

# Report of the Second United Nations Global Sustainable Transport Conference

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Held in hybrid format in Beijing, China, from 14 to 16 October 2021

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## **I. Organization of work and other organizational matters**

### **Mandate and hybrid format**

1. Further to General Assembly resolution 72/212, in which the General Assembly had invited the Secretary-General to convene another Global Sustainable Transport Conference, and the offer by the Government of China to host the event, the Conference was held in hybrid format from 14 to 16 October 2021 in Beijing, including in-person participation in China and online participation through video calls and web streaming.

### **Participation**

2. Approximately 1,000 participants representing over 130 governments, UN system and stakeholders joined the event in-person, with many more joining virtually from around the world.

3. Seven Heads of State and Government addressed the Conference (China, Ethiopia, the Netherlands, Panama, the Russian Federation, Turkmenistan, and Zimbabwe), as did 44 Ministers and other high-level government representatives.

4. Following the address by the UN Secretary-General at the opening ceremony, other UN system partners also spoke in various sessions. These included EOSG/CAT, FAO, ICAO\*, IMO\*, UNCTAD, UNDP, UNECA, UNECE\*, UNEP, UNESCAP\*, UNFCCC, UN-HABITAT\*, UNIDO, UN-OHRLLS\*, UN-OSET\*, WFP, WHO\* and the World Bank (\*=Head of Entity).

### **Organization of work**

5. The Conference featured an opening and closing ceremonies, three high level plenary sessions, a Ministers' Forum, a Science Technology and Innovation Forum, and a Business Forum. Six thematic sessions with robust multi-stakeholder participation were also held on various aspects related to sustainable transport, including poverty eradication and economic recovery from the COVID-19 pandemic, and climate change mitigation, adaptation, and resilience. See Annex 2 for the detailed programme.

6. The deliberations were further enriched by 28 side events organized by Member States, the United Nations system and other key stakeholders related to the theme of the Conference "Sustainable Transport, Sustainable Development".

7. The *Beijing Statement (see Annex A)*<sup>1</sup> was presented by the Minister of Transport of China, in his capacity as Conference Chair, as a framework to guide implementation for accelerating progress towards sustainable transport world-wide. The Statement draws upon the recommendations of the UN interagency report, *Sustainable Transport, Sustainable Development*, prepared in support of the Conference<sup>2</sup>, among others.

### **Key takeaways and recurring themes**

8. Sustainable transport was viewed not as an end in itself but as an essential means to achieve the SDGs and the objectives of the Paris Agreement. All modes of transport—road, rail, aviation and waterborne—were addressed. The urgency of decarbonizing the sector while leaving no one behind was a recurrent theme. The concerns of women, the youth, the elderly, persons with

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<sup>1</sup> [https://www.un.org/sites/un2.un.org/files/gstc2\\_beijing\\_statement\\_16\\_oct\\_2021.pdf](https://www.un.org/sites/un2.un.org/files/gstc2_beijing_statement_16_oct_2021.pdf)

<sup>2</sup> United Nations (2021). *Sustainable transport, sustainable development*. Interagency report for second Global Sustainable Transport Conference, October 2021, [https://sdgs.un.org/sites/default/files/2021-10/Transportation%20Report%202021\\_FullReport\\_Digital.pdf](https://sdgs.un.org/sites/default/files/2021-10/Transportation%20Report%202021_FullReport_Digital.pdf)

disabilities, the poor and other groups, and of many developing countries, including least developed countries, landlocked developing countries and small island developing States, received particular focus.

9. Key takeaways and recurring themes included a general agreement on the need to take urgent action for achieving sustainable transport, as a major contributor to eradicating poverty, recovering from the pandemic, reaching the SDGs, climate action and preserving nature.

10. The relative priority of different objectives varied – on the one hand, access to mobility and transit was presented as a basic human right; on the other hand, it was recognized that transport itself must be rapidly decarbonized. It was repeatedly highlighted that while the environment is one pillar of sustainable development, it is equally important to ensure universal access, safety, resilience, and the efficiency of transport systems, including in support of global supply chains. One must not come at the expense of the others.

11. Participants emphasized the need for transport policy to be developed, among others, for promoting green public transit, last mile infrastructure and ensuring access for (remote) vulnerable populations while being also based on the circular economy, including at a global level.

12. Member States and other stakeholders made various important announcements and reported on major initiatives. Examples included the following and many more are described further down in this report:

- a. Proposal by three Pacific nations to make international shipping emissions-free by 2050.
- b. Call for guidelines to ensure that carbon neutrality in transport is equitable and coordinated across borders, to ensure that old vehicles and batteries are safely disposed of and not exported to poor countries.
- c. Cycling Cities campaign with the goal to have 250 cities commit to improving their cycling infrastructure.
- d. Plethora of transport infrastructure projects and investments in all countries.
- e. Many increasingly ambitious national road safety plans (e.g., Brunei aims to achieve 0 road deaths by 2025).
- f. Progress on several projects connecting across countries, such as China's Belt and Road Initiative; the Single African Air Transport Market which now includes 35 of the 55 African Union members; and a new multimodal transport route that links the landlocked countries of the Great Lakes Region with the port of Mombasa.
- g. Many Member States also reported on GHG emissions reduction targets for their national transport sectors.

### **Documentation**

13. For the past several years, the participating UN entities have collaborated at a substantive level in preparation for the Conference, which has also resulted in an interagency report, *Sustainable Transport, Sustainable Development*,<sup>2</sup> prepared as background information for the Conference as

well as concept notes for each of the six thematic sessions. All documents are available on the Conference website<sup>3</sup>.

### **Online repository of commitments**

14. A new online repository was created by UN-DESA to capture information about both ongoing and new commitments and efforts by Member States and all other actors in support of sustainable transport. This repository will remain open, and registrations will continue to be encouraged in connection with upcoming transport events Initial submissions to the registry (as of 16 Oct. 2021) are listed on the Conference website.

15. Submissions to the registry are under review – some examples include:

- a. The Air Transport Action Group (ATAG) and a coalition of private sector companies and civil society organizations have made a commitment to Fly Net Zero by 2050.
- b. 170+ members of International Road Transport Union (IRU) have signed the Green Compact, pledging to decarbonize commercial road transport by 2050.
- c. International Association of Public Transport (UITP) declaration on public leadership- 110 public transport authorities and operators committed to deliver over 350 projects to climate action in over 80 global cities.
- d. A FIA Foundation-led partnership, “3-star or better roads for all,” that advocates safer roads, especially for children traveling to and from school.

## **II. Opening session**

16. The opening session of the Conference was convened on Thursday, 14 October 2021. It was chaired by *H.E. Mr. Li Xiaopeng, Minister of Transport of the People’s Republic of China*.

17. *Mr. Liu Zhenmin, United Nations Under-Secretary-General for Economic and Social Affairs and Secretary General of the Conference*, opened the Conference with a broad overview of the sustainable transport agenda. He emphasized the far-reaching objectives of sustainable transport, as it aspired achieving universal access, enhanced safety, reduced climate impact, improved resilience, and greater efficiency. Mr. Liu Zhenmin also noted that sustainable transport extended beyond the provision of quality goods and services worldwide and that it acted as a cross-cutting accelerator of progress towards the SDGs and objectives of the Paris Climate Agreement. Finally, in view of the uneven recovery of national economies from the COVID-19 pandemic, he called for the international community to learn the necessary lessons from the COVID-19 pandemic and to urgently mobilize investments, technologies, and capacity-building for sustainable transport, including for mitigating climate change.

18. In his opening statement, *Mr. António Guterres, Secretary-General of the United Nations*, recalled the significant impacts of the COVID-19 pandemic on the transport sector since its beginning: global road transport activity declined by half, the use of public transport also declined dramatically, as did international tourism which in turn decimated local and national economies worldwide. Essential workers in the transport sector, such as container ship workers and seafarers, had been forced to work in unsafe and inhumane conditions. In Mr. Guterres’ words, the pandemic had shown the world that transport was far more than a means of getting people from point A to

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<sup>3</sup> <https://www.un.org/en/conferences/transport2021>

B, but that it was fundamental to the world's aspirations contained in the 2030 Agenda for Sustainable Development and the Paris Agreement. In particular, he proposed accelerating the decarbonization of the entire transport sector, closing access and safety gaps, building resilience of transport systems, and most importantly, to work together more coherently across transport modes. Mr. Guterres repeated his call for the international community to work together to ensure a global shift towards renewable energy and poverty eradication, to curb anthropogenic climate change and to accelerate sustainable development more generally. In particular, he proposed three priority actions: (a) phasing-out the production of internal combustion engine vehicles by 2035 for leading manufacturing countries, and by 2040 for developing countries; (b) making zero emission ships the default choice, and commercially available for all by 2030 to achieve zero emissions in the shipping sector by 2050; and (c) for companies to start using sustainable aviation fuels now, in order to cut GHG emissions per passenger by 65 per cent by 2050.

19. In his keynote address, *H.E. Mr. Xi Jinping, President of the People's Republic of China*, highlighted the importance of transport infrastructure for development, with transport serving as the 'artery' of the economy, and that technological advancements in sustainable transport had the potential to bring the world closer together than ever before. He underlined the importance of international cooperation for global prosperity and the need to address the worsening inequalities between rich and poor. Mr. Xi Jinping noted the industrial transformation that was underway related to artificial intelligence and other emerging technology clusters which needed to be fully applied in the transport sector. He underlined the need to support ecological conservation and to establish green and low-carbon economic systems based on green infrastructures and smart transport. He called for upholding the global multilateralism in the face of nations' closely intertwined destinies. He also called on Member States to mobilize resources for global sustainable development and the 2030 Agenda and to strengthen the United Nations in general. Mr. Xi Jinping reported on key sustainable transport projects of the People's Republic of China, including the Belt and Road initiative, the completion and operation of the Beijing Daxing International Airport and the establishment of a new Global Innovation and Knowledge Centre for Sustainable Transport. Finally, he wished the Conference success and thanked Member States for their cooperation.

### **III. Plenary sessions**

20. One plenary session was held on every day of the Conference, with the first plenary session being reserved for Heads of State and Government. All plenaries were chaired by *H.E. Mr. Li Xiaopeng, Minister of Transport of the People's Republic of China*. The 2<sup>nd</sup> and 3<sup>rd</sup> plenaries were co-chaired by *Mr. Liu Zhenmin, United Nations Under-Secretary-General for Economic and Social Affairs*.

#### **First plenary session: Statements by Heads of State and Government**

21. During the first plenary session on 14 October, the Conference heard statements by H.E. Mr. Vladimir Putin, President of the Russian Federation, H.E. Mr. Gurbanguly Berdimuhamedov, the President of Turkmenistan, H.E. Ms. Sahle-Work Zewde, President of Ethiopia, H.E. Mr. Laurentino Cortizo Cohen, President of Panama, and H.E. Mr. Mark Rutte, Prime Minister of the Netherlands.

#### *Programmes, projects, initiatives and partnerships*

22. These statements highlighted a number of *programmes, projects, initiatives and partnerships*. The *Russian Federation* announced further large-scale investments building on recent investments

of US\$225 million into the modernization of national highways and railways. *Ethiopia* expressed support for China's global development initiative and stressed its commitment to trade and regional integration through substantial investments into the highway connecting Addis Ababa and Nairobi and reported on investments in environmentally compatible and non-motorized transport in East Africa. *Panama* stressed the importance of the Panama Canal in a shift towards global sustainable transport. The carbon footprint of the Canal had been estimated since 2013, and it had contributed to the elimination of over 13 million tCO<sub>2</sub> in the past year. The country further detailed its commitment to sustainable transport, including a comprehensive urban mobility plan and investments in reducing emissions from air transport. *The Netherlands* highlighted the continued development of the Port of Rotterdam as a major gateway to Europe. It emphasized the importance of non-motorized transport, such as cycling, as well as its efforts regarding smart and green inland shipping, including the use of electric and autonomous sailing vessels, as a contribution to the aspirations of the European Green Deal and the Paris Agreement.

#### *Commitments on sustainable transport*

23. Several Member States reported on their commitments to integrate sustainable transport into their national plans and policies. *The Russian Federation* committed to investing in new technologies to create more sustainable trade, including development of advanced and efficient airport infrastructure and the integration of e-transport documents for international and domestic freight transport. The country also emphasized the potential for increasing trade via the Northern Polar route, stating that a nuclear icebreaker fleet was being developed. *Turkmenistan* reinforced its commitment to the new General Assembly resolution on strengthening the links between all modes of transport to ensure stable and reliable international transport for sustainable development during and after the COVID-19 pandemic<sup>4</sup>. It also reiterated its commitment to sustainable transport and the Ashgabat process launched at the first Global Sustainable Transport Conference held in Turkmenistan in 2016. *Ethiopia* reported on its commitment to increase the share of public transport in urban centres, as well as to promote social equity, human safety, and health, via a variety of programs aimed at developing national highways and pathways for non-motorized transport, such as cycling and walking. *Panama* introduced their comprehensive mobility plan which included a national commitment to safe, efficient air transport and green energy. *The Netherlands* reported on their commitment to ambitious actions to reduce carbon dioxide emissions from transport, inter alia, through a vast expansion of national cycleways, and heavy investments into sustainable water transport. The country also committed to a plan for all cars to be carbon neutral by 2030, which included the establishment of national charging infrastructure. Looking ahead, the Netherlands called upon stakeholders to make the transport sector more sustainable and invited all Member States to sign an ambitious MoU on zero emissions freight vehicles, in the run-up to COP26.

#### *International conferences*

24. Member States were invited to participate in relevant upcoming international conferences, in particular the High-level Meeting on Road Safety of the General Assembly in July 2022, as well as the ministerial-level Conference of landlocked developing countries to be held in Turkmenistan in April 2022.

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<sup>4</sup> A/RES/75/313

### *Recommendations*

25. Member States proposed the following key recommendations for action:

- a. To promote global development and cooperation; to uphold multilateralism and the role of the United Nations, including for implementation of the 2030 Agenda and related international initiatives.
- b. To draw on recent technological advancements to advance sustainable transport, including road safety, as well as to modernize both regional and international transport, to enhance interregional connectivity.
- c. To ensure the continued relevance of the Ashgabat Statement and its recommendations, and the implementation of interregional cooperation efforts for sustainable transport.
- d. To ensure that the natural environment is protected while national transport development and modernization efforts are being implemented.
- e. To create clear short and long-term goals and visions for the future of sustainable transport, in support of clear strategies and actions.
- f. To call upon all stakeholders to make the transport sector more sustainable and integrated.

### **Second plenary session: Statements by Ministers and Heads of Delegations**

26. During the second plenary session, on 15 October, the Conference heard statements by H.E. Mr. Emmerson Dambudzo Mnangagwa, President of the Republic of Zimbabwe; H.E. Mr. François Bausch, Deputy Minister for Mobility and Public Works of Luxembourg; H.E. Mr. Laurent Anselmi, Government Councilor, Minister for Foreign Affairs and Cooperation of Monaco; H.E. Mr. Khaltar Luvsan, Minister of Road and Transport Development of Mongolia; H.E. Mr. Simon Kollerup, Minister of Industry, Business and Financial Affairs of Denmark; H.E. Mr. Saito Tetsuo, Minister of Land, Infrastructure, Transport and Tourism of Japan; H.E. Mr. Marcelo Cabrera, Minister of Transportation and Public Works of Ecuador; H.E. Mr. Kwaku Ofori Asiamah, Minister of Transport of Ghana; H.E. Mr. Aissa Bekkai, Minister of Transport of Algeria; H.E. Mr. Andrej Dolezal, Minister of Transport and Construction of Slovakia; H.E. Mr. Timo Harakka, Minister of Transport and Communications of Finland; H.E. Mr. Arthur Tugade, Secretary of Transportation of Philippines; H.E. Mr. Mergani Musa Hamad Mahmoud, Minister of Infrastructure and Transport of the Sudan; H.E. Mr. Jose Agostinho da Silva, Minister of Transportation and Communication of Timor-Leste; H.E. Mr. Gnel Sanosyan, Minister of Territorial Administration and Infrastructures of Armenia; H.E. Mr. Affoh Atcha-Dedji, Minister of Road, Rail and Air Transport of Togo; and Mr. Mohsen Sadeghi, General Director of Economic Assessment and Efficiency Management of Transportation, Ministry of Roads and Urban Development of the Islamic Republic of Iran.

