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Summary Paper: Key Reflections from Multi Stakeholder Workshop “Monitoring and Tracking for the UN Decade of Sustainable Transport”

Co-organisers



UNECE

Collaborators



Executive Summary: A Call for Coherent, Action - Oriented Monitoring

The multi-stakeholder workshop titled “Monitoring and Tracking for the UN Decade of Sustainable Transport” took place from 19–20 February 2026 was convened by [SLOCAT](#), [Climate Compatible Growth \(CCG\)](#), and the [UN Economic Commission for Europe \(UNECE\)](#), in collaboration with the [Asian Development Bank \(ADB\)](#), the [Foreign & Commonwealth Office \(FCDO\)](#), [ITDP](#), [IDRC Canada](#), and the [World Resources Institute](#), along with financial support from FCDO and IDRC Canada.

The one-and-a-half-day event (held in parallel with the [88th session of the UNECE Inland Transport Committee – ITC](#)) was built directly on two previous SLOCAT-co-convened events:

- the [Multi-Stakeholder Workshop of March 2025](#), which shaped early contributions to the Decade’s preparation, and
- the [Think-tank Session of December 2025](#), which focused on operationalising the [Decade’s Implementation Plan](#).

This third gathering took the critical next step, initiating the collaborative thinking needed to design a knowledge-driven monitoring framework for the UN Decade. The workshop aimed to directly support the need for monitoring set out in the implementation plan. Participants, made up of over 50 experts from governments, UN agencies, development banks, academia, and civil society, joined together to shape a monitoring framework for the UN Decade of Sustainable Transport, reviewing and discussing key elements.

This paper distils key discussions, reflections, and emerging recommendations from the workshop, presenting a cohesive overview of collective thinking on what to monitor, by whom, and how. The views expressed are not of individual organizations but serve as a synthesised foundation for collaborative next steps, subject to broader consultation

WHY TO MONITOR

The purpose of a global monitoring framework for the UN Decade should be to measure progress and success of the decade at a political and strategic level: to create a visible, compelling and coherent narrative of progress that maintains ambition, secures accountability, and mobilises continued resources, action and investment and enables evidence-based decision making. It should not replace existing city, national or regional monitoring systems, but to showcase collective momentum, highlight gaps, and enable peer learning and guidance to countries on key action areas.

By monitoring high-level, politically resonant indicators - such as transport’s contribution to emission reductions, universal access, and just transition - the framework can support the Decade from a declaration into a measurable, actionable global agenda. In effect, the monitoring framework becomes an advocacy instrument for change.

WHAT AND HOW TO MONITOR

The workshop discussions highlighted four recurring and interconnected themes on what to monitor. These themes aim to avoid additional reporting burdens by leveraging existing work to create a coherent global narrative, These themes are not exhaustive and only reflect the perspectives of a select group of stakeholders. These themes are intended as a contribution to the broader discourse being advanced by UNDESA and as a basis for further refinement and dialogue.

Theme 1: Enabling Environment

Policies and Governance

What to Monitor: Existence, ambition, and implementation quality of enabling policies and institutional frameworks.

Potential Key Indicators:

- National and subnational transport strategies
- Active mobility and EV policies
- SUMP and just transition plans
- Regulatory alignment with sustainability goals (Agenda 2030)

Theme 2: Investment and Financial Flows

Sources, Allocation and Effectiveness

What to Monitor: Volume, sources, allocation, and effectiveness of financial flows into sustainable transport.

Potential Key Indicators:

- Public vs private investment
- Origin and allocation of funds
- Catalytic impact and leverage ratios
- Contribution to closing the investment gap

(This layer monitors the enabling environment for investment and the actual financial flows into sustainable transport)

Theme 3: Outcomes and Impacts

People - Centred

What to Monitor: Real-world outcomes across accessibility, sustainability, and equity

Potential Key Indicators:

- Access and affordability
- Safety and emissions
- Air quality and Resilience
- Health and socioeconomic equity
- SDGs Indicators

Data Requirements: Disaggregated by sex, age, income, disability, geography, Community-informed data as an essential complement

Theme 4: Commitments and Accountability (83+

Voluntary Commitments)

Pledges, Progress and Alignment

What to Monitor: Pledges made, progress against them, and alignment with global goals and thematic focus areas, including 83 Voluntary Commitments

Potential Key Indicators:

- Voluntary commitments submitted (and to be submitted)
- SDG and Climate Target Alignment
- Evidence of implementation
- Scalable models

(This integration not only brings the framework to life by showcasing tangible action on the ground but also highlights best practices, fosters peer learning, and identifies scalable models.)

