



Expert Group Meeting on Sustainable Transport

Geneva, Switzerland, 22 to 23 November 2023
Capitalizing on the World Sustainable Transport Day, 24 November 2023

Co-organized by DESA and UNECE

Report of the Meeting

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Key Messages and Recommendations

1. The following key messages and recommendations emerged from the substantive discussions on **transport as an enabler of prosperity and livelihoods**:

- a) A positive, compelling, global vision is needed for the significant contribution that transport can make to equity, sustainability, resilience and climate change goals.
- b) Differentiation is required between the policies and measures necessary for the transformation of existing highly unsustainable transport systems and the building up of new sustainable transport systems.
- c) The essential role of transport in increasing access to opportunities to all people across socio-economic groups and abilities needs to be explicitly recognized and enabled. These opportunities include education, social services, economic activities, goods, and culture, among others.
- d) Transport provides essential services to all industries. The perspectives of these “customers” (e.g., cargo owners, logistics providers) need to be considered in the debate alongside the perspectives of transport service providers.
- e) The opportunities for transport to improve global health, reduce inequalities (for women, elderly, youth etc.), and address climate change should be optimized. Customers need high-quality, integrated transport systems that facilitate multi-modal and intermodal trips.
- f) Most of the world’s population continue to lack access to affordable, safe, sustainable transport, even as the demand for transporting people and goods is projected to increase substantially.
- g) A comprehensive suite of transport-related targets – related to policy, finance, infrastructure, technical, operational, capacity building aspects - is required to accelerate the deployment of sustainable transport solutions.¹
- h) Such a set of key performance indicators (KPIs) should help monitoring progress towards a common understanding and globally shared vision in the sustainable transport community. The UN system, its Member States and various stakeholders have an important role to play in this regard, and they should consider working towards clear accountability frameworks.

2. The following key messages and recommendations emerged from the substantive discussions on **inclusive and equitable transport systems**.

- a) Balancing social inclusion and economic viability of transport systems is important. This includes ensuring gender issues and inequalities between developing and developed countries. Policies should consider a wider range of issues, including job security, quality employment, gender inclusivity, and support for local businesses.
- b) Technologies can play an important role in ensuring that transportation benefits society as a whole beyond private profits.
- c) At the same time, technologies are a source of rapid transformation of the transport sector, which calls for supporting measures to ensure that the transition is just and also serves the

¹ Examples of KPIs include: (a) infrastructure targets: kilometres of bus lanes per million urban population, maximum parking provision, kilometres of protected cycling lanes per million population, high speed rail on high density corridors, etc.; (b) technical targets: internal combustion engine (ICE) vehicles (car, van, truck, vessel, aircraft) phase-out dates, one billion e-bikes by 2030, etc.); and (c) operational targets: 30 kilometres per hour urban speed limits, pedestrian-only zones, loading/unloading periods, etc.

post vulnerable population groups. This requires public funding and significant collaborative efforts that also consider the unique challenges faced by different countries and regions. It requires investments to enable alternative livelihoods and specifically address the challenges posed by informal transport operations.

- d) Social protection and social security systems are needed, including to support the transition from informal to formal employment in the transport sector. Collaboration is needed at all levels of government, international organizations, workers' and employers' organizations, and to incorporate labour clauses in transport service agreements. In fact, transport workers should be recognized as “co-creators” of solutions and a source of innovation. Collective bargaining has proven a useful tool for engaging transport workers and ensuring their protection from harm and loss.
- e) Climate resilience should be an integral objective of transport policies. This requires identification of short- and long-term adaptation opportunities, prioritization of investments, funding, and capacity building in particularly vulnerable areas and populations.
- f) Innovative financing mechanisms are needed that provide low-interest loans and enable sustainable transport investments in the poorest parts of the world. Comprehensive national, regional, and local policies are needed that integrate seamlessly to address urgent priorities, including higher energy costs, workforce shortages, and investment in decarbonization.

3. The following key messages and recommendations emerged from the substantive discussions with regard to **comprehensive, coherent and context adapted approaches**:

- a) Integrated and collaborative approaches need to be adopted for transport planning and policymaking, based on systems thinking, breaking down silos among different sectors and promoting communication. These planning processes need to follow global environmental and labour standards, supply- and demand-side regulations, and be guided by equitable policies and solutions for developing and developed countries alike.
- b) A coherent set of policies across modes that benefit from complementary policies in other sectors is required. Transport policy impacts and is impacted by policies in many other sectors. Coordinated policy means lower costs and more and faster impact.
- c) Strategies to transform the transport and energy sectors are interdependent and mutually reinforcing. The transport sector needs to reduce its energy demand and shift away from its high dependency on fossil fuels. The energy sector needs to accelerate the deployment of renewable energy capacity and necessary infrastructure, like grids and charging infrastructure. This requires strong demand signals from key energy-consuming sectors like transport.
- d) Deep, rapid and sustained reductions in greenhouse gas emissions are needed in the transport sector to limit global temperature increase to 1.5 °C. This requires accelerated action on clean infrastructure development and on zero- and low-emissions vehicles.
- e) The adaptation to climate change and the resilience of transport systems is essential for the resilience of economies and communities. Beyond the direct costs of climate-related damage to transport infrastructures, the monetary and human impacts of transport disruptions far exceed the physical damages to assets.
- f) A balanced approach to the avoid, shift and improve hierarchy of strategies is necessary for the transformations towards sustainable and low-carbon transport.
- g) For evidence-based decision making and planning, trends in key drivers of transport demand need to inform transport policies and measures. Such drivers include, for example, economics, population distribution, location of production and distribution, allocation of public space, and culture. Such evidence-driven decision-making can support optimal

investment strategies, but they also require data collection mechanisms to be improved, especially on public transport. A global database for collecting and sharing best practices was suggested.