### *Issues, initiatives, and actions*

27. Several Member States, including *Ecuador, Ghana, Slovakia, the Philippines, and the Islamic Republic of Iran*, highlighted their efforts to make urban transport systems more sustainable, with green infrastructure and investment in promoting cycling and walking within cities, and safe and accessible public transport linking rural areas to urban centres. *Monaco* already passed the 10 per cent threshold of electric and hydrogen vehicles and established a network of 400 electric bicycles for self-service use. In *Denmark*, almost half of electricity was produced by wind power plants.

Most recently, 150 maritime industry leaders and organizations called on Member States to take action on decarbonizing global supply chains.

28. Multilateral and regional agreements, initiatives and arrangements played an increasingly important role in connecting economies, regions, and continents. In Africa, the Single African Air Transport Market<sup>5</sup> now included 35 of the 55 African Union members and was a model of regional integration in the aviation sector. Progress was reported in the context of the Eurasian Economic Union initiative, the Belt and Road initiative and the Mongolia-Russia-China Economic Corridor Development Program. *Zimbabwe* expressed its appreciation for China's Belt and Road Initiative which supported African interconnectivity and reported on development of transport and transit infrastructure along the North-South Corridor for better regional connectivity. *Algeria* called for partnerships and international investment to help implement plans for integration in the Mediterranean and Africa regions. *Mongolia* reported that it had acceded to more than 50 transport-related agreements and had introduced supporting legislation.

29. Speakers emphasized the importance of investments and partnerships to support large-scale projects. *Sudan* called for international investments in modernization of the transport sector and in strengthening regional connections. *Timor Leste* highlighted public-private partnerships as well as partnerships and loans involving China, Indonesia, Australia, and UAE to build ports, airports, and land transport infrastructure. *The Philippines* had invested heavily in infrastructure over the last several years, undeterred by the pandemic. *Japan* reported on their efforts in disaster prevention and mitigation and the development of very high-quality infrastructure systems.

#### *National commitments, policies and announcements*

30. Several Member States articulated a commitment to scaling up transport-related innovation, to increase the efficiency of passenger and freight transport, and to reduce greenhouse gas emissions from the sector. *Slovakia* reported on the development of a hydrogen-fuelled car which was on display at the Dubai Expo. *Finland* committed to developing new fuels, especially for aviation and maritime shipping, and to create a data society. *Monaco* aimed to achieve carbon neutrality by 2050, reduce light vehicle traffic by 20 per cent by 2030, and build a 100 per cent electric network in public rivers. *Denmark* strived to achieve a 70 percent cut in emissions by 2030. The country had recently initiated the Zero-Emission Shipping Mission together with the USA, Norway, the private sector, and other supporting countries. *Denmark* proposed an ambitious target to the IMO for achieving carbon neutral global shipping by 2050. *Japan* aimed to achieve carbon neutrality in 2050, by accelerating the use of public transportation, increasing logistics efficiency via digitalization, promoting electric vehicles, developing sustainable aviation fuel (SAF), and forming a carbon neutral port.

31. Several Member States, including Ghana and the Philippines, pledged their policy commitment to ensuring road safety.

32. Several Member States, including Japan, the Islamic Republic of Iran, and Ghana, emphasized their policy commitment for accessibility of public transport for women, persons with disabilities, older persons, and other vulnerable groups.

33. *Armenia* announced issuance of a tender to improve the road network connecting Europe and Asia and spoke also of improving security through a recent transport agreement with Azerbaijan

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<sup>5</sup> <https://au.int/en/pressreleases/20210915/commissioner-abou-zeid-meets-president-gnassingbe-discuss-saatm>



and the Russian Federation. *Mongolia* reported on its Transit Mongolia initiative which aimed to provide the shortest transport corridor between Asia and Europe through Mongolia.

#### *Key recommendations for action*

34. Member States proposed the following key recommendations for action:

- a. An international partnership and investment in infrastructure to advance sustainable transport, including with regard to making the sector carbon neutral.
- b. Short distance transportation must be shifted to walking and cycling, while mass transit must focus on intercity transport.
- c. Safety measures related to COVID-19 must be balanced with the sustainable operation of transport.
- d. Trust and transparency are crucial in developing digital infrastructure and a robust digital economy.

#### **Third plenary session: Statements by Ministers and Heads of Delegations**

35. At the third and final plenary session of the Conference, on 16 October 2021, statements were delivered by the following Ministers: H.E. Mr. Rashad Nabiyev, Minister of Digital Development and Transport of Azerbaijan; H.E. Mr. Azim Ibrohim, Minister of Transport of Tajikistan; H.E. Mr. Ricardo Viegas de Abreu, Minister of Transport of Angola; H.E. Mr. Olo Fiti Afoa Vaai, Minister of Works, Transport and Infrastructure of Samoa; H.E. Mr. Claver Gatete, Minister of Infrastructure of Rwanda; H.E. Mr. Saul Antonio Castelar Contreras, Vice Minister of Transportation of El Salvador; H.E. Mr. Francisco Javier Lopez Diaz, Vice Minister of Energy of Chile; and H.E. Mr. Jan Sechter, Deputy Minister of Transport of the Czech Republic.

36. Statements were also heard from Mr. Paek Seung-geun, Chair, Metropolitan Transport Commission Ministry of Land, Infrastructure and Transport of the Republic of Korea; Mr. Gustavo Rinaldi, Director of Environmental Impact of Transportation of Argentina; Mr. Jhael Isa, Director of the Office for Project Development for Urban and Interurban Mobility, Ministry of the Presidency of the Dominican Republic; H.E. Mr. Mamadou Ndiaye, Ambassador, Embassy of Senegal in Beijing, China; Mr. Naeem Iqbal Cheema, Counsellor, Embassy of the Islamic Republic of Pakistan in Beijing; Ms. Silje Andersen, Second Secretary, Embassy of Norway in Beijing, China; Ms. Priyanka Sohoni, First Secretary, Embassy of India in Beijing, China; and H.E. Mr. Lazăr Comănescu, Secretary General of the Black Sea Economic Cooperation Organization.

#### *Summary of discussions*

37. Ministerial interventions elaborated on current national initiatives, policies, and projects that were being pursued at national and local levels towards the realization and implementation of their respective sustainable transportation, connectivity, and development priorities, including targets and actions towards reductions of greenhouse gas emissions. Most speakers emphasized that the development of a sustainable, reliable, and dependable transport system was a political and development priority of their government. The effect of the COVID-19 pandemic on the global supply chains - which in turn had direct adverse impacts on the livelihood of people and economies – highlighted the need for regional and global solidarity, including in the transport sector.

### *Infrastructure and connectivity*

38. Several Member States reported on their efforts and underscored the need for regional cooperation in strengthening connectivity. Green, modern, reliable, and sustainable transport systems had a positive influence towards the achievement of the SDGs, including regarding poverty eradication. Some conveyed that the Belt and Road initiative, which aimed at increasing regional transport, contributed positively to interconnectivity and to regional and national integration. The Trans-Europe and Trans-Asia railway network, with a throughput of 6.5 million tons of cargo, had efficiently connected Europe and Asia and thus has reduced travel time between these locations by 70%. Moreover, the Great Silk Road was an important channel of international cooperation and diplomacy, science, trade, and tourism and offered transport opportunities and benefits for participating countries. The African programme for infrastructure development aimed at a framework for African stakeholders to meet infrastructure necessary for integrated transport, energy, and transborder networks. Liberalization of aviation initiative helped break down trade and transport barriers in Africa.

39. Member States also reported on their national efforts in transport infrastructure development. *Angola's* national transport and road masterplan 2020 identified projects that boosted the economy and connectivity at national and regional levels while reducing the cost of living and leveraging business opportunities—in turn enabling mechanisms for energy transition within the transportation sector. *Pakistan* aimed at regional integration through bilateral and multilateral road transport arrangements/agreement with other countries such as economic corridors. *India* emphasized the manifestation of South-South cooperation in many projects. *Tajikistan* invested in 59 transport sector projects accounting for 2.5 billion US dollars since their independence. It aimed to implement more than 1,500 kilometres of highways to encourage greater mobility and interconnectivity. *Azerbaijan* had invested billions of dollars into transport infrastructure. *Angola* had greatly invested into the manufacturing, innovation and infrastructure sectors seeking sustainable cities. *The Dominican Republic* aimed to expand its transport system to connect at least 50% of its population and aimed to build 30 fast tracks for development of coastal transportation.

### *Transport safety*

40. The meeting heard updates on national initiatives for sustainable transport. *El Salvador*, for example, reported on its national road safety plan, a countrywide traffic strategy, and the reconstruction rail network project to connect cities and communities.

### *New technologies*

41. The use of digital technology in the implementation of intelligent transportation systems was also underscored. Some delegation referred to accelerated population mobility and growth and highlighted the need to ensure development of transport infrastructure that was cognizant of the needs of future generations, including by protecting the environment and reducing greenhouse gas emissions. The COVID-19 pandemic impacted international transport but also helped the development of digital technology. Joining the process of digitization would allow for contactless cross-border processes, for simplified movement of good across borders, and for green regional interconnectivity. Ultimately, Member States were committed to achieving carbon neutrality and were taking corresponding action. The private and public sectors should employ more new technologies to raise energy efficiency of transport.

### *Environmentally friendly transport infrastructure*

42. Development and strengthening of modern, green, and reliable public transportation systems and infrastructures were highlighted and recommended as viable options for addressing and reducing present overcrowded and inefficient fossil fuel dependent public transportation systems. Several delegations reported on increased investments in green and electric vehicles as the preferred mode of (mass) transport of the future. Others highlighted the interlinkage between sustainable transport and various SDGs, including with respect to poverty reduction, gender equality, sustainable cities, and communities. *Angola* was finalizing its launch of construction for the Rwandan metro-system that would entirely operate on green energy and would be backbone of human mobility. *Argentina* highlighted that national investment in sustainable development was one of the most important parts for the development process. *El Salvador* argued that while investment in science, technology, and innovation was essential to decarbonize transportation, it was a greater priority to equip people with the consciousness and knowledge to foster a sustainable transition. *Samoa* suggested a main agenda for all Member States which should include striving for assessing vulnerability and sensibility and ensuring efficiency and resilience in development of transport infrastructure and services whilst minimizing harmful emission and environmental impacts. *Senegal* aspired to fund more projects to sustain sustainable transport to realize the goal of more environmental protection and policy by 2035. *India* had a target of 450 GW renewable energy installed capacity by 2030.

### *Reducing transport-related greenhouse gas emissions*

43. Several Member States reported on their policy initiatives and commitments to reduce transport-related emissions by 2030. For example, the *Republic of Korea* aimed to reduce emissions from transport by 37.8% through expanding its eco-friendly vehicle fleet. Subsidies for clean-energy vehicles had already led to a 38% increase in e-vehicle usage in the country. It also promoted cost-saving public transport, including an innovative connection to bicycling, with 460 000 people saving 34% of their average public transport expenses. *Argentina* encouraged a transition to an efficient transport system that interconnected cities sustainably and also highlighted the need for the development of respective hubs with green infrastructure. The country aimed to increase awareness and usage of e-vehicles to phase out any fossil fuel vehicles and encouraged the transition to hydrogen transport. The *Dominican Republic* aimed to reduce its carbon emissions by 50% and pursued an active role in climate action by improving its national transit system through conversion to clean energy/e-vehicles. *Norway* recognized that one third of their national GHG emissions were due to transport and that therefore a transition to zero emissions cars would be of utmost priority. As of September 2021, 8 out of 10 cars sold in Norway were electric. In shipping, the introduction of liquefied natural gas (LNG) ferries and transition of cargo ships from diesel fuel to battery-hybrid was expected to cut NO<sub>x</sub> emissions by 90%. *India* set ambitious renewable energy targets. The *African Union* set a 2063 agenda which brought transport infrastructure development in line with the SDG aspirations. *Chile* was in the process of installing large solar power capacities, in order to reduce its greenhouse emissions by more than 35% and aspired to reduce its vehicle emissions by 20% through continued promotion of e-transit. *Angola* was concluding its national strategy for electromobility and its legal/regulatory framework while enforcing aims of gender equality to eliminate any discrimination. Unlike developed countries who capitalized STI for sustainable transport, *Samoa* noted that it had to meet simple mobility infrastructure needs of a growing population and needed to adapt to rising sea levels and the risk of water damage, by improving and rebuilding roads, bridges, and maritime ports. The country continued to contribute to its targets for specific emission reductions and was scheduled to remain

on track for sustainable development. *Norway* planned to introduce ferries with alternative fuels, namely with hydrogen by 2022 and with ammonia by 2024. *Chile* aimed to become a main hydrogen supplier by 2050.

#### *Recommendations for action*

44. The following recommendations for action were made:

- a. Continue building roads in developing countries to encourage greater mobility and interconnectivity.
- b. Need for better harmonization of frameworks and improved risk management to support the gradual integration of national transport systems into international ones.
- c. Provide greater funding for sustainable transport. Need for collaboration among public and private sectors for sustainable transport.
- d. Increase joint efforts to curb greenhouse gas emissions from all transport modes, including through increased transparency and cooperation. Consider further electrification and a transition to hydrogen fuel transport. Hydrogen and ammonia were promising sustainable fuels for shipping.
- e. Greater use by private and public sectors of new technologies to raise energy efficiency of transport.

#### **IV. Thematic sessions**

##### **Thematic session 1: Sustainable transport, poverty, livelihoods, and growth**

45. Thematic session 1 on “Sustainable transport, poverty, livelihoods and growth”, held on 15 October 2021, was co-chaired by H.E. Mr. Ma Junsheng, Director General of the State Post Bureau, China, and Mr. Haoliang Xu, Assistant Secretary-General, UNDP Assistant Administrator and Director, Bureau for Policy and Programme Support New York, and moderated by Mr. Aniruddha Dasgupta, President and CEO, World Resources Institute. Panelists included Mr. James Leather, Chief of Transport Sector Group, Asian Development Bank, Ms. Esenam Nyador, Founder and Head, Miss Taxi Ghana, Mr. Bill M. Halkias, President, International Road Federation, and Mr. Li Xuesong, Director, Institute of Quantitative & Technological Economics, Chinese Academy of Social Sciences. UN agencies were represented by Mr. Binyam Reja, Acting Global Director, Transport Global Practice, World Bank, Ms. Ismahane Elouafi, Chief Scientist, Food and Agriculture Organization, and Mr. Robert Lisinge, Chief, Energy, Infrastructure and Services Section, Private Sector Development and Finance Division, United Nations Economic Commission for Africa. Mr. Wang Jian, Vice President of the China Post Group delivered a stakeholder statement.

##### *Summary of the discussions*

46. The session took a deep dive into the sustainable transport-poverty-livelihoods-economic development nexus and highlighted best practice examples and solutions. It also addressed the role of sustainable transport with regard to COVID-19 global economic recovery.

47. In their interventions, all speakers highlighted the crucial importance of sustainable transport for livelihoods, job creation and access to job markets with many making direct links to poverty eradication as one of the overarching goals of the 2030 Agenda for sustainable development. The impacts of the COVID-19 pandemic with disrupted global supply chains, decreased vehicle traffic,

reduced service and decreased rates of public transport, and loss of jobs in transport sector, were highlighted by many. At the same time, it was stressed how the trillions of dollars of recovery funds could be used to make a difference on how we achieve sustainable transport and the SDGs.

48. Access to mobility for all would be crucial for better recovery. At the same time, speakers repeatedly raised the importance of ensuring that the transformation to sustainable transport contributed to mitigating and adapting to climate change. Emissions from transport were growing faster than ever, and if action was not quickly taken, lower middle-income countries in particular risked being locked into unsustainable transport patterns. The world already had the main answers to what needed to be done, and much progress had also been seen, as noted by one speaker. Speakers highlighted, among other things, the need to avoid unnecessary transport and improve the efficiency of services, enhance the resilience of transport systems to climate change impacts and other shocks, and to fully utilize new technologies, including e-mobility and cleaner fuels. There was a need to invest also in expanded and integrated public transport systems, especially in the fastest growing cities. It was noted that investments in new technologies, including e-mobility, could contribute to recovery also by enhancing industrial production in developing countries.

49. One speaker stressed the need to close the investment gap for greener transport by introducing smart fiscal instruments and incentives for moving to low-carbon systems, such as phasing out fossil fuel subsidies and introducing carbon pricing, where appropriate. This could also generate revenues that could be funnelled back into infrastructure improvements. Simultaneously, developing countries should be supported in attracting low carbon investments and in developing “bankable” and environmentally friendly projects.