Guiding Principles for Monitoring and Tracking

Principle 1 - Lean Global Targets with Regional Context

- A general consensus was to select a **focused set of targets, each linked to a clear indicator/s, to be monitored throughout the Decade.** This ensures strategic focus, reduces reporting burden, and enables a cohesive global narrative, covering the three core dimensions of sustainability (social, economic, and environmental) as well as a geographical dimension.
- A widely held view was to **avoid creating any new targets or indicators at this stage; instead, prioritise and select from existing metrics,** guidance and mechanisms (*for example, the SDGs, NDCs, the SuM4All Sustainable Transport by the Numbers: Tracking Global Progress report, the SLOCAT Transport, Climate and Sustainability Global Status Report, etc.*). This does not preclude developing improved or additional indicators in the future; as data availability and quality improve over time, improved targets and indicators can be introduced.
- Discussions indicated that UN Regional Commissions could support the development of supplementary tailored sub-targets which are regional in context and tailored to regional priorities and link to existing or new regional policy processes, e.g. EST Forum Asia.
- A largely aligned perspective was that the Decade platform may function as a one-stop repository for data, policies, and official endorsement of TDCI. Tracking the existence and quality of transport policies ("policies-as-data") was broadly supported, and benchmarking approaches such as those used by the Asian Transport Observatory were seen as a way to support comparability without imposing uniform targets.

Principle 2 - Indicators should be Evaluated Based on:

- **Policy Relevance:** directly linked to Decade objectives and actionable by decision-makers.
- **Data Availability and Quality:** Reliable, regularly updated, and transparent sources.
- **Comparability:** Enables benchmarking across countries and regions.
- **Feasibility:** Practical for low- and middle-income countries to report.

Principle 3: Alignment with the Decade Implementation Plan

The UN Decade Implementation Plan provides the strategic direction for collective action. It identifies six interlinked focus areas where coordinated and accelerated action has strong potential to advance the SDGs and contribute to sustainability beyond 2030. All six areas address both passenger and freight transport:

These six areas are:

1. Ensure access to sustainable transport for all.
2. Advance low- or zero-carbon, resilient, and environmentally sound transport systems.
3. Enhance efficiency and promote sustainable connectivity and logistics.
4. Shape people-centred urban mobility and liveable cities.
5. Make transport safe and secure.
6. Leverage science, technology, and innovation for sustainable transport.

The targets and their corresponding indicators could be designed to **operationalise and measure progress across these six focus areas**. By aligning monitoring directly with the Plan's architecture, the framework ensures that **tracking is strategic, cohesive, and directly contributes to the Decade's overarching vision**. This can be done in the first instance by linking existing SDG targets and indicators to the six action areas.

Principle 4: Build on Existing Data Platforms and Support the Closing of Data Gaps

A successful **monitoring framework should leverage, not duplicate, the rich ecosystem of existing transport data platforms** and initiatives. The framework's value lies in curating and showcasing these resources in a unified, accessible manner; creating a one-stop shop for decision-makers to understand *what data exists, where it can be found, and how it can inform action*. Targets and indicators used for monitoring progress of the decade could be explicitly referenced to the datasets and platforms from which they are derived, ensuring transparency and encouraging the use of established, quality-assured sources.

This approach also **creates a clear opportunity to identify and prioritise critical data gaps**, especially in disaggregated data (by gender, income, geography, etc.) and in under-measured regions and modes. Discussions also emphasised that **equity can be embedded in the framework from the outset** rather than introduced later as an additional layer. Participants identified a set of minimum disaggregations necessary for a credible equity-centred monitoring approach, including sex and gender, age, with particular attention to children, the elderly and caregivers, disability status, income quintile, geography (urban, rural and peri-urban contexts, including landlocked and island states), informality (informal transport users and workers), and caregiver status. These were identified as essential for ensuring that transport outcomes can be assessed across different population groups and contexts.

By building on existing data sources such as national statistical offices, partnership data (academia, private sector) and drawing on established reporting like SLOCAT's Transport, Climate and Sustainability Global Status Report, SuM4All's Global Mobility Report, and the ITF Transport Outlook, the framework can be both credible and practical. Importantly, **the framework could be designed with inherent flexibility to evolve over the Decade**, adapting to new data sources, technologies, and emerging policy needs while actively contributing to the global effort to close persistent data gaps.