- h) Passenger transport and freight transport have different drivers (actors and economics) and these differences need to be transparently reflected in policies and measures.
- i) Increasing standards on vehicle energy efficiency (especially with internal combustion engines) are fundamental, including in the context of international trade in secondhand vehicles.
- j) The important role and needs of informal transport need to be explicitly recognized and enabling conditions created to allow integration of its services into the formal transport systems, improve worker's conditions, renew fleets, and ensure safer, cleaner and affordable operations.
- k) Road traffic deaths and injuries remain a major global health and development challenge. A safe system approach to road safety is required – which puts people and safety at the core of mobility systems.
- l) More investment is needed to close infrastructure gaps and support the expansion and shift to rail freight, public and active travel. Such investments should be eligible for grants and concessionary loans, and climate finance mechanisms markets. Lending and projects must be affordable and bankable.
- m) We need to go beyond the traditional cost-benefit analyses of the past. Using the principle of marginal social costs of the different transport modes to guide investments and prioritizing transport action according to social and environmental value for money should become the norm.
- n) Repurposing funds currently going towards fossil fuels subsidies in transport or other polluting activities towards more sustainable, low-emission and resilient transport of people and goods makes is an important way forward.
- o) Capacity building for governments, transport operators and other actors is needed to achieve effective transformation of mobility systems. This includes institutional capacity for effective national policies and strategies and broader governance, on data collection and monitoring, and importantly for industry.
- p) Bottom-up approaches can help identifying region-specific needs. They should prioritize the human element by focusing on workforce training and on the development of national plans and concrete legal instruments.

4. The following conclusions and recommendations emerged from the discussions on **future directions for UN system support to worldwide transformations towards sustainable, low carbon transport:**

- a) The UN's work on sustainable transport can be broadly guided by the principles for sustainable transport set out in the Rio+20 outcome document "The future we want" (para. 132 and 133) agreed by UN Member States in 2012. Efforts could focus on the safe, efficient, affordable, and clean modes that serve people's everyday needs. In this regard, particular attention should be given to the interests of those who suffer from a lack of access to sustainable transport.
- b) A robust global collaboration framework for sustainable transport could go a long way to systematically engage stakeholders from all sectors, including academia, financial institutions, governments, and non-governmental organizations to collectively address challenges in sustainable transport.

- c) While most work on sustainable transport is best undertaken at the local, national and regional levels, some kind of UN system coordination mechanism on the global aspects of sustainable transport would be useful – whether as UN-transport or an informal arrangement.
- d) Such coordination needs to be accompanied by an appropriate stakeholder engagement platform, building on existing arrangements in this regard. In this regard, effective partnerships on sustainable transport innovations need to be forged among stakeholders, UN system and Member States.
- e) The present UN Expert Group Meeting on Sustainable Transport should be instituted as an annual global expert meeting to share experiences, take stock, develop strategies, and identify innovative policy options, including country-specific challenges such as those faced by nations in constant crisis.
- f) To be build global awareness and momentum, a UN Special Envoy on Sustainable Transport could help spearheading UN initiatives with global relevance.
- g) A cooperative approach on the global aspects of sustainable transport could also help better connecting relevant UN intergovernmental processes and UN initiatives at regional and global levels and across economic sectors and global issues.²
- h) Transport and mobility should be better recognized in the annual reviews of the 2030 Sustainable Agenda on Sustainable development and its SDGs. A holistic approach to transport and mobility should be taken in developing a post-2030 framework.
- i) Instituting cooperation among UN system and leading academic institutions on sustainable transport scenarios and related tech futures could provide useful insights for global policy discussions, including for the UN action plans and the choice of key performance indicators on sustainable transport.
- j) The mandated UN High-Level Meeting on Sustainable Transport on 17 April 2024 should contribute to broad-based consultations on the UN Decade of Action on Sustainable Transport starting in 2026.
- k) Planning for the UN Decade of Action on Sustainable Transport Lessons could benefit from lessons learnt from the UN road safety campaign and from the energy agreement at COP28. In particular, an action plan for the Decade should articulate a shared vision, global goals and clear, measurable targets, in order to guide nationally determined actions.³ This could also provide the much needed impetus for improved data collection and literacy. It was also suggested to engage celebrities in the activities of the Decade to raise its profile.
- l) The 3rd UN Global Sustainable Transport Conference should set clear commitments for action and transparent tracking of progress, including towards the SDG targets, and inform the vision for an integrated sustainable transport and mobility system in a “post-2030” framework, explicitly acknowledging nexus opportunities across transport, health, energy and climate change.
- m) For the mandated World Sustainable Transport Day on 26th November, a dedicated budget from multi-stakeholder sources could be mobilized for high-impact activities, including capacity building actions.

Introduction

5. The United Nations Department for Economic and Social Affairs (DESA) and the United Nations Economic Commission for Europe (ECE) organized the *Expert Group Meeting on Sustainable*

² This includes the work of the long-standing work of Regional Commissions, the regional climate weeks, UN Climate Change Conferences COPs, UN Disaster Risk Reduction and Resilience, UN Habitat processes, ILO’s guidelines and resolutions on social dialogue and just transition, the upcoming UNCTAD Global Supply Chains Forum 2024, and so on.

