



# Towards the UN Decade of Sustainable Transport

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**Inputs to the UN Process, in Facilitation of  
Thought Leadership and Stakeholder Engagement**

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## Enabling Transport Transformations

Global frameworks and governance

National and sub-national policy and legislation

Pricing, fiscal policy, finance

Governance, community of change agents

Data, evidence, knowledge

Capacity building, institutional strengthening

Tracking, reporting, evaluation

## How Can the UN Decade of Sustainable Transport 2026-2036 Turbocharge Commitment and Action?

### Seven Building Blocks for Impact

1

Engage UN Member States across diverse geographies and priorities, in a narrative that supports a just transition in every country

2

Issue a call to action that rallies broad multi-stakeholder support, and outline a clear pathway for transport transformation, connected to economic development, equity, climate and sustainability goals

3

Lock-in multilateral and multi-stakeholder cooperation to accelerate national and sub-national policies, and strengthen capacities

4

Lever more and better public and private investment in sustainable transport, particularly in low- and middle-income countries

5

Generate reliable open data to fill critical knowledge gaps, support evidence-based policymaking and investment, and enable effective progress monitoring

6

Involve stakeholders from the transport sector, as well as from related sectors involved in transport transformations (e.g. energy, land, health, etc.)

7

Enhance UN inter-agency coordination and ministerial engagement on sustainable transport, considering the overlapping timeframes of the UN Decade, the Nationally Determined Contributions under the Paris Agreement, and the 2030 Agenda for Sustainable Development

## What Paradigm of Transport Systems and Services We Want?

### Goal

In a world of interconnected challenges, our economies and societies must transform to remain competitive, equitable and resilient, while keeping global warming to 1.5°C. Accelerating the transformation of transport systems and services is among the most impactful steps the global community can take to enable overall positive socio-economic transformations.

The UN Decade should rally collective commitment and harness ambitious actions from governments, industry, investors, customers and communities to redefine transport systems and services for positive impact on people and the planet.

Achieving ambitious, measurable results by 2036 will demonstrate how a decade of dedicated action can set the pace for broader transformations.



# Focus Areas for the UN Decade of Sustainable Transport: Six Priorities

Together, the six priority areas below encompass a broad spectrum of topics across passenger and freight transport. These areas can be addressed through cross-cutting lenses (as illustrated under each headline), and/or mode-specific perspectives. They can also be tailored to reflect regional priorities. Existing and new multi-stakeholder initiatives can be encouraged and curated under each area throughout the 2026-2036 period.

1

## Transport for prosperous, low-carbon and resilient economies

- Multimodality, intermodality, integrated transport services.
- Transport demand management, integrated land, transport and energy planning and management.
- Modal shift.
- Connectivity, including for countries in special circumstances.
- Transport resilience to bolster national and local socio-economic resilience.
- Sustainable consumption and production, circular economy, value chains.

2

## The right to safe, affordable and clean mobility

- Equitable access to transport in urban and rural environments.
- Transport for equitable access to markets, goods, jobs, education, healthcare.
- Empowerment of women, youth, people with disabilities. Gender-inclusive access to transport.
- Road safety (interface with UN Decade 2021-2030).
- Air pollution, sustainable and less car-dependent lifestyles, planetary health.

3

## Transport and energy transformation. The imperative of phasing out fossil fuels\*

- Vehicle efficiency.
- Transport electrification.
- Share of renewable energy use in all transport modes.
- Reform of transport economics (e.g., pricing, fiscal policies).
- Phase-out of fossil fuel subsidies for transport.

*\* Connected to pledges by UN Member States at UN Climate Conference COP28 and the UN Pact for the Future.*

4

## Decent jobs and livelihoods in low-carbon transport for the green economy

- Social dialogue.
- Workforce planning and training for decent jobs in low-carbon transport.
- Skills for integrated transport, land, energy planning and management.
- Consensus-building with different stakeholder groups - service operators, infrastructure providers, manufacturers, workers, customers.

5

## Economics and finance for transport transformations

- Pricing and fiscal policies, "polluter pays" principle.
- Phase-out of fossil fuel subsidies for transport.
- Alignment to Paris Agreement targets and SDGs.
- Climate finance for transport.
- Official development assistance for transport.
- Enabling environments for private sector investment.

6

## Capacity building for robust transport policymaking and investment, and institutional strengthening

- Data and knowledge for evidence-based policymaking and investment.
- Transport governance.
- Effective progress monitoring.
- Multilateral and multi-stakeholder cooperation.