50. On the issues of accessibility and mobility for all, topics such as affordability and reliability, as well as safety and sustainability were raised, and the Sustainable Mobility for All initiative was noted as a good vehicle for action. New solutions were needed in urban and rural areas, and one speaker emphasized the challenge to increase global connectivity without inducing more vehicle traffic. One speaker noted that while the COVID-19 pandemic had caused physical restrictions and inconveniences to people’s daily commutes, according to some research, daily commutes were in some cases made more comfortable and safer. These lessons learned should be incorporated into recovery plans.

51. In general, several speakers noted the need to move transport conversations away from merely addressing infrastructure issues as there was a need for a holistic approach, assessing the environmental and climate impacts as well as social and cultural aspects of each project, including in terms of gender. It was pointed out that women should be empowered to engage more in discussions on transport solutions and be encouraged to see transport sector as a viable source of their livelihoods. In general, wider and more meaningful community participation in decision-making on transport choices was called for.

52. The role of the informal sector in transport was also highlighted repeatedly, with one speaker calling it the lifeline for workers and an enormous employment creator. Calls were made to ensure that the informal sector was integrated into sustainable transport systems being created, and that the informal sector could be incentivized to innovate and contribute to new solutions.

53. Road safety continued to be a huge challenge for many countries, often particularly affecting the poor and vulnerable road users, such as pedestrians and cyclists. Increased resources and correcting the underfunding of road safety initiatives, awareness campaigns and the new Global

Plan for the Decade of Action for Road Safety were mentioned as some of the important tools for tackling the challenge.

54. The importance of balanced rural development and the need to ensure that no region was left behind was stressed by many. As one speaker noted, rural development could not happen without considering the SDGs in an integrated way. The role of transport had long been acknowledged for improving productivity in agriculture, reducing transaction costs, improving wages and options for non-agricultural labour options in rural areas, thus contributing to reduction of poverty. It was also noted that digitalization and e-commerce could open new markets for products from rural areas, as long as transport options were available.

#### *Recommendations for action*

55. The meeting proposed the following key recommendations for action by the United Nations system, governments, businesses, scientists, civil society, and others:

- a. Crisis often sparked solutions. Collective effort was needed to ensure mobility of goods and people in an equitable and sustainable way that supported this generation and the next ones. Member States should use the 26th Conference of the Parties of the UNFCCC and the 2022 High-Level Meeting on Improving Global Road Safety to develop further actions based on the findings of the second United Nations Global Sustainable Transport Conference.
- b. International organizations should enhance their inter-agency collaboration to ensure a more holistic approach to sustainable transport.
- c. National governments should link their climate commitments with their sustainable transport pledges and plans.

#### **Thematic session 2: Sustainable transport and regional development**

56. Thematic session 2 on “Sustainable transport and regional development”, held on 15 October 2021, was co-chaired by H.E. Mr. Wang Yang, Vice Minister of Transport, China, and Ms. Armida Salsiah Alisjahbana, USG and Executive Secretary, United Nations Economic and Social Commission for Asia and the Pacific, and moderated by Mr. Umberto de Pretto, Secretary General, International Road Transport Union. Panelists included Mr. François Davenne, Director General of the International Union of Railways, Ms. Karen Vancluysen, Secretary General of Polis, Ms. Julie Kitcher, Executive Vice President for Communications and Corporate Affairs of Airbus, Mr. Claude Van Rooten, President of the World Road Association (PIARC), and Ms. Wang Wei, Director, Institute for Market Economy, Development Research Center of the State Council, China. UN agencies were represented by Ms. Isabelle Durant, Deputy Secretary-General of UNCTAD, and Mr. Yarob Badr, Regional Advisor on Transport at the United Nations Economic and Social Commission for Western Asia. A stakeholder statement was provided by Mr. Yang Zhongmin, Executive Director of the China Railway Economic and Planning Research Institute.

#### *Summary of the discussions*

57. Thematic session 2 discussed sustainable transport in the context of regional development, identified solutions and recommendations, and featured success stories. It took stock of main elements of successful, multi-modal transport systems and services and how they supported regional development. It included a call for a globally coordinated and robust approach to effectively address the ongoing sanitary, economic, social, and environmental challenges that

confront the world's governments and their citizens. The discussion was focused on prioritizing key areas and measures for sustainable transport in supporting regional development in the context of the COVID-19 pandemic, and other economic and climate shocks.

#### *Major issues*

58. The co-chairs highlighted the important role of sustainable transport in regional development, as well as the need for strengthened inter-regional transport connectivity, and for the promotion of international transportation facilitation.

59. With respect to the COVID-19 pandemic, speakers stressed the need for national and regional cooperation regarding transport procedures to keep borders, ports, and inland terminals operational so that public goods could reach their designated locations. Several participants highlighted that this global problem required a global solution and therefore global leadership, in particular from the UN and its specialised agencies. Automation and digitalization were highlighted as key for responding to the present challenges.

60. The speakers discussed that the developmental impact of transport was different between developed and developing countries as improvements in transport infrastructure in developing and emerging countries, with immature or underdeveloped transport networks, would likely play a more significant role inducing economic and social development.

61. The meeting also highlighted that given the longevity of most transport infrastructures, strategic planning of multimodal transport must be conducted over a long-term horizon, based on analysis that was not restricted solely to expected outcomes of the conventional cost-benefits analysis, but considering how targeted investments might create opportunities for further future developments. Planning could not be based on knowing what needed to be done in 20 years' time, rather, planning needed to be based on knowing what should or should not be done now, taking into consideration possible future developments.

62. Several participants emphasized the need for a radical transport transformation, in order to address the multiple societal challenges linked to the sector as well as to achieve the SDGs. In this regard, cities and regions would have to play an instrumental role in bringing about this transformation on the ground. Speakers highlighted that - from the road transport perspective - what countries needed most, and still needed today, was a coordinated approach, in particular at borders.

#### *Challenges and opportunities*

63. The meeting underlined that the COVID-19 pandemic had brought the importance of transport and functioning supply chains to the fore while also exposing its weaknesses. Opportunities were now riper than ever for accelerated and transformative digitalization and greater use of smart transport and contactless solutions, as well as for a more balanced and sustainable freight modal split to support rapid decarbonization of transport. Several speakers highlighted that by anchoring regional connectivity, there was a real opportunity to transform transport systems and services.

64. The meeting made a reference to the report of the UN Secretary General, entitled "Shared responsibility, global solidarity", which stressed the vital contribution of existing United Nations global instruments to trade, particularly during COVID-19 times. The report featured innovative tools such as UN eTIR/eCMR systems which allow exchange of electronic information without physical contact and facilitate the flow of goods across borders.

65. Most speakers shared the long-term vision for the road transport industry to be decarbonized well before 2050. To achieve this, a collaborative approach and partnerships were needed. Governments would need to join efforts in taking actions now on enabling the investments and incentives needed for road transport operators to deliver on decarbonization. This would require coordinated actions across different levels of government, and strategies that actively empowered cities and regions, through capacity-building, funding, and support tools that helped to design integrated, long-term and multimodal sustainable mobility ecosystems with public transport as the backbone. The meeting stressed that sustainable mobility plans on both the local and regional levels were proving to be key instruments in making this ecosystem a reality, while also adopting an integrated approach that branched out to other policy domains such as health, climate, energy, spatial planning, and economy.

66. Several speakers highlighted that there were many transformations taking place in the road sector: digitalization, active modes, such as cycling and walking, car sharing, public transport, not to mention the use of alternative fuels such as electricity, LNG, or hydrogen. They suggested that it would be instrumental to explore and establish new types of public-private partnerships, business models and subsidy schemes that would allow the public and private sector to join forces and offer a wide range of high-quality and interconnected sustainable transport options.

67. Some speakers outlined their ambitions to lead the decarbonization of the aerospace sector. They aimed to develop the world's first zero-emissions airliner by 2035, powered by hydrogen. An unparalleled act of cooperation would be needed, including a collective achievement by manufacturers, energy companies, airlines, and governments across the world. The journey to net-zero in the aerospace industry should be part of the worldwide transition to renewable energy. Working with a wide range of partners would be essential for building the necessary hydrogen infrastructure.

68. Several panellists expressed hope that Member States could reach a global agreement on a long-term goal for carbon emissions at next year's ICAO General Assembly. The 2020s would be a decade of transition in which the technological foundations would be laid for net-zero.

69. Finally, the session highlighted three important aspects for achieving sustainable transport in the future:

- a. *Jointly working on interconnection of global logistics and supply chains:* Strengthening international collaboration to, among others, promote global marine shipping, aviation, cross-border railways and highways, pipeline transportation, etc., in order to ensure well-functioning global production and smooth flow of global supply chains for a sustainable economic development. On this note, the smooth operation of China-Europe trains could provide valuable experience and lessons-learned – in particular, those collected during the global pandemic. Recovery phase provided an important opportunity for stabilizing global supply chains and connecting developing countries, including landlocked developing countries, to global markets.
- b. *Building new path for green transport:* The transport industry was an important user of energy and, according to IEA, its carbon emissions were more than a quarter of the global total. Therefore, it was essential for the international community and governments to keep transport high on agenda for achieving the SDGs and mitigating climate change. By 2030, a change in transport paradigm relying on a holistic approach, led by a global



decarbonization strategy built on the “avoid, shift, improve” approach should have been undertaken. Today, tools were to be designed that would make modal shifts to more sustainable modes, such as rail and public transport, desirable. In this framework, frugality would be a central concern that should drive the policies for energy, land use, and life cycle of vehicles and of infrastructure.

- c. *Ensuring global open and innovative transport governance:* In the context of the deepening globalization, it would be crucial to keep global transport systems open and inclusive, with the support of the international community, including regarding rule- and law-making for transport and establishing new governance systems.

### *Recommendations for action*

70. The meeting proposed the following recommendations for action by the United Nations system, governments, businesses, scientists, civil society, and others:

- a. Private sector initiatives, such as the road transport industry’s Green Compact for collective global action, should be promoted. The Compact aimed to achieve carbon neutrality by 2050 by focussing on alternative fuels, efficient logistics, collective passenger transport, efficient vehicles and eco-driver training.
- b. Efforts to make transport more sustainable needed to take into consideration and further enhance the contribution of each mode to economic development, social equity, and environmental performance.
- c. All modes of transport were needed to achieve the SDGs – the principle of efficient and effective co-modality was key.
- d. While all modes would have had and would continue to have essential roles to play when it came to achieving sustainable transport, the decision on how environmentally friendly each mode was compared to the other modes of transport, also depended on the type of energy or alternative fuels being used.
- e. Digital transformation of transport was key to addressing the multiple sustainable development challenges linked to the transport sector, based on lessons learned from Covid-19, and to making multi-modal systems more efficient and effective.
- f. Governments needed to coordinate at global, regional, cross-border and local levels, with the United Nations and its specialized agencies having a crucial role to play in supporting such coordination.
- g. Governments should imperatively make use of existing United Nations trade and transport facilitation tools, such as the TIR and CMR Conventions and their related IT tools, to foster regional trade and connectivity, while effectively reducing physical contact at borders.
- h. Governments were encouraged to work in partnership with the private sector to make transport sustainable, to support innovation, voluntary decarbonization and digitalization initiatives by the industry, and to ultimately allow transport to drive trade, progress and prosperity.

- i. The United Nations system should continue providing tailored capacity-building and technical assistance to support sustainable transport, promote technologies and innovations, assess their sustainability, and identify climate smart approaches.
- j. Partners should scale-up investment in smart, green, and resilient infrastructure.

### **Thematic session 3: Sustainable transport and connectivity, including rural areas and countries in special situations**

71. Thematic session 3 on “Sustainable transport and connectivity, including rural areas and countries in special situations”, held on 15 October 2021, was co-chaired by H.E. Mr. Liu Zhenfang, Administrator of National Railway Administration, China, and Mr. Courtenay Rattray, UN Under-Secretary-General and High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, and moderated by Ms. Sheila Watson, Deputy Director of the FIA Foundation. Panellists included Mr. Danang Parikesit, Chairperson of the International Forum for Rural Transport and Development, Mr. Omae Nyarandi, Executive Secretary, Northern Corridor, Northern Corridor Transit and Transport Coordination Authority, Ms. Christina Barstow, Chief Strategy Officer for Bridges to Prosperity, Mr. Antonio H. Pinheiro Silveira, Corporate Vice President of Infrastructure at the Development Bank of Latin America (CAF), and Mr. Luo Guosan, Director-General of the Infrastructure Development Department at the National Development and Reform Commission, China. UN agencies were represented by Mr. Kitack Lim, Secretary-General of the International Maritime Organization, and Mr. Alex Marianelli, Director of Supply Chain at the World Food Programme. Stakeholder statements were made by Mr. Ketan Kothari, Manager at Sightsavers, and Mr. Yu Tengqun, Vice President of China Railway Group Ltd.

#### *Summary of the discussions*

72. Thematic session 3 explored the means and ways by which sustainable transport enabled connectivity and facilitated trade at all levels, as a building block for human well-being and economic growth. It featured good practices and ongoing challenges in both of these dimensions of sustainable development, particularly in the rural context and regarding countries in special situations, including least developed countries (LDCs), small island developing States (SIDS), and landlocked developing countries (LLDCs).

73. The session was opened by H.E. Mr. Liu Zhenfang, Administrator of National Railway Administration of China. He underlined the critical role of sustainable transport for building back better and noted that the Government of China was looking forward to working with all stakeholders towards this goal. Mr. Courtenay Rattray, UN Under-Secretary-General and High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, stated that without sustainable transport systems, there would be no sustainable development. He noted that COVID-19 had exacerbated existing vulnerabilities and shared good practices for sustainable transport development from Central Asia. He called for effective North-South and South-South development cooperation for realizing sustainable transport for all, including for LDCs, LLDCs and SIDS.

74. Enhancing transport connectivity needed both “hard” infrastructure connectivity, such as roads, bridges, railways, maritime ports and airports, and “soft” infrastructure, including digital connectivity, policies, communication, and regulations.

75. Connecting rural areas to urban centres, and strengthening regional connections were crucial for sustainable development. This was illustrated in the Northern Corridor, a multimodal trade route that linked landlocked countries of the Great Lakes Region with the Kenyan maritime seaport of Mombasa.

76. Connecting regions, including through the first and last miles, created opportunities for local businesses and communities. In order to make lasting change, governments and other stakeholders had to commit to maintaining infrastructure over its entire lifecycle; utilizing local resources; encouraging inclusive development process; and providing for the financial sustainability of the infrastructure.

77. The Belt and Road Initiative was aiming to build resilient infrastructure and solutions for sustainable transport, trade and growth in Asia and beyond.

78. Providing strong policy, financial and technical capacity support had been key in helping countries to effectively plan and prioritize the interventions targeted to improve their connectivity and logistics, according to the experience of the Development Bank of Latin America, especially in Colombia, Panama, Ecuador, and Peru, while more policy guidelines were needed in the area of adaptation.

79. There was a need for creating integrated rural access whereby rural transport was viewed as a key ingredient in creating impact in the health, education, agriculture, livelihood, and food security sectors.

80. The momentum was building for decarbonization of the shipping industry. In this context, IMO was considering financial incentives to encourage innovation around alternative fuels for maritime transport.

81. As the COVID-19 pandemic had shown, effective supply chains were those that maximized local and regional integration and helped link small-holder farmers to markets. Decentralization and future planning to avoid air travel were two strategies for increasing efficiency and decreasing GHG emissions.

82. In 2011, persons with disabilities accounted for 15% of global population, including senior citizens and pregnant women. It was critical to promote accessible and affordable transport systems for all, especially for persons with disabilities.

### *Recommendations for action*

83. The meeting proposed the following key recommendations for action by the United Nations system, governments, businesses, scientists, civil society, and others:

- a. Countries in all regions needed to invest in transport corridors that could improve hinterland connectivity, not only to enhance sustainable transport infrastructure domestically, but also to facilitate regional and global trade and integration.
- b. Governments should build integrated transport systems with high inter-connectivity and cost-effectiveness that were geared towards establishing more comprehensive transportation corridors using low carbon, green technologies. This should be part of reforming policy frameworks for infrastructure development and an integral part of poverty alleviation efforts.