³ At UNFCCC COP28 an agreement was reached on global targets for tripling renewable energy capacity and doubling energy efficiency by 2030.

Transport in Geneva, Switzerland, from 22 to 23 November 2023, followed by the World Sustainable Transport Day on 24 November. The meeting was held in Room III in the premises of the Palais des Nations in Geneva. The programme of the meeting is contained in the Annex.

6. The Expert Group Meeting was attended by over 40 experts, senior officials, representatives of civil society and private sector organizations, academia, as well as government experts from Brazil, China, the Netherlands, Sri Lanka, Tanzania, and the United Kingdom. From the UN system, all regional commissions (ECE, ESCAP, ECA, ESCWA, and ECLAC), as well as WHO, ILO, ICAO, UNCTAD and UN-Habitat were actively involved.

7. The Expert Group Meeting aimed at taking stock of the outcomes of the 2023 SDG Summit and the Second United Nations Global Sustainable Transport Conference, and it was an opportunity to commemorate the first World Sustainable Transport Day and to consider how the United Nations system and other stakeholders can best utilize the day to raise awareness on the importance of sustainable transport and increase knowledge of sustainable transport solutions around the world.

8. Key questions addressed in this Expert Group Meeting included the following:

- a. What were the key outcomes of the SDG Summit for the sustainable transport community? How can each entity individually and in collaboration implement the decisions going forward?
- b. How can we best commemorate the newly established World Sustainable Transport Day? What is the role of the United Nations system? What is the role of other stakeholders?
- c. How can stakeholders collectively prepare for the potential United Nations high-level event on sustainable transport? How to ensure that the event results in tangible outcomes?
- d. What are the opportunities and bottlenecks for decarbonizing transport in all modes of transport? How can the United Nations system and all relevant stakeholders support the attainment of the Secretary-General's targets for land and maritime transport and aviation?
- e. What are the needs for fundamental technical regulations and standards to materialize the decarbonizing targets for land, maritime and air transport?
- f. How can the recommendations of the Second United Nations Global Sustainable Transport Conference be implemented in practice by different stakeholders?
- g. What are the key milestones for the way ahead towards the 2024 Summit of the Future for the sustainable transport community?

9. The outcome of the Expert Group Meeting consists of this summary of discussions with a structured collection of key policy recommendations that can be brought forward to the preparations of the planning of subsequent World Sustainable Transport Days and the Summit of the Future.

Summary of Discussions

Session 1: Working together to follow-up on the outcomes of global conferences - the 2nd UN Global Sustainable Transport Conference, the 2030 Agenda on Sustainable Development, and the SDG Summit

Moderator and brief introduction:

- **Mr. Richard Alexander Roehrl**, Senior Economic Affairs Officer, Integrated Policy Analysis Branch, UN DESA

Initial thoughts on the discussion provided by:

- **Mr. LI Disi**, Director, International Cooperation and Exchange Centre, Global Sustainable Transport Innovation and Knowledge Centre, Ministry of Transport, China
- **Ms. Anne Joselin**, Infrastructure Advisor, Foreign, Commonwealth & Development Office, UK (virtual)
- **Mr. Philip Turner**, Head of Sustainable Development, International Association of Public Transport (UITP)
- **Mr. Andre Dzikus**, Chief of Urban Basic Services, UN-Habitat
- **Mr. Holger Dalkmann**, CEO and Founder, Sustain 2030
- **Mr. Soteri Gatera**, Senior Economic Affairs Officer, Private Sector Development and Finance Division, UN Economic Commission for Africa (UNECA)

Followed by an engaged discussion with all participants

10. Session 1 focused primarily on collaborative strategies to address outcomes from key global conferences, including the 2nd UN Global Sustainable Transport Conference, the 2030 Agenda on Sustainable Development, and the SDG Summit. The discussion underscored critical aspects of sustainable transport and related challenges.

11. The significance of public transport in achieving the Goals outlined in Agenda 2030 was a central theme. The discussion highlighted concerns about the lag in meeting SDG 11 targets, with approximately half of the global population living without adequate access to public transport. The North-South divide was recognized as a substantial challenge, raising questions about the governance framework and the need for better integration of local and national government efforts.

12. A notable gap in data related to public transport progress was identified in Voluntary National Reviews, underscoring the need for improved data collection and sharing of best practices for capacity-building. Some participants suggested a shift in the sustainable transport narrative to connect with both public interests and investor priorities.

13. The session discussed the outcomes of the 2nd Global Sustainable Transport Conference and ideas for a post-2030 strategy for the sustainable transport community. Global priorities were identified, including addressing higher energy costs, workforce shortages, and the need for investment in decarbonization. The importance of enhancing collaboration between state and non-state actors and fostering multi-level collaboration was stressed.

14. In terms of policy integration and reporting, the need for cohesive national, regional, and local policies was emphasized. Participants encouraged Member States to actively report on transport-related SDGs, including through the Urban Agenda Platform, expressing concerns over the current low levels of reporting on sustainable transport.

15. The discussion also pointed to the need for global meetings and alliances for sharing progress and strategies, including these recommendations in intergovernmental processes. Country-specific challenges, such as those faced by Lebanon and other countries in constant crisis, were highlighted, illustrating the difficulties in advancing sustainable transport under such conditions.

16. The session also explored broader perspectives on sustainable transport, emphasizing the integration of various aspects of sustainability and not limiting discussions to decarbonization. There was a consensus on the need for a targeted agenda for clean vehicles and the development of climate-resilient transport infrastructure.