The Transport Data Commons (TDC) initiative can strengthen Decade monitoring by providing an open, accessible platform for data harmonisation and standardisation. By making transport data findable, accessible, interoperable, and reusable, it can improve both the quality and quantity of available evidence. Once core indicators are defined, the TDC can prioritise specific datasets to enable effective tracking, with its long-term roles and collective commitments established through the Glasgow Declaration (February 2026)

Participants also emphasised the importance of depoliticising data by maximising transparency and allowing multiple sources per indicator, leaving credibility judgements to users rather than embedding political choices in the platform, as demonstrated by the Asian Transport Observatory. The discussion also highlighted the need to bypass bureaucratic bottlenecks by enabling consultants and local partners, not only governments, to upload data directly to the common pool, reducing delays and improving data freshness. Participants further suggested that data uploads could be mandated through project Terms of Reference, with MDB-funded projects required to contribute project-level data as a standard condition.

Who will Monitor *(Roles, Responsibilities and Governance)*

The **workshop was not intended to prescribe a definitive governance model**, as establishing such a structure requires leadership from multiple actors, including UN DESA, UN Regional Commissions, national governments, and non-state partners.

However, a potential model discussed in the workshop envisages UN DESA providing overall strategic leadership of the UN Decade, with UN regional commissions contributing to regional coordination and implementation. Within this, TDC could serve as the data infrastructure backbone, while existing data tracking efforts, including those developed under SUM4ALL data tracking, could help inform an initial set of indicators. Periodic progress reporting could build on established approaches and outputs such as those developed by SLOCAT, ITF, and SUM4ALL while remaining open to contributions from other organisations.

At the same time, it is important to note that formal reporting requirements are currently limited, with the mid-term review in 2030 as the main mandated milestone under UN DESA. Any broader or more regular reporting could therefore be developed as a shared effort, building on existing initiatives and aligned with, but not duplicating, formal UN processes.

Participants did recommend that:

- The monitoring framework could operate through a multi-level governance model that balances global coherence with regional and national ownership.
- It could be inclusive, ensuring global oversight, regional coordination, country leadership, and leveraging partner expertise.
- It could be clear on roles across global, regional, and national levels, without pre-defining specific institutional mandates
- It could include multi-stakeholder consultation for selecting targets and indicators, working closely with regional commissions and countries to support relevance and adaptability

Proposed Next Steps (from Dialogue to Implementation)

To translate these reflections into practice, participants discussed a collaborative set of potential approaches, noting that these may evolve, with roles and timelines to be further clarified through consultation and in the context of the wider UN Decade plan. These approaches relate to the UN Decade implementation plan recommendations for monitoring.

Discussions on next steps pointed to a broad set of approaches relevant to operationalising the Decade, alongside some ambiguity around roles and mandates. Rather than presenting these as a single consolidated list, it could be helpful to distinguish between approaches already anchored in the Implementation Plan and additional areas where there is some alignment on their value

The Implementation Plan and existing institutional arrangements provide a foundation for moving forward.

This includes

- establishing the High-Level Group and Technical Advisory Group for monitoring,
- defining indicators and targets through inter-agency coordination,
- integrating monitoring into existing global and regional processes, and contributing to the mid-term review in 2030.

Together, these elements could set out the core architecture for governance, data, and accountability.

At the same time, participants discussed several areas that would strengthen implementation but are not yet fully specified within existing mandates.

These include:

- Convening smaller design groups to develop practical governance arrangements,
- Creating platforms for multi-stakeholder input on targets and indicators,
- Strengthening regular progress tracking through global status reporting,
- Improving coordination around key events and moments, and
- Enhancing the technical backbone for data collection, harmonisation, and use.

Taken together, these points suggest a possible two-track approach for the coming year: advancing the formal structures and processes already agreed, while also supporting complementary efforts that could help build momentum, address practical gaps, and contribute to a framework that is usable and responsive to country needs.

All of the above outlined approaches broadly align with the UN Decade Implementation Plan requirements for monitoring and relate to its stated components

All elements of this paper, including the areas identified for further development, remain subject to broader consultation to support a holistic and collectively informed framework. Decade custodians, owners, supporters and partners are invited to review and provide input on this paper. A unified and practical monitoring system can play an important role in supporting the translation of the Decade's ambition into tangible and equitable progress.

With thanks to:

Co-organisers



Collaborators