- c. The financial and technical cooperation and support by developed countries remained crucial for developing countries to build better connectivity, especially first and last mile connectivity; to maintain existing infrastructure; and to invest in capacity-building for inclusive, green, and accessible transport systems in developing countries.
- d. To decarbonize the maritime shipping industry, governments and the private sector must promote the development of alternative fuels and technologies.
- e. Policy makers should work to decentralize the food supply chain, including in humanitarian crises, with a view to promoting sustainable transport and improving reliability. A decentralized system could link small-holder farmers with markets at local and regional levels, and such efforts could also curb carbon emissions at global level.
- f. Government policies for sustainable transport should take into account the accessibility concerns of and universal design for persons with disabilities; ensuring that such measures would not incur additional cost to them and readily providing reasonable accommodation for persons with disabilities when needed as per the Convention on Rights of Persons with Disabilities.

#### **Thematic session 4: Sustainable transport and green development: climate change mitigation, adaptation and resilience**

84. Thematic session 4 on “Sustainable transport and green development: climate change mitigation, adaptation and resilience”, held on 16 October 2021, was co-chaired by H.E. Mr. Zhao Chongjiu, Vice Minister of Transport, China, and Mr. Selwin Hart, Special Adviser to the Secretary-General on Climate Action and Assistant Secretary-General for the Climate Action Team, and moderated by Ms. Maruxa Cardama, Secretary-General of SLOCAT. Panellists included Mr. Oliver Lah, Head of Research Unit, Mobility and International Cooperation at the Wuppertal Institute for Climate, Environment and Energy, Mr. Drew Kodjak, Executive Director of the International Council of Clean Transportation, Mr. Peter Nuttall, Scientific and Technical Advisor at the Micronesian Center for Sustainable Transport of the University of the South Pacific, Ms. Hannah E. Murdock, Project Manager and Analyst at REN21, and Mr. Sun Zhen, Deputy Director-General of the Department of Climate Change at the Ministry of Ecology and Environment, China. UN agencies were represented by Mr. Juan Carlos Salazar, Secretary General of the International Civil Aviation Organization, Mr. Daniele Violetti, Senior Director for Programmes Coordination at UNFCCC, and Ms. Jane Akumu, Programme Manager in the Mobility Unit of the United Nations Environment Programme. A stakeholder statement was provided by Mr. Fu Gangfeng, Director of the Board and President of Cosco Shipping.

#### *Summary of the discussions*

85. Thematic session 4 discussed how to further mobilize the transport sector for climate action by identifying how environmental externalities in the transport sector, including greenhouse gas emissions, could be minimized, including through lifecycle management and the post-COVID-19 recovery, to help achieve the SDGs and global climate commitments and advance green development. Additionally, the session recognized the impacts of climate change-induced extreme weather events on transport systems and the need for increased infrastructure resilience. The session explored promising policies, technologies, and initiatives for shifting transport systems toward green development and curbing emissions and pollution from the sector that could be acted on over the next decade, including in the context of COVID-19 response and recovery efforts. Various barriers were identified in the transport sector that constrained quick action on climate

change mitigation, adaptation, and resilience. These included means of implementation such as financing, technology transfer and capacity-building.

86. *H.E. Mr. Zhao Chongjiu*, Vice Minister of Transport, PRC, in his opening address highlighted China's climate goal to achieve peaking GHG emissions by 2030 and net-zero emissions by 2060. He highlighted President Xi's message delivered on 14 October, in particular targeted action plans and pathways to achieve sustainable mobility for economic and sustainable development. He urged Member States to voluntarily adopt GHG emission reduction targets and to take concrete actions for green transport development.

87. Several panellists highlighted the fact that a quarter of all global GHG emissions came from transport. 97% of the energy consumed in the transport sector was based on fossil fuels. In particular, speakers noted the increased demands for aviation and shipping in the last decade which had led to ever increasing GHG emissions, water and noise pollution, and land-use changes due to transport infrastructure. Panellists called for urgent decarbonization of the global transport sector, in order to achieve the 1.5°C ambition suggested by the Paris Agreement on climate change and meeting the economic and social needs for mobility. According to the recent UNFCCC NDC synthesis report, current efforts might lead to 2.7°C of global warming. To stay within 1.5°C would also require rapid action in the transport sector. One idea proposed was the phasing-out of the manufacturing of road vehicles running on internal combustion engines using fossil fuels by around 2035. Greening the marine shipping industry was another one, with a proposal to reduce GHG emissions from the shipping sector by at least 50% and toward 70% by 2050, compared to 2008, as earlier proposed in the IMO context in 2018. One speaker pointed out a strong link between transport transformation, electrification of the sector and renewable power. Smart charging infrastructures - in which the electricity grid system decided when to charge vehicle rather than the users – had the potential to help balance intermittent renewable power sources, make them more competitive and reduce transport emissions. However, supportive policy and regulatory frameworks would be needed. It was also proposed to include renewable energy usage as a key performance indicator for transport sector development. It was suggested to include it in the NDCs as well.

88. Guidelines were needed to ensure that carbon neutrality in the transport sector was coordinated across borders and did not come at the expense of a widening North-South divide. Global coordination was needed to ensure that new technologies were accessible, finance available to poorer countries, and that inefficient and older vehicles, and batteries were not exported for unsafe disposal to poorer countries. Regional platforms could help share experiences in this regard.

89. Some speakers noted that while the latest findings and DESA report showed that transport emissions were not on the right track to achieve the Paris Agreement, there was space for optimism, as more countries adopted stricter regulations and ambitious GHG targets, including with access policies for improved walking and cycling infrastructures. Pandemic recovery spending was identified as a vital opportunity to accelerate the green investments in the transport sector. One speaker identified the opportunities arising from initiatives that enabled new technology development and deployment, including promotion of investments in electric and hydrogen-powered aircraft technology, and increasing world-wide aviation biofuel production only in line with sustainable agricultural practices. One speaker also emphasized the need to agree on global targets to zero-emission mobility and suggested that the UN had an important role in bringing together various stakeholders together in support of globally negotiated targets.

90. One panellist noted that electric mobility might play an important role in the wider transition toward decarbonizing transport. Resource-efficient electric mobility solutions could create economic opportunities well beyond the traditional developed countries. Current partnerships among stakeholders and across regions had emerged with a purpose to co-develop innovative e-mobility solutions. Electric mobility solutions were promising for climate action. One speaker even suggested that they could potentially help save up to 5 trillion dollars each year. Additional capacity-building and co-development arrangements could ensure these technologies were accessible and impactful. In this context, UNEP and IEA were planning to launch an e-mobility toolbox to support scaling up technologies.

#### *Key recommendations for action*

91. The meeting proposed the following key recommendations for action by the United Nations system, governments, businesses, scientists, civil society, and others:

- a. Collaborating and cooperating within and between Member States was essential.
- b. Member States should consider adopting and implementing more ambitious GHG emissions targets and standards in international shipping and aviation, in line with the ambitions of the Paris Agreement.
- c. Consider the impact of second-hand vehicles and battery exports in low- and middle-income countries, with a potential role for the United Nations to set in place programmes that ensured that only low emission vehicles were exported to developing countries.
- d. Support countries to develop policies and set in place fiscal incentives to increase the uptake of electric mobility and other clean transport fuels.

#### **Thematic session 5: Policies for sustainable transport**

92. Thematic session 5 on “Policies for sustainable transport”, held on 16 October 2021, was co-chaired by H.E. Mr. Feng Zhenglin, Administrator of the Civil Aviation Administration of China, and Mr. Liu Zhenmin, United Nations Under-Secretary-General for Economic and Social Affairs, and moderated by Mr. Young Tae Kim, Secretary-General of the International Transport Forum. Panellists included Mr. Kris Peeters, Vice President of the European Investment Bank, Ms. Sophie Punte, Managing Director of Policy at We Mean Business, Ms. Heather Thompson, CEO of the Institute of Transportation and Development Policy, Mr. Stephen Cotton, General Secretary of the International Transport Workers' Federation, and Mr. Fu Zhihuan, Academician at the Chinese Academy of Engineering. UN agencies were represented by Mr. Tareq Emtairah, Director of the Energy Department at the United Nations Industrial Development Organization. Stakeholder statements were provided by Mr. Alan McKinnon, Professor of Logistics at Kühne Logistics University in Hamburg, and Mr. Shi Baolin, President of the China Academy of Transportation Sciences.

#### *Summary of the discussions*

93. This session explored the importance of different national, multilateral, and global policies and agreements to support sustainable transport. It explored policies, legislation, regulations and incentives; identified best practice examples; discussed recycling of vehicles and other transport equipment, including global trade in used vehicles and export of batteries; proposed ideas for ensuring equitable access for all, bridging both mobility and digital gaps and addressing the needs

of vulnerable groups and rural communities; as well as financing for sustainable transport, including public-private partnerships and the role of the private sector.

94. *Sustainable vehicles, including electric vehicles*: Speakers suggested that governments may advance policies to accelerate the development of zero-emission vehicles so that new cars were 100% sustainable. This was particularly important for buses and trucks, which had higher emissions. China had set an example by improving the electric vehicle infrastructure and building charging stations across the national transport system. Governments could also accelerate action by promoting public procurement of electric and other clean vehicles. Electric buses as well as two- and three-wheelers were considered important for achieving an equitable path to electrification.

95. *Phasing out of fossil fuel vehicles with internal combustion engine*: Panellists suggested that ensuring long-term sustainability throughout the vehicle lifecycle would require planning for the ultimate recycling or de-commissioning of technologies at the end of life. Establishing and harmonizing standards and processes to recycle batteries could help improve practices. Additionally, speakers agreed that it would be important to end the practice of “dumping” old vehicles in developing countries.

96. *Modal Shift*: While sustainable vehicles could help reduce emissions, panellists agreed that there was a greater need for modal shift. Relying on electrification alone would be costly and time-consuming. To reduce demand for individual vehicles, governments could implement policies to boost public transport and micro-mobility options. Investments in high-speed rail, for example, could divert from aviation use and road congestion. Integrated rail, highway, and water transport systems could help boost multi-modal transport of passengers and goods to minimize emissions.

97. *Transforming the freight sector*: Speakers suggested that in the freight sector, it would be important to promote a modal shift, increase vehicle load factors, and raise levels of energy efficiency to attain sustainable transport. Policies could promote a shift to more sustainable fuel sources. Digitalization in the freight and logistics sector was also likely to yield significant environmental benefits as companies could better plan for improved load matching, efficient routing, and close coordination between transport modes.

98. *Transport workers*: One speaker suggested that transport had been too cheap and dangerous for too long. The pandemic demonstrated the critical importance of transport workers, as well as the major challenges they faced. Transport workers were essential to the delivery of essential goods and services throughout the pandemic. At the same time, 40% of aviation workers lost their jobs as a result of the pandemic. The speaker suggested that there was an urgent need to address principles of decent work and social justice while improving the environmental sustainability of the transport sector.

99. *Data gaps*: Gaps in transport data, particularly from developing countries and in the freight sector, made it difficult to benchmark progress and develop evidence-based targets and policies. Better data could help support inclusive policies by informing on the specific challenges faced by vulnerable groups. Satellite data and smart transport platforms could improve safety by providing information to prevent road traffic accidents.

100. *Interlinkages between transport and SDGs*: Ensuring long-term sustainability of the transport sector required policies that embrace principles of circular economy. Transport had

important interlinkages with many SDGs and areas, such as land use, ocean, and air space. Transport policies must consider these complex relationships in developing strategies.

101. *Cross-border cooperation:* Speakers suggested that developed countries, which historically contributed more to global emissions, could now contribute to the development of sustainable transport in developing countries. Cross-border collaboration would also be important for establishing strong decarbonization plans and ensuring decent work for employees in the sector.

102. *Post-COVID19 green recovery:* One speaker suggested that investments in a green recovery could create 4.6 million new jobs by 2030, cut urban transport emissions by more than half by 2030, and reduce air pollution by up to 45%.

103. *Public-private partnerships:* Speakers agreed that well-designed public private partnerships presented a major opportunity for accelerating the sustainable transport transition. PPPs were valuable in developing innovative solutions that were accessible to all. The government had a critical role in helping to shape incentives and encourage the private sector to take calculated risks to overcome challenges in the transport sector. Greater technical assistance and capacity-building could also help build bankable projects.

104. *Active modes:* Speakers suggested that walking and cycling were completely sustainable and equitable transport solutions. The COVID-19 pandemic had encouraged a shift towards these modes. For example, bike sales had increased, and many cities had built new bike lanes. The Institute for Transportation and Development Policy would soon launch a “Cycling Cities campaign” with the goal to have 250 cities commit to improving their cycling infrastructure.

105. *Sustainable cities:* Speakers stated that cities had played a major role in advancing sustainable transport, including by improving infrastructure for active modes and micro-mobility and by promoting mass transit systems. Cities should continue to work as agents of change.

### *Recommendations for action*

106. The meeting proposed the following key recommendations for action by the United Nations system, governments, businesses, scientists, civil society, and others:

- a. *Financing and incentives for the Transition:* Speakers agreed that fully implementing sustainable transport would require transformative investment and adequate incentives. One speaker stated that bi/multilateral finance for transport had been decreasing in recent years, which was a major obstacle. The panel suggested that governments could shift practices incentivizing change among companies, citizens, and communities, by both promoting sustainable behaviours and penalizing detrimental practices. Policies and infrastructure investments could incentivize micro-mobility, public transport systems, and zero-emissions vehicles. On the other hand, to dissuade unsustainable practices, speakers suggested that governments implement measures, such as parking taxes and congestion pricing, which could also generate revenues. Governments might also partner with private companies or develop programmes to de-risk investments to attract more private sector investment in the sustainable transport sector.
- b. *Sustainable transport targets in NDCs:* Speakers proposed that countries strengthen their Nationally Determined Contributions (NDCs) under the Paris Agreement by including targets related to sustainable transport, including freight transport, which was currently



underrepresented in NDCs. It would be equally important to translate these commitments into national and local policies to ensure strong implementation. For example, the European Green Deal, which strived to reduce emissions by 55% by 2030, included transport policies such as CO<sub>2</sub> emissions performance standards for new vehicles and targets for renewable energy in transport.

- c. *Invest in a just transition:* Panellists recommended that governments undertake targeted efforts to pursue a just transition. Actions might include ensuring transport access for all, supporting the sustainable transport transition in the Global South, and addressing the needs of vulnerable and other groups, including transport workers, to ensure that no one is left behind.

### **Thematic session 6: Sustainable transport and sustainable cities**

107. Thematic session 6 on “Sustainable transport and sustainable cities”, held on 16 October 2021, was co-chaired by H.E. Mr. Dai Dongchang, Vice Minister of Transport of China, Ms. Olga Algayerova, Executive Secretary of the United Nations Economic Commission for Europe, and moderated by Mr. Mohamed Mezghani, Secretary General of the International Association of Public Transport. Panellists included Mr. Jean Todt, United Nations Secretary-General’s Special Envoy for Road Safety, Ms. Rehana Moosajee, Former Councilor of City of Johannesburg and Founder of The Barefoot Facilitator, South Africa, Ms. Jill Warren, CEO of the European Cyclists’ Federation, Belgium, Mr. Rob McInerney, CEO of the International Road Assessment Programme (iRAP), and Mr. Zhao Zesheng, First-class Inspector in the Urban Construction Department of the Ministry of Housing and Urban-Rural Development, China. UN agencies were represented by Ms. Maimunah Mohd Sharif, Executive Director of the United Nations Human Settlement Programme, and Mr. Tedros Adhanom Ghebreyesus, Director-General of the World Health Organization. A stakeholder statement was provided by Mr. Guo Jifu, Director of the Beijing Transport Institute in China.

#### *Summary of the discussions*

108. Session 6 explored how cities could serve as change agents, promoting sustainable and inclusive transport systems, by using public transport, non-motorized transport, and new technologies, while also addressing safety issues and other challenges. Speakers shared practical and innovative experiences and brainstormed on how to rethink and reshape the way urban transport systems were organized for better living and sustainable development.

109. The co-chairs highlighted the important role of sustainable transport in implementing the SDGs and objectives of the Paris Agreement, as well as how sustainable transport policies and measures, such as green mobility and non-motorized transport, could contribute to a sustainable recovery from the COVID-19 pandemic. Being a major contributor to the GHG emissions, the transport sector was not only about the environment, but also about accessibility, affordability, efficiency, resilience and safety.

110. There was a broad agreement among the speakers on the importance of increasing accessibility of public transport systems, as well as on building more infrastructure for cycling and walking. The contribution of all modes of transport had to be recognized in order to make cities more sustainable, as no city could survive on a single mode of transport. Cycling was an efficient and affordable means of transport which led to less pollution and was good for mental and physical health. Yet, cities had long been planned for cars rather than for people. Key challenges remained,

such as lack of safe infrastructure or political will paired with powerful lobbying in favor of a continued status quo of car dominance in cities.