17. Financing and investment in sustainable transport, particularly in the Global South, were identified as significant challenges. The necessity for public funding and collaborative efforts for a “just transition” in the transport sector was acknowledged.

18. The International Civil Aviation Organization (ICAO) outlined its vision for inclusive and resilient transport, emphasizing challenges in African connectivity and the need for alternative fuel sources and infrastructure investments.

19. The session concluded by stressing the central role of sustainable transport in development, highlighting the impact of the COVID-19 pandemic on fostering closer collaboration, and emphasizing the importance of regulatory roles of the UN system. Financial strategies, including the proposal for low-interest loans to facilitate cleaner vehicle investments, were discussed. The need for a comprehensive approach to sustainable transport, encompassing both mitigation and adaptation, and considering local needs and customer perspectives was unanimously agreed upon.

[Session 2: Presentation of LearnITC – The UN’s sustainable transport and trade connectivity elearning platform](#)

20. UNECE colleagues as the host of the meeting provided a detailed presentation of “LearnITC” the new sustainable transport and trade connectivity elearning platform of the UN. The presentation attracted much attention and interest by participants and was lauded for its usefulness. See also <https://learnitc.unece.org/>

[Session 3: Supporting the UN Secretary-General’s targets for decarbonizing transport and related transport goals and targets](#)

Moderator and brief introduction:

- **Mr. Jan Hoffmann**, Head, Trade Logistics Branch, Division on Technology and Logistics, UNCTAD

Brief introduction by the Secretariat:

- **Ms. Nora Boudghène**, Consultant, Integrated Policy Analysis Branch, UN Department of Economic and Social Affairs

Initial thoughts on the discussion provided by:

- **Mr. Nicolas Rallo**, Regional Director of the European and North Atlantic (EUR/NAT) Office, ICAO
- **Mr. Mark Major**, Advisor Climate, Kühne Foundation
- **Ms. Olivia Wessendorff**, Sustainable Transport & Global Outreach Advisor to the Secretary General, International Transport Forum (virtual)

Followed by an engaged discussion with all participants

21. Session 3, organized as a policy roundtable on "Supporting the UN Secretary-General’s Targets for Decarbonizing Transport and Related Goals", discussed the diverse challenges and opportunities in on climate and the wider sustainable transportation sector issues.

22. The session commenced with a consensus on the need for inclusiveness and resilience in sustainability efforts. This approach necessitates engaging with academia and financial institutions, recognizing their critical roles in this transformative journey.

23. A significant portion of the discussion revolved around the aviation sector. Participants reaffirmed the vital role of aviation, which often goes unrecognized due to the media's focus on its negative aspects. The COVID-19 pandemic highlighted aviation's critical role in maintaining supply chains. It was emphasized that aviation is indispensable for disaster relief, peace, humanitarian responses, and in connecting businesses and cultures, especially in landlocked and least developed countries. Concerns were raised about misguided comparisons of emissions between transport modes, especially considering aviation's relatively modest infrastructure requirements compared to other modes like rail and road.

24. Participants highlighted the need for creating financial incentives to facilitate the shift from fossil fuel-based vehicles to cleaner alternatives, underlining the urgency of these measures.

25. The session highlighted Africa as a region requiring urgent attention, with participants acknowledging that progress in enhancing connectivity has been slower than desired. This led to discussions on the significant mobilization across various sectors, aimed at achieving the long-term goal of net-zero emissions by 2050. In this context, the role of sustainable aviation fuels was underscored, with an emphasis on local production to ensure genuine added value. The International Civil Aviation Organization was recognized for its role in facilitating global investments in sustainable aviation, underscoring the need for comprehensive approaches at the global level in policy, planning, capacity building, and financing.

26. A noteworthy announcement made during the session was the Global Supply Chain Forum to be held in Barbados from 21 to 24 May 2024, supported by UNCTAD. This Forum is expected to address many central issues pertinent to sustainable transport.

27. Participants expressed a desire for the UN Secretary-General to adopt a more visionary and systemic approach, focusing on aspirational targets such as the introduction of a billion electric 2-3 wheelers on the streets by 2030. The significance of freight transport in the decarbonization process was particularly emphasized.

28. The discussion also acknowledged the varying contexts and countries where decarbonization will manifest differently. This differentiation is vital in crafting effective and tailored strategies. The importance of supply chain considerations in sustainable transport was recognized, aligning with the anticipation for the upcoming Global Supply Chain Forum.

29. The session acknowledged that, while current efforts are not on track to meet set goals, alignment of efforts, transitioning to clean vehicles, and integrated work among UN agencies could pave the way for success.

30. The transport-energy interface was identified as a crucial aspect of making transport accessible and affordable for everyone. This led to discussions on the need for formalizing employment for a “just transition” in decarbonization and the necessity to consider the cost implications of decarbonization, including in related sectors like mining.

31. Participants called for close coordination among various stakeholders, including the private sector and industry, emphasizing the need for integrated policy and planning. The vast majority of the world's vehicles being in Asia was highlighted, underlining the need for a comprehensive decarbonization pathway with a realistic timeline.

32. A key lesson on collaborative efforts surfaced, citing the Maritime Just Transition Task Force as a model for social dialogue and stakeholder engagement across all transport sectors. The discussion acknowledged the UN's pivotal role in successful initiatives, notably the COVID-19 UNDA project. This project demonstrated the effectiveness of multidisciplinary collaboration, involving UN organizations such as UNCTAD and the UN Regional Commissions.