# Principles to Guide the UN Decade of Sustainable Transport

## Focus on Customer, User and Societal Needs

- The way in which transport systems and services currently move people and goods is falling short of meeting both user, customer expectations, and societal needs.
- Transport should enable equitable access to markets, goods, jobs, education, healthcare. It should also enable sustainable and low-carbon lifestyles, consumption and production – especially in economically developing regions.
- Transport demand is generated by the need for access and is inherently linked to spatially distributed economic activities and social needs. Efficiently managing this demand requires understanding the underlying economic and social drivers, as these influence the volume, frequency, and modes of transport needed to meet such accessibility requirements.
- Integrated, intermodal transport systems, where each mode plays its optimal role, are essential to driving the transformations we need. Stations, terminals, ports, as well as cross-border corridors have a key function.

## Target Decision Makers, Involve All Stakeholders

- Improvements in robust policymaking and investment for sustainable transport infrastructures, services and systems are critically needed, especially in low- and middle-income countries (LMICs). However, decision-makers frequently lack access to reliable data and evidence to make their choices.
- A vision and pathway for transforming transport must rally collective support - from customers and service operators to infrastructure providers, manufacturers, and workers - and be developed jointly with all stakeholders.
- Land use, energy sources and infrastructure shape transport demand and supply - and can enable or hinder the transformation of transport systems.
- Inclusive and effective social dialogue, along with workforce planning and training to develop skills for decent jobs in the low-carbon transport sector across supply chains, must be central to the transformation of transport.

## Foster Cooperation Between Public and Private Sectors

- Public sector decisions - such as infrastructure planning, subsidies, and land use - and private sector choices, including service operations, vehicle investments, and mode selection, are interconnected.
- Mutually-reinforcing governance structures that operate effectively at global, national, regional, and local levels - and focus on customer, user needs - are essential.
- Collaborative public and private sector partnerships can effectively leverage resources and expertise for sustainable transport solutions.
- Popular transport, also known as informal transport (like jeepneys, matatus, boda-bodas, etc.) is privately operated yet publicly serving transport. It is vital in LMICs, while it also operates in underserved areas of wealthier nations.

## Address Pricing and Fiscal Policies, and Lever Investment in Sustainable Transport

- Fair pricing and fiscal policies that accurately reflect the full costs of each transport mode on society and the environment, guide customers, market forces, and investment toward the most sustainable transport options.
- Reallocating funds collected from inefficient and polluting services, as well as from the removal of fossil fuel subsidies to sustainable transport solutions is an impactful application of the principle of "polluter pays".
- Aligning public and private finance to sustainable, low-carbon, energy-efficient and resilient transport infrastructure, systems and services will bolster national and local resilience, delivering wider socio-economic benefits in the process. Many transport systems in LMICs are still under development, making the 2026-2036 decade a critical window to avoid inefficient investments and future costly retrofitting.
- Environments that enable private sector investments encourage innovation and sustainable practices within the transport sector.

## Encompass Both Passenger and Freight Transport

- Passengers and freight transport systems have different needs, interests, technologies, economics, business models and ecosystems of actors. They also have synergies such as shared infrastructure and shared vehicles.
- The implementation plan of the UN Decade of Sustainable Transport should address the different systems and stakeholders of both passenger and freight transport.

# The UN Decade Can Inspire and Guide New and Existing Multi-stakeholders Initiatives Across International, National and Sub-national Levels



## Breakthrough First

*A multi-stakeholder initiative associated with the UN Decade...*

- Initiates, supports, scales up actionable initiatives - both new and existing - that are S.M.A.R.T. (Specific, Measurable, Achievable, Relevant, Time-bound).
- Is ambitious in forging, introducing, accelerating and expanding solutions to transform transport.
- Aligns with global goals while is relevant to regional, national or sub-national contexts.
- Differentiates between the policies necessary for: a) transforming existing, highly unsustainable transport systems, mainly in high-income countries, and b) building new, sustainable transport systems, primarily in low- and middle-income countries (LMICs).



## Climate and Sustainability Goals

*A multi-stakeholder initiative associated with the UN Decade...*

- Aligns with the targets of the Paris Agreement and the Sustainable Development Goals, and accelerates their achievement.
- Responds to the Avoid-Shift-Improve framework.
- Leverages and optimises the intersections of transport with prosperity, equity, resilience, health and energy.



## Multi Stakeholder Engagement

*A multi-stakeholder initiative associated with the UN Decade...*

- Engages a diverse and balanced group of relevant stakeholders from various public and private sectors to create solutions and solve problems together.
- Is led by and collaborates with reliable partners who have proven capacity to untangle complex challenges and deliver the proposed breakthroughs.
- Includes at least one partner from LMICs or from international organisations or associations specialising in LMICs.
- Advocates for multi-level governance.



## Monitoring, Reporting and Peer Learning

*A multi-stakeholder initiative associated with the UN Decade...*

- Establishes clear objectives and indicators.
- Implements regular data collection processes to assess performance, utilising accurate, reliable, and valid data for analysis to ensure the integrity of evaluations.
- Provides regular, open and accessible reports, maintaining transparent communication with stakeholders to keep them informed about progress.
- Documents lessons learned and produces peer-learning materials.



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