111. Road safety was considered an essential objective of sustainable transport by several speakers. Currently, 1.4 million people died each year on the road, and cars had more rights to the roads than people in many countries. Safe mobility was interlinked with education, climate change, health and basic human rights and any sustainable planning policies had to be aligned with road safety policies. SDG3.6 and 11.2 could only be achieved with a focus on low- and middle-income countries as most road deaths and injuries were happening there.

112. One speaker highlighted the importance to better understand the cost of transport and pointed out that the COVID-19 pandemic had further compounded inequality and widened the digital divide. In particular it was pointed out that private car owners typically had also access to digital infrastructure that would allow them to work remotely. Regulations and rules were changing only slowly in some countries, which was an important barrier to new transport services, such as car sharing and mobility services to clients who were not car owners themselves. One of the challenges across the African continent, for example, remained how to transform transport without disadvantaging small businesses who provided much needed employment, such as minibuses and taxis at local level.

113. New technologies and methods, such as e-bikes, online taxi hailing, incentives to use low carbon transport (e.g., users getting carbon credits when using green transport) and reservation-based transport, were highlighted by some speakers as important tools for promoting sustainable transport which should be underpinned by supportive policies. Reservation-based metro trips were tested during the pandemic in China and proved to be successful in lessening traffic and increasing efficiency.

#### *Recommendations for action*

114. The meeting proposed the following key recommendations for action by the United Nations system, governments, businesses, scientists, civil society, and others:

- a. Build healthy urban environments through sustainable transport systems that prioritize walking, cycling and public transport; increase investment in public transport; and build more high-quality infrastructure for cycling and walking.
- b. Stop heavily subsidizing use of private cars and make sure walking and cycling become more attractive options for everyone.
- c. Support a quick and sustainable energy transition through increased use of clean fuel and forms of transport.
- d. Integrate health in urban and transport planning to prevent diseases and road traffic injuries, while reducing health inequities.
- e. Build a transport culture that prioritize safety through cooperation and partnership.
- f. Harness new technologies for sustainable transport.
- g. Build 5-star cities (in terms of safety rating) for all by 2050, and - as an interim goal- build 3 star or better for all road users by 2030.

## **V. Step up research on sustainable transport, including on shared mobility Ministers' and Stakeholder Forums and other events**

### **Ministers' Forum on "Sustainable transport, poverty eradication and economic recovery"**

115. The Ministers' Forum on "Sustainable transport, poverty eradication and economic recovery- exchange of views and sharing of national experiences", held on 15 October, was chaired by H.E. Mr. LI Xiaopeng, Minister of Transport of the People's Republic of China. It brought together selected ministers of transport to discuss the role of sustainable transport in poverty eradication and economic recovery from COVID-19. Closing remarks were provided by Mr. Liu Zhenmin, UN Under-Secretary-General for Economic and Social Affairs.

116. Statements were heard from H.E. Mr. A.N. Avramenko, Minister of Transport and Communications, Belarus; H.E. Mr. Dato Abdul Mutalib Yusof, Minister of Transport and Infocommunications, Brunei Darussalam; H.E. Mr. Sun Chanthol, Senior Minister, Ministry of Public Works and Transport, Cambodia; H.E. Ms. Dagmawit Mogess, Minister, Ministry of Transport, Ethiopia; H.E. Mr. Giannis Plakiotakis, Minister, Ministry for Maritime Affairs & Insular Policy, Greece; H.E. Ms. Ángela María Orozco Gómez, Minister, Ministry of Transport, Colombia; H.E. Mr. Budi Karya Sumadi, Minister of Transportation, Indonesia; H.E. Mr. James Macharia, Minister, Ministry of Transport, Infrastructure, housing, Urban Development and Public Works, Kenya; H.E. Ms. Rana Al-Fares, Minister, Ministry of Public Works, Kuwait; H.E. Mr. Wee Ka Siong, Minister of Transport, Malaysia; H.E. Mr. Ian Borg, Minister, Ministry for Transport, Infrastructure and Capital Projects, Malta; H.E. Ms. Barbara Visser, Minister, Ministry of Infrastructure and Water Management, Netherlands; H.E. Mr. Rotimi Amaechi, Minister, Ministry of Transport, Nigeria; H.E. Mr. Saleh bin Nasser AlJasser, Minister, Ministry of Transport and Logistics Services, Saudi Arabia; H.E. Mr. Tomislav Momirović, Minister, Ministry of Construction, Transport and Infrastructure, Serbia; H.E. Mr. S Iswaran, Minister for Transport, Singapore; H.E. Mr. Adil Karaismailoğlu, Minister, Ministry of Transport and Infrastructure, Turkey; H.E. Mr. Oleh Nemchinov, Minister of the Cabinet of Ministers, Ukraine; H.E. Mr. Arq. Eduardo Brenes Mata, Vice Minister Ministry of public works and transportation, Costa Rica; H.E. Mr. Steffen Bilger, Vice Minister, Federal Ministry of Transport and Digital Infrastructure, Germany; and H.E. Mr. Dmitry Zverev, Deputy Minister of Transport, Russian Federation.

### *Summary of the discussions*

117. Member States highlighted their efforts towards achieving the SDGs and the goals of the Paris Agreement, including regarding poverty eradication, economic growth, social equity, and environmental protection, which were challenges that could be addressed through sustainable transport. One Member State also noted the need to address the increasing informal transport sector.

118. Member States also noted the important impacts of the COVID-19 pandemic on their development, in some cases setting back or eliminating decades of progress, while also elaborating on transport-related response actions to contain the virus and ensure the smooth flow of supply chains for goods, medical and emergency equipment, including in support of economic recovery. One country reported on support provided to the transport sector in the form of relief packages. Some saw the pandemic as bringing the importance of all transport modes, including road, rail, aviation and waterborne, to the fore and as a chance to re-think or re-invent current transport systems to make them more sustainable and combat climate change, especially given the significant contribution of the sector to climate change.

119. Member States also elaborated on a number of programmes, projects, initiatives and partnerships towards promoting sustainable transport, such as increasing connectivity within and between urban and rural areas to leave no one behind; promoting green transport, including by promoting public transport and non-motorized transport, such as walking and cycling, zero carbon vehicles, including electric vehicles, discontinuing the use of older unsustainable vehicles, building the resilience of transport systems to climate change and facilitating a sustainable energy transition; ensuring inclusive, accessible, and affordable transport; increasing the efficiency of transport modes; ensuring transport safety; facilitating cross-border and transit transport and advancing global cooperation. In addition, Member States elaborated on the need for research efforts to be undertaken and the importance and use of new technologies, such as artificial intelligence/intelligent transport systems and automated vehicles, including in the context of smart and sustainable cities; the use of alternative fuels in the aviation sector; or technologies in the context of space transport. The use of mechanisms and strategies of the UN system, such as the IMO Initial Strategy, was also mentioned.

#### *National policies, actions and commitments*

120. Several Member States reported on their national sustainable development policies, programmes, investments, and commitments.

#### *Infrastructure and connectivity*

121. *The People's Republic of China* reported on its people-centred development and on extensive efforts to eradicate poverty and support global economic recovery, including by connecting remote rural areas, improving rural-urban connectivity, and providing public transport. It also reported on its extensive COVID-19 pandemic response measures and underlined the importance attached by China to the Belt and Road initiative. *Belarus* also emphasized the "One Belt, One Road" initiative and reported on investments in sustainable transport infrastructure in the context of its National Strategy for Sustainable Socio-Economic Development until 2030, the development of the "Transport Complex" and "Roads of Belarus" and various five-year public programmes. *Cambodia's* infrastructure and transport policies included the rehabilitation of the transport sector and its multimodal networks; the development of a logistics system; and policies to create jobs and reduce poverty through rural road connectivity while also protecting the environment and improving road safety. Ten major road projects were currently underway. A Master Plan on Logistics and Intermodal Transport Connectivity would be submitted to the cabinet for approval soon. *Colombia* reported on their investments into expansion of its shipping, rail, and other transport infrastructures. A sectoral committee had been established to implement the national gender equity policy for all modes of transport. *Ethiopia* noted that it was undergoing large transportation infrastructure construction projects creating livelihoods for many. The recently implemented National Transport Policy aimed at improving social and economic well-being of its citizens and would further expand transport infrastructure. *Greece's* efforts focused on the maritime sector and making it more sustainable while ensuring direct connectivity with and between its 116 islands. *Kenya* expected to become an upper middle-income country by 2030 through continued investments in sustainable transport infrastructure, including its flagship project Standard Gauge Railway which would run between Mombasa at the Indian Ocean and Malaba at the border with Uganda. Indonesia was expanding its transport infrastructure, including to connect remote areas, reinforce rural-urban connectivity and create livelihoods. *Nigeria* had heavily invested in sustainable transport infrastructure, including large river and port projects and railroad work, with a focus on creating livelihoods in the recovery phase from the COVID-19 pandemic.

*Serbia* reported on its 2020-2025 Investment Programme and investments in roads, railways, and ports with the goal to become environmentally friendly and support the development of underdeveloped sub-regions. The country also adopted the Strategy for Sustainable Urban Development by 2030 and is in the process of developing a new strategy for transport. Turkey put the goal of accessibility at the centre of its national transport sector efforts. Turkey's 11<sup>th</sup> Development Plan, the Transport Master Plan, and Sustainable and Smart Mobility Strategy and action plan aimed at creating a highly effective transport system. *Ukraine* had launched a national programme for infrastructure development which included investments in roads, railways, airports, and other infrastructure facilities, as well as the total digitalization of the country. It had created new incentives for foreign investments (e.g., the "Make in Ukraine" programme). It emphasized the importance of interregional connectivity and continued to participate in the TRACECA international transport programme.

#### *Transport safety*

122. *Brunei Darussalam* reported on its launch of the Road Safety Strategic Plan 2025 last year, designed to achieve a situation with zero road deaths by 2025. *Ethiopia's* current 10-year plan of the transport sector included investments into safe roads and other infrastructures. *Saudi Arabia* reported on a goal to significantly reduction of road accidents by 2030.

#### *New technologies*

123. *Cambodia* reported on its adoption of the Euro 4 standard to reduce carbon dioxide emission and that it had begun phasing out the imports of older, less energy efficient vehicles built before 2004. Through its Council for Research and Advancement in Technology and Science, *Brunei Darussalam* was exploring the use of new technologies, such as computer vision and AI, for building a smart city and reducing its carbon footprint. It was currently chairing ASEAN with the slogan "we care, we prepare, we prosper." *The Russian Federation*, among others, reported on digitalization of the transport system, including automated vehicles, and transport safety.

#### *Environment, resources, and climate change*

124. In December 2020, *Colombia* committed to a 51% GHG emission reduction by 2030, at which time it aimed to have 600,000 electric vehicles registered, with the help of various incentives and a national strategy on electric mobility. Colombia also had a roadmap for the transition to zero and low emission technologies, including hydrogen. *Kuwait's* strategy aimed at reducing the need for private cars and enhancing public transport and rail services for passenger and freight transport while also increasing the use of taxis and bicycles. *Malaysia* reported on impacts of increasing e-commerce on its transport sector. It also elaborated on its commitment to reduce GHG emissions and become carbon neutral by 2050, including by increasing the use of electric vehicles. *Malta* was promoting cleaner vehicles as an alternative, greener, mode of travel by heavily incentivizing the purchase of electric vehicles and the scrapping of old fuel-based vehicles. *The Netherlands* was planning to phase out all new sales of internal combustion engine vehicles running on fossil fuels by 2040, in line with the ambitions of the European Green Deal. It invited other countries to join its Global Memorandum of Understanding on zero emissions, medium and heavy-duty vehicles (such as vans and trucks), and to join the COP26 declaration on accelerating the transition to 100% zero emission cars and vans, led by the United Kingdom, and to join the supporting call for action on charging infrastructure. *Saudi Arabia* expressed its commitment to sustainable development through its Saudi Vision 2030 and the Saudi Green Initiative which would reduce carbon emissions by more than 4% of global contributions, through an ambitious renewable energy program that would generate 50% of the Kingdom's energy from renewables by 2030, and several

other projects in the fields of clean hydrocarbon technologies. This commitment was translated into the National Transport and Logistics Strategy in July 2021 with the aim to reduce the transport sector's CO<sub>2</sub> emissions by 25% in 2030. *Germany* announced its commitment to become GHG-neutral by 2045. In June 2021, it had adopted the 2022 Immediate Action Programme for Climate Protection, which includes upgrades to climate-friendly transport infrastructure. Efforts had been undertaken to shift passenger and freight transport from road to rail and shipping (including through the Rail Freight Masterplan and Trans-Europe-Express-Network 2.0), to make zero emission vehicles the new normal by 2030 and to expand safe cycling infrastructures. Another goal was the decarbonization of the aviation sector. Germany also welcomed the European Union Commission's New Global Gateway initiative. *Costa Rica*'s focus was on decarbonization of the transport sector. It had noted a reduced demand for public transport over time in the country and changes in travel patterns which led to efforts to modernize the public transport systems and build more compact pedestrian urban centres. *Singapore* reported on its risk-based assessments of border measures in response to the COVID-9 pandemic and on this year's Singapore Green Plan 2030 which included increasing public transport to 75% by 2030, phasing out internal combustion engine vehicles running on fossil fuels by 2040, and having all vehicles run on clean energy. *Turkey* aimed to decarbonize the transport sector, including by decarbonizing the shipping and aviation sectors, and to reducing railway emissions by 70 % in 2035 compared to 1990.

#### *International conferences*

125. Member States mentioned upcoming international conferences, such as the upcoming COP26 meeting and its Transport Day on 10 November 2021.

#### *Recommendations/Key recommendations for action*

126. Member States proposed several recommendations for action. National transport policies should take into account the SDGs and the objectives of the Paris Agreement and ensure that no one was left behind. Policies should support a transition to sustainable and zero-emissions transport. Effective multi-modal transport, involving all modes, was crucial and special attention needed to be given to free movement of transport workers. Environmental impact and mobility assessments were vital for transport policies and projects. Transparency and good governance were equally important. Member States also noted that the challenges and needs of all transport users and workers (including women, seafarers, and others) should be considered in new policies and programmes, and the necessary education and training needed to be provided.

#### *Closing*

127. H.E. Mr. Liu Zhenmin, UN Under-Secretary-General for Economic and Social Affairs, noted that the Forum's discussions underscored the critical role of transport for sustainable development, climate action and recovery from the COVID-19 pandemic. The transition to truly sustainable transport had to be accelerated and all actors were to come up with suitable solutions. Recovery efforts should include building resilience to shocks, the prevention of future pandemics, and the safety of transport workers. Public finance and stimulus spending could steer investments towards sustainable transport. Universal access was needed to ensure that no one was left behind, including by supporting developing countries, including countries in special situations. The UN system through its global network would support all Member States and other stakeholders in this transition.

## **Forum on Science, Technology and Innovation for Sustainable Transport**

128. The Forum on “Science, Technology and Innovation for Sustainable Transport”, held on 15 October 2021, was co-chaired by H.E. Mr. Wang Zhiqing, Vice Minister of Transport, China, and Ms. Maria-Francesca Spatolisano, Assistant Secretary-General for Policy Coordination and Inter-Agency Affairs at the United Nations Department for Economic and Social Affairs, and Officer-in-Charge of the UN Office of the Secretary-General's Envoy on Technology. It was moderated by Mr. Gong Ke, President of the World Federation of Engineering Organizations. Panelists included Mr. Peter Newman, Professor of Sustainability at Curtin University, Australia, Ms. Jennifer Holmgren, Chief Executive Officer of LanzaTech and Member of the National Academy of Engineering, USA, Mr. Nebojsa Nakicenovic, Deputy Chair of the Group of Chief Scientific Advisors to the European Commission and formerly with the 10-Member-Group of High-level Representatives of civil society, private sector and scientific community in support of the Technology Facilitation Mechanism, Mr. Ryan Janzen, CTO and Co-Founder of TransPod Inc., Canada, and Mr. Guo Shougang, Deputy Director-General in the Ministry of Industry and Information Technology, China. Stakeholder statements were provided by Mr. Michiharu Nakamura, Counselor to the President, Japan Science and Technology Agency and formerly 10-Member-Group of High-level Representatives of civil society, private sector, and scientific community in support of the Technology Facilitation Mechanism, and by Mr. Sun Ziyu, Vice President of China Communications Construction Company Ltd.