33. The session also addressed the concerning rise in greenhouse gas emissions levels and their implications for continued global warming and its adverse impacts particularly on vulnerable populations. This highlighted the opportunity for global reiteration of calls to action. Participants stressed the importance of climate resilience and adaptation which are critical in not only addressing immediate damage but also in mitigating associated economic losses.

34. The development of specific metrics and targets for sustainable transport was argued as essential in aiding the fulfillment of Articles 7 and 8. Additionally, the significant links between road safety and decarbonization were discussed, noting the multiple benefits that could arise from decarbonization efforts.

35. A key point of discussion centered around the potential negative externalities associated with measures to improve decarbonization. Participants debated the trade-offs between these measures and investments in active travel and public transport.

36. The session acknowledged the challenges related to technology development, social acceptance, and the allocation of financial burdens during the transition. It also discussed the historical context of technology transformations, suggesting that internalizing external costs could potentially make the transition to sustainable transport self-funded.

37. The session stressed a multifaceted approach for rapid decarbonization, encompassing market incentives, financing mechanisms, technology access, and technical standards. Collaborative partnerships between governments, the private sector, research institutions, and international organizations were deemed crucial for driving innovation and accelerating the development and deployment of decarbonization technologies.

38. In conclusion, the session was a comprehensive discourse that shed light on the multifaceted challenges and opportunities in the realm of sustainable transportation, highlighting the importance of innovative, inclusive, and realistic approaches.

Session 4: Working together to implement this year's General Assembly

resolutions on sustainable transport – “World Sustainable Transport Day”

(A/RES/77/286) and “Strengthening the links between all modes of transport to achieve the Sustainable Development Goals” (A/RES/78/148)

Brief introduction by the Secretariat:

- **Ms. Nora Boudghène**, Consultant, Integrated Policy Analysis Branch, UN Department of Economic and Social Affairs

Moderator:

- **Mr. Francesco Dionori**, Chief of Transport Networks & Logistics Section, Sustainable Transport Division, UN Economic Commission for Europe

Initial thoughts on the discussion provided by:

- **Ms. Maruxa Cardama**, Secretary General at SLOCAT Partnership on Sustainable, Low Carbon Transport
- **Representatives of UN Regional Commissions** (ESCAP, ECA, and virtually: ESCWA and ECLAC)
- **Ms. Susanna Zammataro**, Director General, International Road Federation
- **Mr. Binyam Reja**, Global Manager for Transport, World Bank (virtual)

Followed by an engaged discussion with all participants

39. Session 4 opened with a call for establishing a common understanding and shared vision, setting targets for a “just transition” that balances access and economic objectives with environmental and social goals. Such targets are envisioned to connect transport systems across society and industry.

Participants emphasized the need to change our communication approach, breaking down dichotomies such as mitigation versus adaptation, and linking transport to broader themes like health, prosperity, and energy access.

40. The United Nations and key players were encouraged to work together in articulating a clear message with realistic timelines and tangible numbers. The creation of accountability frameworks to hold the UN system, Member States, and other stakeholders accountable was also seen as crucial. The possibility of forming a coalition of Member States and non-Member States to concretely support sustainable transport was discussed, with SLOCAT offering to convene a task force to facilitate this process.

41. The session highlighted the need for a unified voice in the transport community, moving beyond the divisions between different modes of transport and between national and local levels. The Decade of Action for Road Safety was referenced as a model for developing a similar action plan for sustainable transport, emphasizing the importance of tracking targets.

42. For the World Sustainable Transport Day and the Decade on Sustainable Transport, the discussion reiterated the interactive need for “good” transport, emphasizing co-benefits aligned with SDGs and the Paris Agreement.

43. A collective, multi-faceted approach was underscored as essential for the successful development and implementation of the Decade on Sustainable Transport. This approach aims to address the complexity of sustainable transport challenges comprehensively.

44. Collaboration was identified as key to bringing about the necessary investment and policy changes for decarbonizing the transport sector. The session also delved into who will bear the costs and benefits of these changes, underscoring the need for a customer-focused approach and a compelling narrative to make sustainable transport attractive.

45. The importance of priority-setting in optimizing the chances of success and considering various risks was discussed. UN specialized agencies were recognized as essential partners, given their close interactions with states and understanding of specific contexts. It was suggested that working as a community could ensure better returns on investments, with regional offices playing a pivotal role in capacity-building.

46. The session also acknowledged the World Sustainable Transport Day as an opportunity to broaden public messages about the impact of transport. While expressing interest in the decade ahead, the need for resources and an understanding of the diverse positions of Member States in different forums was emphasized. The importance of a common vision with set targets and flexible implementation methods was reiterated.

47. The various initiatives and conferences on sustainable transport that have produced actionable recommendations were recognized, yet the lack of legal bindingness of these recommendations was lamented. The need to make municipalities central in sustainable transport targets and to regulate the export of used vehicles to Africa was highlighted.

48. Participants stressed the need for continued collaboration and cooperation on innovation, technology, and impact, including the interlinkages between transport and the SDGs. There was a call for UN DESA to prepare guiding documents for the Decade of Action, based on a systems approach, and to suggest realistic key performance indicators.

49. The discussion advocated for the inclusion of climate-resilience measures, policies, legislation, and technical guidance in upcoming international initiatives. Collaborative initiatives drawing on synergies and complementarities were emphasized, with a call for expanding and promoting existing cooperation efforts. Effective collaboration on climate change adaptation, demonstrated through past

initiatives and joint actions in response to COVID-19, was highlighted as a model for future UN system and stakeholder engagement.

