus areas, actions, deliverables, and timelines for the decade, and presenting it to UN bodies and member states for feedback and refinement.

Working directly with UN regional commissions to develop a workable solution that considers regional needs and realities.

Engaging countries to put forward a resolution or proposal that could initiate political awareness and negotiations among member states.

SLOCAT Partners Think Tank Session | Snapshot of discussions 18 March 2024

Long-term shared vision and concrete global targets to enable nationally determined approaches

The timing of the UN Decade (2026-2036) necessitates:

A resolution to set up with an enabling framework for concrete policy during the Decade.

Approaches that generate support and action by governments.

The Decade should articulate a shared vision for the transformation of transport systems by 2050

Prioritising socio-economic approaches.

Articulating the positive impacts of equitable, healthy, green and resilient transport on sustainable development and well-being.

In synergy with the implementation of the SDGs and the Paris Agreement on Climate Change.

The Decade should enable concrete action on a set of specific and actionable global goals/targets in the 2035 horizon.

Global targets will signal a baseline and desirable destination and can enable nationally determined approaches.

The SDG timeline allows synergies with the 5-year cycle for nationally determined contributions under the Paris Agreement and with the annual post-2020 agendas.

Supporting governments with policy guidance and technical capacity through the ongoing stocktake central to Decade.

The Decade should result in leveraging governmental, democratic, private and stakeholder financing and funding towards the delivery of targets.

The Decade should include a framework to connect decision makers with other stakeholders from the global transport community to leverage their existing initiatives, knowledge etc. for peer knowledge exchange and learning.

Generation of broad UN Member State and cross-sectoral support

Efforts should be made in mobilising champion Member States across diverse geographies and priorities. A debate relevant for all - ensuring a just transition in all countries is a must.

Regular ministerial engagement during the Decade can help reinforce agenda momentum and collective learning.

National leaders from a wide range of backgrounds could help to champion sustainable transport.

Decade activities should seek to generate cross-sectoral narratives and action in the intersection of transport, equity, sustainability, climate and resilience.

Monitoring, reporting and assessment for knowledge-based and needs-based decisions

The Decade offers a unique opportunity to improve transport data collection and literacy to ensure knowledge-based and needs-based financial and policy decisions.

All Decade targets and activities should be coupled with monitoring, reporting and assessment mechanisms.

SDG indicators can provide a useful basis to build upon using proxy indicators or alternative data sources.

An independent committee of experts could be established to oversee the Decade's progress and implementation; alongside regular ministerial engagement.

Efficient and effective day-to-day management and stakeholder engagement modalities

Arrangements should be simple and light touch in order to keep it manageable.

A lot can be learned from previous UN Decades, including the Decade on Road Safety.

Special attention should be placed in the identification of synergies and overlaps with other ongoing UN Decades, including the decades on the SDGs and on Road Safety.

The Decade can help strengthen institutional capacities in the UN.

Some kind of coordination mechanism across the different UN agencies which address transport in one way or another will be highly beneficial, accompanied by an appropriate stakeholder engagement platform.

An integrated approach to transport can help connect UN intergovernmental processes.

The Decade's engagement modalities should bring state and non-state actors closer together to enhance international cooperation.

The Decade's communications strategy should focus on campaigning for the needed and desirable transformation of transport systems; and raising awareness on the positive, compelling vision for the significant contribution transport can make to equity, sustainability, climate and resilience goals.

Takeaways from SLOCAT Working Group - 8 May 2024 meeting

Summary

Debrief on UNGA Sustainability Week and High-Level Meeting on Sustainable Transport

Frustration over the lack of progress made by the in developing an implementation plan for the Decade

Differing opinions among UN entities on how the decade should be implemented and the lack of clear steps or viable milestones for delivering it

Lack of resources in the UN to the development of the Decade's implementation plan

Stakeholder Engagement and Consultation

Importance of stakeholder engagement and consultation in the process of drafting the implementation plan

Need to engage relevant stakeholders, including the informal Group of Member States of Friends led by Turkmenistan, which initiated the decade resolution.

There is a concern about the risk of countries diverging if the process is perceived as being driven by a limited group of countries. There are also risk around having the contents of the Decade's Implementation Plan stopped only by a group of countries

Involvement of UN Regional Commissions

Crucial role of UN regional commissions in transport: their involvement is essential for effective implementation on the ground

UN regional commissions would need to cascade the implementation plan through their respective committees and Member States, which could lead to negotiations on an implementation plan

Need to consider differing priorities among the regional commissions

Action items

Involvement of UN Regional Commissions

SLOCAT to develop a strategy impact timeline or visualization to outline the potential deliverables, events, and milestones related to the decade's implementation.

SLOCAT to meet with ESCAP and UNECE to debrief on UNGA Week and High Level meeting and explore collaboration opportunities.

Forthcoming possible in-person meetings

ITF Summit?

Consultation during the IRF Congress in October, potentially involving UN regional commission representatives and ministers

Other ideas emerging from meeting

- Organising stakeholder consultations and events, such as sessions during the IRF Congress and ITF Summit, to gather input and build consensus among various actors.
- Exploring potential resources and collaborations with partners to support the organisation of consultations and the production of professional outputs.

Engagement options as proposed to SLOCAT working group on 8 May

Sustainable Transport Community

Support engagement and consultation of the sustainable transport community in the development of the Decade, especially since SLOCAT is a explicitly mentioned in the Resolution; little opportunity to shape the implementation plan

Countries

Engage countries directly to shape the Decade - potentially difficult to engage a broad set of countries that reflect the priorities of the sustainable transport community

UN Regional Commissions

Engage directly with the UN Regional Commissions - risk being bound by UN processes and requirements

UNDESA

Engage directly with the UN Regional Commissions - risk being bound by UN processes and requirements