### *Summary of the discussions*

129. The Forum brought together inspiring leaders in science, technology, and innovation to present innovative solutions to sustainable transport-related challenges and to identify areas where additional efforts were necessary. It identified priority options, policies, and measures for achieving sustainable transport systems at a large scale that were efficient, inclusive, safe, resilient, low-carbon and environmentally friendly. It focused on addressing gaps in sustainable transport innovation and technology development through multi-stakeholder action, including by involving policy makers, science and engineering communities, the private sector and civil society organizations. It also showcased and discussed partnerships by organized science and engineering communities that aimed to build on science, technology, and engineering for the achievement of sustainable transport.

130. The session highlighted a number of key issues. Speakers discussed the significance of promoting science, technology, and innovation to drive sustainable development and human progress to ultimately realize the SDGs and mitigate climate change. Sustainable transport was of main prevalence in this discourse as mobility had been central to human progress and development since the emergence of civilizations. Several speakers recognized the new round of scientific and technological revolution and industrial transformation, with various kinds of renewable and green energy and materials and digital technologies which provided unprecedented opportunities for sustainable transport. Innovation and technological advances within the transport sector were hence indispensable. Transitioning transport to net zero emissions and decarbonization through the implementation of green-sourced and upscaled technologies would create a robust transport system that promoted sustainable connectivity while moving towards a green, circular economy and inclusive society. However, the Forum highlighted that governance with relevant policies and regulatory reform, investment and proper financial tools, public understanding and engagement and involvement were vital to the transition, together with science and technology and engineering. The Forum called for practical solutions promoted by scientific, technological, and

engineering organizations in partnerships with policymakers, private sectors, young innovators, and other relevant stakeholders to advance the sustainable transport agenda, including capacity-building, especially for developing countries, to go above and beyond ‘business as usual’ while leaving no one behind.

131. Most panellists highlighted the need to scale up technology applications. Nevertheless, for successful scaling up, support during the demonstration and first commercial phases was essential. Without this support, new technologies could remain trapped in the so-called “Valley of Death” and end up being another nice idea that cannot scale. Accordingly, it was suggested that policy frameworks should be prepared based on a technologically neutral approach that was focused on performance and outcomes rather than prescriptive inputs. Thus, speakers agreed that a supportive legislation, investments, and end user share costs were needed to enable the success of such a transition. For example, in aviation, all sustainable feedstocks and all conversion pathways should be included in the policy, as long as they met sustainable aviation fuel technical and environmental performance requirements.

132. Some participants emphasized that current trends in mobility and transport were not sustainable and led in the opposite direction of the fundamental change needed for fulfilling the aspirational and visionary objectives of the 2030 Agenda and the Paris Climate Agreement. Accordingly, the Forum discussed opportunities for sustainable solutions in the transport sector to stabilize global temperatures, mitigate climate change, and move toward a sustainable world. Most participants aligned their vision by emphasizing a transition to net-zero emissions and decarbonization through ambitious innovation and integrating ground-breaking technologies.

133. The Forum stressed that the transport sector could do much more to reduce greenhouse gases. It was suggested that investment should be a key factor to drive changes. But the question was where investments should be made. Several speakers suggested that the dramatic reduction in price of solar and wind with electromobility was now reducing just as fast as the cost of batteries. These sources required great sustainable investments for sustainable transport infrastructure. Land transport had a clear solution in technologies (solar, wind, battery) but needed transition plans. Drastic decarbonization could occur through replacement of physical mobility by virtual communication (e.g., virtual conferencing). However, humans tended to move, and such physical flows had to not be prohibited.

134. The Forum suggested that steps could be taken by transitioning vehicles toward electric drives or implementing zero-emission energy fuels, such as hydrogen for trucks, ships, and aircrafts. Disruptive digital technologies could account for possible transformative changes as well. A transformation from ownership to usership was already a step in the sustainable direction, so were peer-to-peer services. Self-navigating, zero-emission vehicles might provide a big contribution toward sustainability as they could be made available to the public 24/7. In smart cities, such as the Xiong’an New District in China, plans had been announced to run self-driving cars and vending cars that could sell goods unattended. Moreover, public transport was an ideal platform for high-tech and sustainable alternative (solar/wind/battery) interventions. Trans Pod, for example, offered ultra-high-speed transportation while other trains were solar battery powered. Other sustainable technologies, such as advanced signal processing for aircrafts, railways, and automobiles, were essential to ensure the process was forthcoming. Yet, technology solutions for international shipping and aviation were much more difficult to realize. All panelists strongly



accentuated the need for cooperation and an inclusive, people-centered approach throughout the process.

135. The Forum noted that while high-speed rail had greatly reduced the travel time and realized the transformation of regional industrialization and urbanization by promoting the flow of production factors and the reallocation of resources, China's transportation infrastructure investment also had problems, such as insufficient funds, increased debt, and rising operating expenditures. Investments, funding, and financing mechanisms for sustainable transport should be addressed-- measures had to be taken on the governmental side to ensure sufficient policy support for accelerated implementation.

136. The Forum participants emphasized that the pandemic had shed light on the underperformance of the global innovation system in “normal” times but respectively, had accentuated society’s ability to overcome any crisis. The pandemic accelerated innovation, not only in medical fields but also in digital technologies and artificial intelligence. This adaptability held great promise for sustainable transport - which could reduce poverty, improve education and health access, create new livelihoods, and mitigate climate change. For example, the pandemic had shown how mobility and social lifestyle had changed. People were more inclined to order delivery services. Mobility as a Service (MaaS) was expected to offer new services that could meet these social changes, which suggested that sustainable transport had to be robust and flexible to adapt to unforeseen circumstances that altered society behaviours. However, much of the world population remained excluded from these benefits. It was essential that governments continue to address the shortcomings in impoverished areas and that sustainable transport was made accessible to all, so no one was left behind. Urban design and transportation policy had to be adapted for a green future.

#### *Recommendations for action*

137. The meeting proposed the following key recommendations for action by the United Nations system, governments, businesses, scientists, civil society, and others:

- a. Multistakeholder co-operation in science and technology was of utmost importance to achieve sustainable development- further work had to be done to establish a united front on this matter.
- b. A push for implementation of green international freight and aviation had to be made.
- c. A more comprehensive approach had to be realized: There was a large scope for integration of different mobility and digital technologies and new social lifestyles, which required synergies and an integrated perspective of complete systems including urban design rather than partial solutions in “silos”.
- d. It was necessary to further improve the financing mechanism for sustainable transportation investment.
- e. Greater emphasis on the United Nations Technology Facilitation Mechanism for enhancing coordination among key STI stakeholder had to be encouraged
- f. Integration of accelerated business development and technology storage to move toward energy saving and low-carbon future had to be introduced

- g. To realize digital mobility, it was necessary to comprehensively address different aspects, such as the development of advanced technologies, transportation infrastructure, regulatory reform, construction of digital mobility platforms/data linkage, cyber security issues, international standards, social implementation, and fostering social acceptance. Examples included:
- i. Linking mobility-related data held by the public and private sectors, and creating a system infrastructure that allowed mutual use of such data
  - ii. Mapping and visualizing the complexity of the whole mobility field so that data could easily be shared among all parties concerned
  - iii. Developing STI roadmaps for sustainable transport to share a common future direction for digital mobility and promote cooperation at regional, national, and international scales.
  - iv. Promoting cross-hierarchical efforts at the local, national, regional, and global levels.

### **Forum on the Role of Business in Advancing Sustainable Transport**

138. The Forum on the Role of Business in Advancing Sustainable Transport, held on 16 October 2021, was co-chaired by H.E. Mr. Dai Dongchang, Vice Minister of Transport, China, and Ms. Sanda Ojiambo, CEO and Executive Director of the United Nations Global Compact. It was moderated by Ms. Meng Liu, Head of UN Global Compact China Office. Panellists included: Mr. Florent Menegaux, CEO of the Michelin Group, Mr. Rolf Thore Roppestad, CEO of Gard AS, Ms. Claire O'Neill, Managing Director of the World Business Council for Sustainable Development, Mr. Haldane Dodd, Acting Executive Director of the Air Transport Action Group, Mr. Hu Jianhua, President of the China Merchants Group. Further interventions were made by Ms. Maruxa Cardama, Secretary General of the SLOCAT Partnership on Sustainable, Low Carbon Transport, Mr. Ludovic Renou, Chief Executive Officer, CMA CGM China, Ms. Kristin Dziejek, Senior Vice President of Research of the CAR Group, and Mr. Zhuang Shangbiao, President of the China Railway Construction Co., Lt.

#### *Summary of the discussions*

139. The Forum brought together key players across all modes of transport – road, rail, aviation and waterborne - to highlight the role of business in promoting sustainable transport solutions for the achievement of the 2030 Agenda for Sustainable Development, including its impact on climate change and its contribution to the recovery from the COVID-19 pandemic. The event showcased ambitious business actions and policy measures to address sustainable transport-related challenges and to promote greener, safer, more accessible, more efficient, affordable, equitable, resilient, and inclusive transport, including through the promotion of multi-stakeholder partnerships.

#### *Major issues*

140. It was pointed out that the sustainable low carbon transport revolution was all about giving people access to sustainable mobility options, improving user experiences while reducing dependence on private motorization, shifting to less carbon-intense transport modes for both passengers and goods, and improving the efficiency of operations, vehicles, and fuels standards.

141. Speakers underscored the important role that business could play in the sustainable transport revolution, including by leading innovation, driving change, and pooling skills, expertise, financing, data, and other resources to provide better solutions.

142. Speakers emphasized the critical importance of policies and regulatory frameworks that set clear goals and shaped transport demand and supply in effective ways; policies and regulatory frameworks that oriented, incentivized, and enabled the contributions from private sector, allowing the private sector to focus on “how” to achieve sustainable transport without stifling their initiatives.

143. Speakers pointed out that multi-stakeholder collaboration could bring much-needed scale and deliver on collective goals more effectively, building an ecosystem for sustainable mobility solutions. It was also central to transport data to inform policy-making.

#### *Challenges and opportunities*

144. Climate change was highlighted across transport modes as a top challenge. Speakers highlighted various initiatives to decarbonize mobility, such as setting a target of 60% electric vehicles by 2030 and deploying charging and grid infrastructure, committing to achieve carbon neutrality by 2050 and alternative fuels at least 10% of energy mix by 2023.

145. On decarbonizing road transport, several speakers highlighted the importance of additional policy drivers from both supply side and demand side to reach needed scale and speed of adoption, such as consumer subsidies for electric vehicles, aligning stimulating fleet up-scaling, producer incentives to reduce costs, and measures to scale up the deployment of charging infrastructure backed by green and renewable power grids.

146. As a scalable project in other regions, cities or countries, the Zero Emission Valley was mentioned, which was France’s first hydrogen-driven mobility project for professional fleets, co-financed by Michelin along with private companies, local authorities, the French and European funds.

147. Another example of business-led sustainable transport initiative was the ecosystem Movin’On, which brought together a community of major public and private players in the transport sector to co-innovate. The Movin’On initiative, under the new leadership shared among 10 CEOs of international companies, was also member of the Steering Committee of Sustainable Mobility for All which was mobilized to make mobility accessible, efficient, safe, and clean, with a special focus on the Global South.

148. One challenge highlighted in the maritime sector in connection with the COVID-19 pandemic was the restriction of free movement of seafarers due to the pandemic, stressing the importance of mental health and well-being.

149. Another challenge highlighted in the maritime sector was the issue of ship recycling, where the private sector was leading the way despite global regulations (the Hong Kong Convention) not being enforced.

150. On aviation, the industry had aspired to achieve net-zero by 2050 and governments were encouraged to support the goal and businesses called upon to raise ambition and drive forward innovation and technology, working with the energy sector, to shift away from fossil fuels. The need for a just transition was also mentioned in this regard.

151. Other opportunities for public private collaboration to advance sustainable transport included developing online platforms, such as “Mobility-as-a-Service”, that supported the integration of privately-run micro-mobility services with existing public transport systems; and aligning public authorities across different jurisdictions to work with private sector transport operators towards single ticketing.

#### *Recommendations for action*

152. The meeting proposed the following key recommendations for action by the United Nations system, governments, businesses, scientists, civil society, and others:

- a. More than 900 companies had already taken action for a 1.5 future through the United Nations Global Compact’s “Business Ambition for 1.5 degrees” campaign. Led together with the Science Based Targets initiative, this campaign convenes United Nations agencies, business, and industry leaders on much needed climate action. More were invited to join the movement, alongside companies like BMW, Volvo, Ford, JD Logistics and Scania, in the lead up to COP26.
- b. Businesses needed a global carbon price which would be key to redirecting investment flows and boosting the transition towards a more sustainable mobility. In this regard, the Carbon Pricing Leadership Coalition by the World Bank was mentioned. The Group had been experimenting with an internal carbon price which was incorporated into their method of calculating return-on-investment for major projects.

#### Side events

153. On 13 and on 15 October 2021, a total of 28 side events were organized by Member States and other stakeholders on a wide range of transport issues. The complete list is available on the Conference website.

154. *Sustainable urban transport and planning*: The United Cities and Local Governments, the Union Internationale des Transports Publics, and the NDC Transport Initiative for Asia organized an event on *CitiesAreListening: Increasing quality of life for people and for planet via sustainable urban mobility*. The International Tunnelling and Underground Space Association organized a *World Forum on Sustainable Underground Urban Transportation*. The Institute for Transportation and Development Policy, and the Guangzhou Urban Planning and Design Survey Research Institute organized *Sustainable transportation and sustainable urban development under the new normal in Asian Cities*.

155. *Rural transport*: The UN Environment Programme, World Bicycle Relief, Bridges to Prosperity, Riders for Health, and Helvetas organized a side event *Models for Systemic Change: Accelerating Rural Access to Sustainable Transport in Africa*.

156. *Transport and climate change*: The UN Global Compact, UNFCCC Marrakesh Partnership, and the UN Department of Economic and Social Affairs organized an event entitled *Route to COP 26: Accelerating business action for decarbonising shipping and social responsibility*. The World Bank organized *The Pathway to Decarbonizing Mobility*. The SLOCAT Partnership on Sustainable, Low Carbon Transport, and the Institute for Sustainable Development and International Relations organized an event on *National strategies for enhancing climate ambition - systemic transformations and their enablers*. Peace Boat, its Ecoship project and the International Windship Association organized an event to present *Ecoship: A transition model for*

*decarbonizing the Maritime Sector*. Sustainable Mobility for All organized *Challenges and Opportunities of Equitable Transition towards Transport Decarbonization in the Global South*. UNCRD, DESA, ADB and the Ministry of the Environment of Japan organized an event on *Changing Course of Asia's Transport Sector and Proposed Aichi 2030 Declaration (2021-2030)*. Michelin China, the SLOCAT Partnership on Sustainable Low Carbon Transport, and the Institute for Sustainable Development and International Relations held an event on *Company strategies - what transformations compatible with carbon neutrality are required to decarbonize freight transport?* SLOCAT, the Transformative Urban Mobility Initiative, the Sustainable Mobility for All Partnership, the Deutsche Gesellschaft für Internationale Zusammenarbeit, C40 Cities, the World Resources Institute, the Transport Decarbonization Alliance, Climate Group/EV100, CALSTART/Drive to Zero, MOVIN'ON by Michelin, and the International Association of Public Transport, as leads of The Action Towards Climate-Friendly Transport Initiative (ACT Initiative) held an event to discuss *Multi-stakeholder policies and proposals to advance global sustainable transport*. The UN Environment Programme, the FIA Foundation, the International Transport Forum, the International Energy Agency, the International Council on Clean Transportation, and the University of California Davis organized an event on *Role of emerging markets in achieving global shift to low and zero emission vehicles*.

157. *Regional transport connectivity and LLDCs*: The UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, the International Centre for Transport Diplomacy, and the Intergovernmental Commission TRACECA organized *Digitalization of the multimodal transit corridors and its contribution to implementation of the Vienna Programme of Action for Landlocked Developing Countries*.

158. *Road safety*: The International Road Federation, the UN Road Safety Collaboration, and the International Road Assessment Programme organized an event entitled *Halving Road Deaths and Injuries by 2030: The UN Decade of Action for Road Safety 2021-2030*. The UN Road Safety Fund, UNECA, UN-Habitat, WHO, UNECLAC, UNICEF, UNDP, UNESCAP, UNECE, UNESCWA, and the Secretariat of the UN's Special Envoy for Road Safety organized *Safe and Sustainable Mobility in Developing Countries: A world where roads are safe for every road user, everywhere*. And Sightsavers of the Royal Commonwealth Society for the Blind organized an event entitled *The Truckers Eye Health Programme in India and Sustainable Transport*.