50. The session concluded with discussions on the need to identify region-specific needs through a bottom-up approach, emphasizing efficiency as a key part of sustainable development. The human element was highlighted as a vital part of the narrative, pointing out that without a well-trained workforce, the goals for sustainable transport may not be realized. Concrete legal instruments such as national plans were suggested as a logical path for the decade on sustainable transport.

[Session 5: Working together to prepare a policy brief or report for the high-level meeting on sustainable transport in the General Assembly and for the World Sustainable Transport Day](#)

[Session 5a\) Enhancing intermodal transport connectivity](#)

Moderator:

- **Mr. Francesco Dionori**, Chief of Transport Networks & Logistics Section, Sustainable Transport Division, UN Economic Commission for Europe

Initial thoughts on the discussion provided by:

- **Mr. Elias Helou**, Director of Project Development – Transportation, Council for Development and Reconstruction, Lebanon
- **Mr. Edwin Mhede**, Chief Executive of Dar Rapid Transit Agency (DART) Agency, Tanzania
- **Mr. Philip Turner**, Head of Sustainable Development, International Association of Public Transport (UITP)
- **Ms. Lucie Anderton**, Head of Sustainability and North America Coordinator, International Union of Railways (UIC)
- **Mr. Jens Hügél**, Senior Adviser, International Road Transport Union (IRU)

Followed by an engaged discussion with all participants

51. Session 5a, dedicated to enhancing intermodal transport connectivity, commenced with a reference to the Agreement on International Railways in the Arab Mashreq. Adopted in 2003 and effective from 2005, this agreement aimed to develop a master plan for railways in Arab nations. While financially robust countries progressed quickly, others lagged due to varying challenges, including weak governance and reduced capacity.

52. The session highlighted Lebanon's struggles with implementing its 2018 plans for a new railway line, exacerbated by an economic crisis, the COVID-19 pandemic, and a devastating port explosion. This case illustrated how continuous crises can hinder a country's ability to focus on environmental concerns or emissions reductions.

53. A key discussion point was the empowerment and enabling of people as a resilience strategy, emphasizing the need for capacity building and financial structures to support the poorest in transitioning from polluted vehicles. Clean renewable energy for transport and the importance of decentralization and digital access were also underscored.

54. Participants discussed the issue of working in silos and the necessity for integrated legal frameworks and deliberate communication among different transport sectors. The COVID-19 pandemic's impact on the transport sector was reiterated, highlighting its role in teaching the value of networks, sharing best practices, and increasing resilience, particularly in urban environments. The pandemic also underscored the disconnect between urban and rural areas, emphasizing the need for new policies to improve efficiency and access.

55. The importance of bringing the human element to the center of sustainable transport was discussed, with a focus on connecting people to opportunities and addressing the disconnect between urban and rural environments. The potential for alternative transport systems to enhance ridership and create new business opportunities was acknowledged.

56. The session continued with a discussion on the COVID-19 pandemic's effects, including revenue drops, social distancing challenges, and the provision of essential services by public transport. The necessity for long-term commitment to public transport as a climate solution and the importance of investments in people, staff, capacity, and research were emphasized.

57. The UN's role in fostering regional cooperation for international railroad investments and adopting a systems-thinking approach was reaffirmed. The new resolution on sustainable transport was welcomed as a historic milestone, with a call for pragmatic and regional approaches.

58. Suggestions included convening work for international routes, enhancing cross-border transport and trade facilitation, and utilizing the UN's symbolic capital to encourage cooperation.

59. National policies were proposed to include a multi-modal vision, specific targets for modal shift, and holistic incentives for active and public transport. Removing fossil fuel subsidies and creating a level playing field for pricing were emphasized.

60. Sustainable urban mobility plans and project designs were recommended to consider connectivity, low carbon support, and digital integration. Shifting government fleets towards cleaner vehicles and investing in public transport were seen as quick achievable wins.

61. The session also touched upon safety concerns, particularly the increasing use of motorcycles as an alternative to public transport and the associated risks and fatalities. The role of digitalization and technology in mitigating future crises and the need for resilient systems to meet societal needs were highlighted.

62. Participants urged for an approach that considers cultural contexts and views different modes of transport as complementary. The session concluded with a reminder of the varying facets of accessibility, emphasizing the need to make public transport convenient, secure, and safe, particularly for women and vulnerable populations. The goal was to avoid demonizing any mode of transport but rather to see them as components of an integrated system.

Session 5b) Developing socially inclusive transport infrastructure

Moderator:

- **Mr. Soteri Gatera**, Chief of Energy, Infrastructure and Services Section, Private Sector Development and Finance Division, UN Economic Commission for Africa

Initial thoughts on the discussion provided by:

- **Ms. Clarisse Cunha Linke**, Brazil Director, Institute for Transportation and Development Policy, Brazil
- **Ms. Alejandra Cruz Ross**, Transport Specialist, International Labour Organization
- **Mr. Magnus Andersson**, Associate Professor in Economic Geography, Malmö University, Sweden
- **Mr. Nhan Tran**, Head of Safety and Mobility, World Health Organization
- **Mr. B. N. Puri**, Director of Research, Asian Institute of Transport Development, India (virtual)
- **Mr. Jeremy Anderson**, Director of Just Transition and Sustainable Transport, International Transport Workers' Federation

Followed by an engaged discussion with all participants

63. Session 5b, dedicated to developing socially inclusive transport infrastructure, delved into various facets of creating a transport system that is safe, accessible, and available to all, thereby contributing to poverty reduction and economic development.