159. *Electric mobility*: The UN Environment Programme organized an event on *Electric mobility in Latin America and the Caribbean: vision, targets, and progress*. The Drive Electric Campaign, and UNEP organized *Funding the ZEV Transition in the Global South*. The Wuppertal Institute for Climate, Environment and Energy, UN-Habitat, the UN Environment Programme, the Danish Technical University, International Energy Agency, and the cities of Kigali, Kathmandu, and Quito held an event entitled *Boosting Transformative Urban Electric Mobility Solutions*.

160. *Integrated transport for sustainable development*: The Mission of Turkmenistan to the UN, the International Center for Transport Diplomacy, and the International Council of Road Administrators held a side event on *Strengthening the links between all modes of transport for sustainable development during and after the COVID-19 pandemic*. The Green Hope Foundation organized *Rebuilding better - How can sustainable transport facilitate creation of local circular economies?*

161. *Environmental assessment and auditing*: The Audit Board of the Republic of Indonesia and INTOSAI Working Group on Environmental Auditing organized an event on *SAI Contribution to Achieve Sustainable Transport and Promote Green Development*.

162. *Transitions to sustainable transport*: The International Association of Public Transport, UN-Habitat, the International Union of Railways, and ICLEI Local Governments for Sustainability organized *Back to better mobility: accelerating sustainable transport in the next decade of action*. The International Transport Forum of the OECD organized an event on *Equitable and Just Transition to Sustainable Transport Policies*. The MobiliseYourCity Partnership, CODATU, the Agence Française de Développement, and the Deutsche Gesellschaft für Internationale Zusammenarbeit organized *Integrating informal transport for a just transition to sustainable transport in the Global South*. The International Air Transport Association, and the Air Transport Action Group organized an event to discuss *Aviation's Commitment to Sustainable Flying*.

163. *Role of business*: The Business Council for Sustainable Development Australia (the network partners of the World Business Council for Sustainable Development), the University of Sydney Business School, and the Institute of Transport and Logistic Studies organized an event on *Taking the Pulse of Mobility: Australian insights on the business role in driving employee, customer, and sector mobility options*.

## **VI. Closing session**

164. At the closing ceremony of the Conference, convened on 16 October 2021, *H.E. Mr. LI Xiaopeng, Minister of Transport, People's Republic of China, and Chair of the Conference*, delivered a closing statement. He presented the *Beijing Statement* which set out a future vision for global sustainable transport and initiatives, in line with the aspirations of the 2030 Agenda and its SDGs. He suggested the Beijing Statement to be circulated as a United Nations General Assembly document and expressed his hope for its implementation by all Member States. Mr. Li acknowledged that, while the Conference was a big success, the world still had a long way to go regarding achieving sustainable transport. He then referred to the keynote speech by H.E. Mr. XI Jinping, who wished for Member States to step up their efforts towards sustainable transport systems and infrastructure. He reconfirmed that China was ready to work together with all Member States towards a common goal of sustainable economic development, and reiterated Mr. Xi's emphasis on global transport as a means of sustainable economic development. He called for open trade and investment in development projects and encouraged active participation in the Global Innovation and Knowledge Centre for Sustainable Transport to be hosted in China.

165. *Mr. Liu Zhenmin*, United Nations Under-Secretary-General for Economic and Social Affairs delivered the closing address as the Conference Secretary-General. He began his remarks by celebrating the three days of active and fruitful discussions. In total, around 1000 persons representing over 130 governments, UN system and stakeholders participated in person, while thousands more joined online. Important messages had been heard, from high-level and impactful individuals, including 7 Heads of State and Government, 44 ministers and other high-level representatives, and from many experts from the private sector, academia, the United Nations system, and international organizations. Mr. Liu Zhenmin recalled programme highlights and extended his sincere thanks to the entire UN system for its support of the Conference, including through the inter-agency report and background materials. He also thanked and congratulated President Xi and Secretary-General Guterres, and all colleagues on a successful and productive Conference. Mr. Liu Zhenmin stated that, by coming together under the shadow of a global

pandemic, Member States had proven their commitment to sustainable development and the importance of multilateralism. We now lived in a new world that had been shaped by COVID-19 and climate change. It had become more urgent to accelerate the transition towards sustainable transport - by promoting zero emission vehicles, lower pollution rates, and raising efficiency standards. While the Conference was full of inspiring examples of progress, we had to collectively step up the pace of progress while ensuring that no one was left behind. Transport was the key to getting back on track to mitigating climate change and “restoring balance with nature”. Specifically, we had to decarbonize all modes of transport to meet the goals laid out in the Paris Agreement. The United Nations had created an online repository that would contain information about voluntary commitments and tools for sustainable transport. Through this tool, the Organization hoped to shine a spotlight on resources and efforts, in an effort to expedite and inspire future commitments. He reaffirmed that the United Nations would continue to work towards achieving sustainable transport worldwide. In closing, he urged Member States to be determined, focused, and accelerate progress towards the sustainable transport transition.

## Annex A: “Beijing Statement”

1. Heads of State and Government and high-level representatives, met in person and virtually from 14 to 16 October 2021 at the Second United Nations Global Sustainable Transport Conference, which was held in Beijing, China, with participation of other relevant stakeholders. The United Nations Secretary-General convened the Conference in response to General Assembly resolution 72/212, and as a follow-up to the first Global Sustainable Transport Conference, held on 26 and 27 November 2016 in Ashgabat, Turkmenistan.

### ***Importance of sustainable transport***

2. At the United Nations, the key role of transport in the context of sustainable development was recognized at the 1992 Earth Summit in its outcome document - Agenda 21 - and was once again emphasized at the 2002 World Summit on Sustainable Development in its outcome document - the Johannesburg Plan of Implementation (JPoI). Further, world leaders at the 2012 United Nations Conference on Sustainable Development unanimously agreed that transport and mobility are central to sustainable development. This was also reflected in the 2030 Agenda for Sustainable Development and its Sustainable Development Goals (SDGs). While there is no single SDG dedicated to transport (albeit with directly related targets 3.6, 9.1 and 11.2), it is recognized as an enabler and necessary condition for achieving many SDGs.
3. The importance of sustainable transport is also recognized through other United Nations outcomes, including the Istanbul Programme of Action for the Least Developed Countries (LDCs), the Vienna Programme of Action for the Landlocked Developing Countries (LLDCs), the SAMOA Pathway for Small Island Developing States (SIDS), the Sendai Framework for Disaster Risk Reduction, and the New Urban Agenda, which all address specific elements of sustainable transport. In addition, there are several General Assembly resolutions on sustainable transport, including on transport and transit corridors and road safety.
4. Sustainable transport – with its objectives of universal access, enhanced safety, improved resilience, greater efficiency, and reduced environmental impact – is vital for achieving the 2030 Agenda for Sustainable Development, and the Paris Climate Change Agreement.
5. Transport enables the movement of people and goods, supporting livelihoods and jobs and thus contributing to poverty eradication, food security and inequality reduction. By improving access to quality services, such as health, education, and finance, it empowers women and other vulnerable groups, and enables inclusive economic growth.
6. Transport enables connectivity at all levels among all countries, whether on land, at sea or in the air. It allows for community interaction, integrates markets and economies, enhances rural-urban interlinkages, facilitates trade, underpins supply chains and can boost resilience and contribute to the attainment of the SDGs.
7. At the same time, sustainable transport and adequate transport services are still lacking in many parts of the world, especially in developing countries, including countries in special situations and remote rural areas, constraining connectivity to regional and global transport networks. Even where transport infrastructure and systems are present, they may not provide safe, affordable, and convenient access for all, particularly for groups in vulnerable situations, such as the poor, women, children and youth, older persons, and persons with disabilities. Existing transport networks can also face other challenges, such as congestion, poor maintenance, and lack of resilience to disasters, extreme weather events and climate change.



8. In many cases, transport can also generate negative impacts along several different dimensions of sustainable development. About a quarter of energy-related global greenhouse gas (GHG) emissions are generated by transport and these emissions are projected to grow substantially in the years to come, further exacerbating climate change, unless properly addressed. Deaths and injuries from road traffic accidents continue to rise; air and noise pollution continue to directly impact health and well-being; and the ‘end-of-life’ recycling of automobiles and ships poses complex challenges.
9. Attaining sustainable transport would mean fully delivering on the benefits while avoiding or alleviating the associated costs of mobility. But the world is falling short in making progress towards this objective. At the same time, the world is also presently not on track for eradicating poverty, reducing emissions, and achieving other substantial portions of the 2030 Agenda as well as the Paris agreement, including the objective of limiting global average temperature rise. Accelerating the transformation towards sustainable transport will be central towards creating a community of shared future for humankind. It will also be crucial for achieving the world’s common objectives for people, planet, and prosperity.
10. The COVID-19 pandemic has underscored the central role of sustainable transport in the modern world. Initial impacts severely disrupted transport services and networks at all levels, highlighting also the vulnerabilities of workers in these sectors. While transport activity has begun to recover, the pandemic itself may be prompting longer-term changes in both demand and supply for transport services, indicating a need for the sector to change and adapt accordingly. In parallel, the worsening crisis of climate change is also triggering intentional changes towards carbon neutrality and resilience. Recovery from the pandemic will be a chance for all actors to rethink passenger and freight transport and implement integrated solutions which can support the achievement of the objectives of the 2030 Agenda and the Paris Agreement, ensuring that humanity lives in harmony with nature, within an emerging context of continuing globalization, urbanization, digitalization, and demographic change.

### ***Way forward for achieving a sustainable transport transformation***

11. Measures to achieve sustainable transport must take into account its interlinkages with the goals and targets across the 2030 Agenda and the Paris Agreement, and work to realize synergies while mitigating trade-offs. This calls for an integrated, interdisciplinary, and cross-sectoral approach that is firmly grounded in science and evidence, as well as enhanced cooperation, coordination and policy coherence at all levels including among different ministries as well as international organizations and institutions.
12. Such integrated approaches must be reflected in national and local sustainable development plans and strategies; based on risk and environmental impact assessments; take into account related sectors, such as information technology and energy; and involve all relevant stakeholders, including national and local authorities, local communities, indigenous peoples, vulnerable groups, academic and scientific communities, the private sector and civil society, in order to ensure ownership and successful implementation.
13. Bilateral, multilateral, and multi-stakeholder partnerships and initiatives remain essential to support the sustainable transport transformation in all countries, including countries in special situations, and should be enhanced. Public-private partnerships can attract investments and technologies to under-served areas.

14. Motivating consumers towards adopting more sustainable mobility patterns and choices will be crucial going forward. Changing consumer preferences can also further incentivize private and public sector actions towards sustainable transport.
15. National actions must be supported by the international community through the necessary means of implementation in line with the 2030 Agenda, the Addis Ababa Action Agenda, the UNFCCC mechanisms, and other relevant agreements, including the SIDS Accelerated Modalities of Action (SAMOA) Pathway and the Vienna Programme of Action (VPoA).
16. New and emerging technologies, when properly applied, are key to solving many of the challenges to sustainable transport. The deployment of existing solutions, such as zero-carbon vehicles, automated safety, and intelligent transport systems, must be accelerated, accompanied by the creation of the necessary fuel, power, and digital infrastructures.
17. In parallel, research and development must be accelerated to identify new solutions and improve existing ones, in particular to decarbonize transportation, achieve a circular economy and improve access.
18. International cooperation, capacity-building and knowledge exchange among countries should be encouraged with a view to advancing sustainable transport technology and innovation and learning from good practices. Action is also needed to promote the implementation of international transport-related conventions, regulations, and agreements.
19. Additional actions are required from all stakeholders working together to urgently accelerate the transformation towards sustainable transport:
  - (a) Enhance efforts to promote a people-centered approach, and to ensure that no one is left behind by taking into account the particular challenges and needs of groups in vulnerable situations, such as the poor, women, children and youth, older persons, persons with disabilities, indigenous peoples and people living in informal settlements.
  - (b) Expand access of remote rural communities through the development and implementation of sustainable transport systems and infrastructure, helping them connect to services, jobs, and markets to achieve prosperity and sustainable development.
  - (c) Address the needs of countries in special situations by expanding sustainable transport systems and infrastructure and improving their links with international markets, trade and tourism, including by ensuring the efficient movement of people and goods along transport and transit corridors.
  - (d) Strengthen regional and interregional connectivity and joint action with regard to “hard” transport aspects, like regional and trans-border infrastructure, and “soft” transport elements, such as streamlined customs and border-crossing regulatory frameworks, including through global initiatives, regional and interregional strategies and plans.
  - (e) Prioritize inclusive, reliable, safe, accessible, and affordable public transport, non-motorized transport (walking and cycling) and multi-modal transport options in urban areas as essential components of sustainable transport solutions, including through integrated urban transport planning and investments and by offering adequate public space and infrastructure, and incorporating safe bike lanes and sidewalks.
  - (f) Significantly increase road safety globally, including, for example, by using safety performance standards; mandatory protective gear for two-wheelers; safe infrastructure for

non-motorized transport; the establishment and improvement of transport emergency response systems; and raising awareness through publicity and education campaigns.

- (g) Accelerate the mobilization of the transport sector toward climate action, including through increased international cooperation, policies, regulations, standards and incentives, sustainable planning, increased commitments, and efforts to decarbonize passenger and freight transport across all transport modes (road, rail, waterborne and aviation) while paying special attention to the needs of countries in special situations and vulnerable groups.
- (h) Strengthen resilience of transport systems, including as part of climate change adaptation, and through the inclusion of climate and extreme weather event projections in the assessment, planning, engineering, and design process, especially in areas of high vulnerability.
- (i) Ensure the sustainable rebuilding and smooth flow of international supply chains and facilitate cross-border movement of people and goods, including medical supplies, for the benefit of global response to the COVID-19 pandemic and global economic recovery.
- (j) Support the transport sector in improving its epidemic prevention and response capabilities and ensure the safety and health of transport workers, including seafarers.
- (k) Increase the coverage, timeliness, and quality of data, and establish a harmonized data collection, management and sharing system related to sustainable transport to allow for better monitoring and reporting on transport-related goals.

### ***Follow up and implementation***

20. In following up, stakeholders in the sustainable transport community may consider to:

- (a) Use lessons learned from the COVID-19 pandemic to rethink passenger and freight transport and come up with solutions which can withstand possible future crises and support the achievement of the 2030 Agenda and the Paris Agreement as well as global economic recovery.
- (b) Integrate sustainable transport objectives into national development plans, COVID-19 stimulus and recovery packages as well as Nationally Determined Contributions (NDCs), in a mutually supportive and synergistic manner.
- (c) Invite the United Nations General Assembly to convene a third Conference on Sustainable Transport to review progress and guide the global sustainable transport transformation, which would feed into the global review of the 2030 Agenda at the United Nations High-Level Political Forum on sustainable development (HLPF), the UNFCCC COP meetings and other international fora.
- (d) Strengthen coordination and collaboration across the United Nations system on sustainable transport.
- (e) Invite the United Nations General Assembly to declare a United Nations Decade of Sustainable Transport (2022-2032) to increase global awareness and action on sustainable transport in support of the 2030 Agenda and the Paris Agreement.
- (f) Continue to capture voluntary sustainable transport commitments by different stakeholders, made at this Conference or in other fora, in the online database maintained

by the United Nations Department on Economic and Social Affairs (UNDESA) to continuously monitor global engagement.

21. Participants expressed appreciation to the People's Republic of China for hosting the Conference and welcomed the establishment of the Global Innovation and Knowledge Centre for Sustainable Transport in China, which is committed to knowledge-sharing and capacity-building in developing countries on sustainable transport.