64. The session opened with a discussion on the necessity for transport to be socially inclusive and economically viable. This includes ensuring gender parity in all aspects of transport. Decarbonization was also emphasized as a social aspect, with reference to the significant health impacts due to air pollution-related diseases in Africa.

65. A key lesson on electrification and land use was highlighted. Electrification, while addressing emissions, does not solve other inequalities, particularly the divide between the Global North and South. The need to focus on land use and adopt the A-S-I (Avoid-Shift-Improve) approach was stressed, as without it, clean vehicles could still lead to congestion and inequitable cities. High electrification combined with higher occupancy vehicles and public transport was identified as essential for a sustainable future.

66. Using vehicle location data (GPS) for accurate accessibility planning and applying General Transit Feed Specification (GTFS) for public transport travel times were suggested. The concept of social value calculation was mentioned as a technological solution for achieving socially inclusive sustainable transport.

67. The importance of just transition requirements, addressing access challenges in Asia, and the impact of sustainable transport policies on development, poverty reduction, and economic growth were highlighted.

68. Concerns were raised about the Global North exporting problems, particularly in transport, to other regions. The need for supply- and demand-side regulations to prevent dumping of old internal combustion engine vehicles and the establishment of global environmental and labour standards was discussed. Policies addressing job security and quality employment, gender inclusivity, and support for local businesses were emphasized.

69. Transport policies and investments must incorporate adaptation to a changing climate, with a focus on short-, medium-, and long-term adaptation in infrastructure design. Prioritizing investment in areas where vulnerable populations lack alternative livelihood strategies during extreme events was identified as critical.

70. The session acknowledged the dual impact of technology on transportation, with the need for bottom-up solutions to ensure societal benefits. Examples included using data for planning, digital communication for community interaction, and technology addressing issues like sexual harassment in public transport.

71. The role of effective labour inspection systems in improving work conditions was discussed, as well as the integral role of gender equality and the empowerment of women in achieving the SDGs. The challenges posed by informal transport operations, particularly in countries with weak institutional frameworks, were highlighted, emphasizing the need for universal social protection and social security to support the transition from informal to formal employment.

72. Public procurement's changing role, including labour clauses in transport service agreements and social conditions for subcontractors, was discussed. Collaborative efforts among governments, international organizations, and workers' organizations were called for, to achieve a just transition in transport.

73. The session recognized sustainable transport as a key driver for progress on the SDGs, stressing the importance of planning mechanisms and data-driven methods in transport planning. Flexibility,

especially in public transport, adaptability to changing circumstances, and fair distribution of accessibility were identified as crucial considerations.

74. The impact of social inequality on the poorer segments of the population and the dichotomy of public and private transport structures was emphasized. The challenge lies in shifting the paradigm of transport investments from privatized to publicly subsidized models. Engaging in local dialogues with governments was seen as key to addressing these issues.

75. Successful models of socially inclusive transport and just transition initiatives were acknowledged, with a focus on the role of workers as co-creators of solutions and the importance of collective bargaining. The impact of new technologies and the necessity of long-term planning for transformative ideas in transport were discussed.

76. Urban redesign for efficient transport and social inclusion, particularly the concept of 15-minute cities, was explored. The need for transformative urban strategies in declining cities, socially inclusive housing programs, retrofitting and redesigning cities, and the opportunity to build efficient and sustainable cities in South Asia were discussed.

77. Challenges faced by the aviation industry, including gender inequities and the importance of decent work conditions, were highlighted. ESCAP's focus on socially inclusive transport, addressing climate change impacts on vulnerable groups, and implementing gender-sensitive policies was discussed, although funding challenges were acknowledged.

78. The critical role of the informal transport sector in African and Asian countries was emphasized, noting the need for improvements from both service and user perspectives. The importance of data on the informal transport sector and the central consideration for gender in the just transition agenda for sustainable transport were reiterated.

79. In conclusion, the session underscored the multifaceted challenges and opportunities in developing socially inclusive transport infrastructure, highlighting the need for holistic, inclusive, and sustainable approaches to transport planning and implementation.

Session 5c) Promoting environmentally friendly transportation

Moderator:

- **Ms. Ariadne Abel, Economic Affairs Officer**, Transport Division/Transport Research and Policy Section, UN Economic and Social Commission for Asia and the Pacific

Initial thoughts on the discussion provided by:

- **Mr. Luiz Antonio Cortez Ferreira**, Planning and Environment Manager, São Paulo Metropolitan Company – Metro, Brazil
- **Mr. James Leather**, Chief of Transport Sector Group, Asian Development Bank
- **Ms. Maite Perez**, Head of Sustainable Mobility and Planning Services, Metropolitan Area of Barcelona, Spain

Followed by an engaged discussion with all participants

80. Session 5c, focused on promoting environmentally friendly transportation, delved deeper into the challenges and solutions in prioritizing sustainability and climate change in transport systems. The session opened with a critique of the political agenda, arguing that sustainability and climate change are not adequately prioritized due to a reluctance to challenge the prevailing pro-car culture. This hesitancy impedes progress in sustainable transport. The lack of long-term strategies, commitments, and actions in this domain was pointed out, along with the necessity for capacity-building to integrate sustainability into political agendas more effectively. Local governments were identified as crucial players in effecting widespread change. Strengthening local networks of non-governmental

organizations (NGOs) was seen as vital, given their pivotal role in driving and supporting sustainability initiatives.