## Annex B: Conference programme

### Thursday, 14 October 2021

Beijing time	Session	Speakers
<b>8:00-8:30 pm</b>	<b>Opening ceremony</b> Statements by United Nations Secretary-General and President of China	<p><u>Opening of the Conference:</u></p> <ul style="list-style-type: none"> <li>• Mr. Liu Zhenmin, Conference Secretary-General, UN Under-Secretary-General for Economic and Social Affairs</li> </ul> <p><u>Handover of the Conference Presidency to the Host Country</u></p> <p><u>Chair of the Conference:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. LI Xiaopeng, Minister of Transport, PRC</li> </ul> <p><u>Opening Statement:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. Antonio Guterres, UN Secretary-General</li> </ul> <p><u>Keynote Address:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. XI Jinping, President of the People's Republic of China</li> </ul>
<b>8:30-9:10 pm</b>	<b>Plenary session 1</b> Statements by Heads of State and Government (invited by China)	<p><u>Chair:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. LI Xiaopeng, Minister of Transport, PRC</li> </ul> <p><u>Statements:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. Vladimir Putin, President of the Russian Federation</li> <li>• H.E. Mr. Gurbanguly Berdimuhamedov, President of Turkmenistan</li> <li>• H.E. Ms. Sahle-Work Zewde, President of Ethiopia</li> <li>• H.E. Mr. Laurentino Cortizo Cohen, President of Panama</li> <li>• H.E. Mr. Mark Rutte, Prime Minister of the Netherlands</li> </ul>

### Friday, 15 October

BJT	Session	Speakers
<b>3:00-4:00 pm</b>	<b>Plenary session 2</b> Statements by Ministers and Heads of delegation	<p><u>Co-Chairs:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. LI Xiaopeng, Minister of Transport, PRC</li> <li>• Mr. Liu Zhenmin, UN Under-Secretary-General for Economic and Social Affairs</li> </ul>
<b>4:00-5:00 pm</b>	<b>Forum on Science, Technology and Innovation for Sustainable Transport</b>	<p><u>Co-Chairs:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. Wang Zhiqing, Vice Minister of Transport, China</li> <li>• Ms. Maria-Francesca Spatolisano, Assistant Secretary-General for Policy Coordination and Inter-Agency Affairs, United Nations Department of Economic and Social Affairs, and Officer-in-Charge, United Nations Office of the Secretary-General's Envoy on Technology</li> </ul> <p><u>Moderator:</u></p> <ul style="list-style-type: none"> <li>• Mr. Gong Ke, President, World Federation of Engineering Organizations</li> </ul> <p><u>Panelists:</u></p> <ul style="list-style-type: none"> <li>• Mr. Peter Newman, Professor of Sustainability, Curtin University, Australia</li> </ul>

BJT	Session	Speakers
		<ul style="list-style-type: none"> <li>• Ms. Jennifer Holmgren, Chief Executive Officer, LanzaTech and Member, National Academy of Engineering, USA</li> <li>• Mr. Nebojsa Nakicenovic, Deputy Chair, Group of Chief Scientific Advisors to the European Commission; former member, 10-Member-Group of High-level Representatives of civil society, private sector and scientific community in support of the Technology Facilitation Mechanism</li> <li>• Mr. Ryan Janzen, CTO and Co-Founder, TransPod Inc., Canada</li> <li>• Mr. Guo Shougang, Deputy Director-General, Ministry of Industry and Information Technology, China</li> </ul> <p><u>Other stakeholders:</u></p> <ul style="list-style-type: none"> <li>• Mr. Michiharu Nakamura, Counselor to the President, Japan Science and Technology Agency; former member, 10-Member-Group of High-level Representatives of civil society, private sector, and scientific community in support of the Technology Facilitation Mechanism</li> <li>• Mr. Sun Ziyu, Vice President of China Communications Construction Company Ltd</li> </ul>
<p><b>5:00-6:00 pm</b></p>	<p><b>Thematic session 1:</b> Sustainable transport, poverty, livelihoods, and growth</p>	<p><u>Co-Chairs:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. Ma Junsheng, Director General, State Post Bureau, China</li> <li>• Mr. Haoliang Xu, Assistant Secretary-General, UNDP Assistant Administrator and Director, Bureau for Policy and Programme Support New York</li> </ul> <p><u>Moderator:</u></p> <ul style="list-style-type: none"> <li>• Mr. Aniruddha Dasgupta, President and CEO, World Resources Institute</li> </ul> <p><u>Panelists:</u></p> <ul style="list-style-type: none"> <li>• Mr. James Leather, Chief of Transport Sector Group, Asian Development Bank</li> <li>• Ms. Esenam Nyador, Founder and Head, Miss Taxi Ghana</li> <li>• Mr. Bill M. Halkias, President, International Road Federation</li> <li>• Mr. Li Xuesong, Director, Institute of Quantitative &amp; Technological Economics, Chinese Academy of Social Sciences</li> </ul> <p><u>UN agencies:</u></p> <ul style="list-style-type: none"> <li>• Mr. Binyam Reja, Acting Global Director, Transport Global Practice, World Bank</li> <li>• Ms. Ismahane Elouafi, Chief Scientist, Food and Agriculture Organization</li> <li>• Mr. Robert Lisinge, Chief, Energy, Infrastructure and Services Section, Private Sector Development and Finance Division, United Nations Economic Commission for Africa</li> </ul> <p><u>Other stakeholders:</u></p> <ul style="list-style-type: none"> <li>• Mr. Wang Jian, Vice President, China Post Group</li> </ul>

BJT	Session	Speakers
<b>6:00-7:00 pm</b>	<b>Thematic session 2:</b> Sustainable transport and regional development	<p><u>Co-Chairs:</u></p> <ul style="list-style-type: none"> <li>• H.E. Wang Yang, Vice Minister of Transport, China</li> <li>• Ms. Armida Salsiah Alisjahbana, USG and Executive Secretary, United Nations Economic and Social Commission for Asia and the Pacific</li> </ul> <p><u>Moderator:</u></p> <ul style="list-style-type: none"> <li>• Mr. Umberto de Pretto, Secretary-General, International Road Transport Union</li> </ul> <p><u>Panelists:</u></p> <ul style="list-style-type: none"> <li>• Mr. François Davenne, Director General, International Union of Railways</li> <li>• Ms. Karen Vancluysen, Secretary General, Polis</li> <li>• Ms. Julie Kitcher, Executive Vice President, Communications and Corporate Affairs, Airbus</li> <li>• Mr. Claude Van Rooten, President, World Road Association (PIARC)</li> <li>• Ms. Wang Wei, Director, Institute for Market Economy, Development Research Center of the State Council, China</li> </ul> <p><u>UN agencies</u></p> <ul style="list-style-type: none"> <li>• Ms. Isabelle Durant, Deputy Secretary-General, United Nations Conference on Trade and Development</li> <li>• Mr. Yarob Badr, Regional Advisor on Transport, United Nations Economic and Social Commission for Western Asia</li> </ul> <p><u>Other stakeholders:</u></p> <ul style="list-style-type: none"> <li>• Mr. Yang Zhongmin, Executive Director, China Railway Economic and Planning Research Institute</li> </ul>
<b>7:00-8:00 pm</b>	<b>Thematic session 3:</b> Sustainable transport and connectivity, including rural areas and countries in special situations	<p><u>Co-Chairs:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. Liu Zhenfang, Administrator of National Railway Administration, China</li> <li>• Mr. Courtenay Rattray, UN Under-Secretary-General and High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States</li> </ul> <p><u>Moderator:</u></p> <ul style="list-style-type: none"> <li>• Ms. Sheila Watson, Deputy Director, FIA Foundation</li> </ul> <p><u>Panelists:</u></p> <ul style="list-style-type: none"> <li>• Mr. Danang Parikesit, Chairperson, International Forum for Rural Transport and Development</li> <li>• Mr. Omae Nyarandi, Executive Secretary, Northern Corridor, Northern Corridor Transit and Transport Coordination Authority</li> <li>• Ms. Christina Barstow, Chief Strategy Officer, Bridges to Prosperity, Bridges to Prosperity</li> <li>• Mr. Antonio H. Pinheiro Silveira, Corporate Vice President of Infrastructure, Development Bank of Latin America (CAF)</li> </ul>

BJT	Session	Speakers
		<ul style="list-style-type: none"> <li>Mr. Luo Guosan, Director-General, Infrastructure Development Department, National Development and Reform Commission, China</li> </ul> <u>UN agencies:</u> <ul style="list-style-type: none"> <li>Mr. Kitack Lim, Secretary-General, International Maritime Organization</li> <li>Mr. Alex Marianelli, Director of Supply Chain, World Food Programme</li> </ul> <u>Other stakeholders:</u> <ul style="list-style-type: none"> <li>Mr. Ketan Kothari, Manager, Sightsavers</li> <li>Mr. Yu Tengqun, Vice President, China Railway Group Ltd.</li> </ul>
8:00-9:30 pm	<b>Ministers’ Forum: “Sustainable transport, poverty eradication and economic recovery” – exchange of views and sharing of national experiences</b>	<u>Chair:</u> <ul style="list-style-type: none"> <li>H.E. Mr. LI Xiaopeng, Minister of Transport, PRC</li> </ul> <u>Keynote Statement:</u> <ul style="list-style-type: none"> <li>H.E. Mr. LI Xiaopeng, Minister of Transport, PRC</li> </ul> <u>Statements:</u> <ul style="list-style-type: none"> <li>Ministers (invited by China)</li> </ul> <u>Closing remarks:</u> <ul style="list-style-type: none"> <li>Mr. Liu Zhenmin, UN Under-Secretary-General for Economic and Social Affairs</li> </ul>

### Saturday, 16 October

BJT	Session	Speakers
3:00-4:00 pm	<b>Plenary session 3</b> Statements by Ministers and Heads of delegation	<u>Co-Chairs:</u> <ul style="list-style-type: none"> <li>H.E. Mr. LI Xiaopeng, Minister of Transport, PRC</li> <li>Mr. Liu Zhenmin, UN Under-Secretary-General for Economic and Social Affairs</li> </ul>
4:00-5:00 pm	<b>Forum on the Role of Business in Advancing Sustainable Transport</b>	<u>Co-chairs:</u> <ul style="list-style-type: none"> <li>H.E. Mr. Dai Dongchang, Vice Minister of Transport, China</li> <li>Ms. Sanda Ojiambo, CEO and Executive Director, United Nations Global Compact</li> </ul> <u>Moderator:</u> <ul style="list-style-type: none"> <li>Ms. Meng Liu, Head of UN Global Compact China Office</li> </ul> <u>Panelists:</u> <ul style="list-style-type: none"> <li>Mr. Florent Menegaux, CEO, Michelin Group</li> <li>Mr. Rolf Thore Roppestad, CEO, Gard AS</li> <li>Ms. Claire O’Neill, Managing Director, World Business Council for Sustainable Development</li> <li>Mr. Haldane Dodd, Acting Executive Director, Air Transport Action Group</li> </ul>



BJT	Session	Speakers
		<ul style="list-style-type: none"> <li>• Mr. Hu Jianhua, President, China Merchants Group</li> </ul> <p><u>Interventions:</u></p> <ul style="list-style-type: none"> <li>• Ms. Maruxa Cardama, Secretary General, SLOCAT Partnership on Sustainable, Low Carbon Transport</li> <li>• Mr. Ludovic Renou, Chief Executive Officer, CMA CGM China</li> <li>• Ms. Kristin Dziczek, Senior Vice President of Research, CAR Group</li> <li>• Mr. Zhuang Shangbiao, President, China Railway Construction Co., Lt.</li> </ul>
<p><b>5:00-6:00 pm</b></p>	<p><b>Thematic session 4: Sustainable transport and green development: climate change mitigation, adaptation and resilience</b></p>	<p><u>Co-Chairs:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. Zhao Chongjiu, Vice Minister of Transport, China</li> <li>• Mr. Selwin Hart, Special Adviser to the Secretary-General on Climate Action and Assistant Secretary-General for the Climate Action Team</li> </ul> <p><u>Moderator:</u></p> <ul style="list-style-type: none"> <li>• Ms. Maruxa Cardama, Secretary-General, SLOCAT</li> </ul> <p><u>Panelists:</u></p> <ul style="list-style-type: none"> <li>• Mr. Oliver Lah, Head of Research Unit, Mobility and International Cooperation, Wuppertal Institute for Climate, Environment and Energy</li> <li>• Mr. Drew Kodjak, Executive Director, International Council of Clean Transportation</li> <li>• Mr. Peter Nuttall, Scientific and Technical Advisor, Micronesia Center for Sustainable Transport, University of the South Pacific</li> <li>• Ms. Hannah E. Murdock, Project Manager and Analyst, REN21</li> <li>• Mr. Sun Zhen, Deputy Director-General, Department of climate change, Ministry of Ecology and Environment, China</li> </ul> <p><u>UN agencies</u></p> <ul style="list-style-type: none"> <li>• Mr. Juan Carlos Salazar, Secretary General, International Civil Aviation Organization</li> <li>• Mr. Daniele Violetti, Senior Director for Programmes Coordination, UNFCCC</li> <li>• Ms. Jane Akumu, Programme Manager, Mobility Unit, United Nations Environment Programme</li> </ul> <p><u>Other stakeholders:</u></p> <ul style="list-style-type: none"> <li>• Mr. Fu Gangfeng, Director of the Board and President, Cosco Shipping</li> </ul>
<p><b>6:00-7:00 pm</b></p>	<p><b>Thematic session 5: Policies for sustainable transport</b></p>	<p><u>Co-Chairs:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. Feng Zhenglin, Administrator of Civil Aviation Administration of China</li> <li>• Mr. Liu Zhenmin, United Nations Under-Secretary-General for Economic and Social Affairs</li> </ul> <p><u>Moderator:</u></p> <ul style="list-style-type: none"> <li>• Mr. Young Tae Kim, Secretary-General, International Transport Forum</li> </ul> <p><u>Panelists:</u></p> <ul style="list-style-type: none"> <li>• Mr. Kris Peeters, Vice President, European Investment Bank</li> </ul>

BJT	Session	Speakers
		<ul style="list-style-type: none"> <li>• Ms. Sophie Punte, Managing Director of Policy, We Mean Business</li> <li>• Ms. Heather Thompson, CEO, Institute of Transportation and Development Policy</li> <li>• Mr. Stephen Cotton, General Secretary, International Transport Workers' Federation</li> <li>• Mr. Fu Zhihuan, Academician of Chinese Academy of Engineering</li> </ul> <p><u>UN agencies:</u></p> <ul style="list-style-type: none"> <li>• Mr. Tareq Emtairah, Director, Energy Department, United Nations Industrial Development Organization</li> </ul> <p><u>Other stakeholders:</u></p> <ul style="list-style-type: none"> <li>• Mr. Alan McKinnon, Professor of Logistics, Kühne Logistics University, Hamburg</li> <li>• Mr. Shi Baolin, President of China Academy of Transportation Sciences</li> </ul>
<b>7:00-8:00 pm</b>	<b>Thematic session 6: Sustainable transport and sustainable cities</b>	<p><u>Co-Chairs:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. Dai Dongchang, Vice Minister of Transport, China</li> <li>• Ms. Olga Algayerova, Executive Secretary, United Nations Economic Commission for Europe</li> </ul> <p><u>Moderator:</u></p> <ul style="list-style-type: none"> <li>• Mr. Mohamed Mezghani, Secretary General, International Association of Public Transport (UITP)</li> </ul> <p><u>Panelists:</u></p> <ul style="list-style-type: none"> <li>• Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety</li> <li>• Ms. Rehana Moosajee, Former Councilor, City of Johannesburg and Founder, The Barefoot Facilitator, South Africa</li> <li>• Ms. Jill Warren, CEO, European Cyclists' Federation, Belgium</li> <li>• Mr. Rob McInerney, CEO, International Road Assessment Programme (iRAP)</li> <li>• Mr. Zhao Zesheng, First-class Inspector, Urban Construction Department, Ministry of Housing and Urban-Rural Development, China</li> </ul> <p><u>UN agencies:</u></p> <ul style="list-style-type: none"> <li>• Ms. Maimunah Mohd Sharif, Executive Director, United Nations Human Settlement Programme</li> <li>• Mr. Tedros Adhanom Ghebreyesus, Director-General, World Health Organization</li> </ul> <p><u>Other stakeholders:</u></p> <ul style="list-style-type: none"> <li>• Mr. Guo Jifu, Director, Beijing Transport Institute, China</li> </ul>
<b>8:00-8:30pm</b>	<b>Closing ceremony</b> Closing remarks	<p><u>Chair's closing remarks:</u></p> <ul style="list-style-type: none"> <li>• H.E. Mr. LI Xiaopeng, Minister of Transport, PRC</li> </ul> <p><u>Closing of Conference:</u></p>

<b>BJT</b>	<b>Session</b>	<b>Speakers</b>
	Presentation of Beijing Statement Closing of the Conference	<ul style="list-style-type: none"><li data-bbox="505 243 1505 310">• Mr. Liu Zhenmin, Conference Secretary-General, UN Under-Secretary-General for Economic and Social Affairs</li></ul>