81. The need to ensure positive externalities of the global transport system remain much larger than its negative externalities was discussed, including in establishing a consistent and standardized approach to understanding and quantifying externalities. Factoring-in externalities into financial decision-making models, considering different timescales and asset depreciation rates were mentioned, as well as the need to assess the financial needs for global efforts and identify funding sources.

82. On action-oriented policies for enhancing resilience, participants encouraged developing policies and legislation focused on risk and vulnerability assessments, effective adaptation measures, and technical guidance. Relevant considerations need to be integrated into transport, climate change, disaster risk reduction, and development strategies across sectors and policy domains, and the costs of inaction on climate change (including economic losses and operational disruptions across global supply chains) need to be considered.

83. On inducing behavioural change towards environmentally friendly modes, participants stressed the need to improve infrastructure access, reliability, service offerings, safety, and intermodal connectivity. Policy measures like congestion pricing, limiting free parking, and transit-oriented development were highlighted that can encourage sustainable modes of transportation.

84. Legal and tax barriers were identified as contributing factors to maintaining a business-as-usual approach. Overcoming these barriers is essential for fostering sustainable practices. A risk was identified in the potential transfer of emissions from urban areas to power generation, indicating the need for a comprehensive shift in the entire life cycle of transport systems. It was suggested that financing agencies revise their funding approaches to consider the entire life cycle, thereby eliminating reliance on fossil fuels.

85. A lack of coordination between transport and urban planning was deplored, noting that housing deficits further burden the implementation of sustainable solutions. Quantifying societal benefits was emphasized as crucial in demonstrating the positive impact and making a compelling case for prioritizing sustainability. The Health Economic Assessment Tool (HEAT) for walking and cycling was discussed as an example.

86. The discussion emphasized adopting a triple strategy for environmentally friendly transport, targeting operational emissions, embodied carbon reduction, and clean energy integration. Additionally, there was a call for implementing high standards covering biodiversity, noise, and emissions control. The need to upgrade design standards, specifically recycling road materials, emerged as a key point for enhancing environmental sustainability. Finance ministries were highlighted as crucial participants in decision-making processes to underscore the economic benefits associated with investing in maintenance practices.

87. To improve decision-making in sustainable transport, the setting of key performance indicators and conducting a criteria analysis for decision-making were suggested, emphasizing bottom-up assessments for inclusivity. A shift in investment justification from purely economic considerations to life-cycle and longevity considerations was encouraged. The possibility of an accreditation mechanism to ensure that sustainable transport investments meet established standards was explored, along with collective efforts to identify and collaborate on sustainable transport investments.

88. Collaborative efforts with municipalities, regional, and national governments to align with metropolitan plans were advocated. The mobility model was discussed with a focus on enhancing sustainability, health, equity, and efficiency. The importance of continuous improvement in service

delivery, accessibility plans, and engaging citizens in sustainable transportation practices was highlighted.

89. The critical significance of adaptation in the face of climate change was acknowledged. Strategies for decarbonization in the maritime sector, including green shipping corridors, were shared. An ESCAP ‘experiment’ on commuting habits and awareness of sustainable transport options was mentioned, along with policy briefs on urban health, road safety, and sustainable transport.

90. The session reiterated the broader societal contribution of transport beyond environmental aspects, emphasizing its role in enhancing accessibility and ensuring safety. The suggestion was made to establish a metric measuring the overall societal contribution of the transport sector.

91. The influence of information as a driving force behind sustainable transport behavior was pointed out. Examples included policies that transform sustainable transportation into a meaningful experience, challenging conventional assumptions about human motivators.

92. Advancing decarbonization efforts in the aviation industry, ICAO's guidance on adaptation, and proactive climate change risk assessments in the transport sector were discussed.

93. Finally, the session recognized the legal and technical barriers in project delivery and stressed the pivotal role of procurement in effecting change. The “Joint statement on sustainable procurement initiatives by the heads of procurement at multilateral development banks”, issued on 4 October 2023, was acknowledged as a significant step in this direction.

[Session 6: Preparing for the Summit of the Future – towards UN 2.0 and sustainable transport scenarios/futures](#)

Moderator and short introduction:

- **Mr. Richard Alexander Roehrl**, Senior Economic Affairs Officer, Integrated Policy Analysis Branch, UN Department of Economic and Social Affairs

Initial thoughts on transport scenarios and foresight provided by:

- **Mr. Luis Martinez, Lead Modeller**, Policy Analyst, International Transport Forum (virtual)
- **Mr. Keywan Riahi**, Program Leader, International Institute for Applied Systems Analysis, Austria (virtual)

Initial thoughts on the Summit of the Future and UN 2.0 and provided by:

- **Mr. Thushara Suraweera**, Additional Secretary (ICT & Digitization), Ministry of Transport and Highways, Sri Lanka
- **Mr. Konstantinos Alexopoulos**, Chief, Transport Facilitation and Economics Section, Sustainable Transport Division, UNECE
- **Mr. LI Tao**, Consultant, International Cooperation Department, Ministry of Transport, China
- **Representatives of UN system**

Followed by an engaged discussion with all participants

94. Session 6 focused on preparing for the Summit of the Future, with an emphasis on creating sustainable transport scenarios and fostering a new era of United Nations collaboration (UN 2.0). It took stock of lessons from state-of-the-art transport scenarios by the International Transport Forum and IIASA.

95. The session began with an observation that current ambitions in reducing emissions are inadequate for meeting the Paris climate targets of staying well below 2 degrees and aiming for 1.5 degrees. One speaker outlined two main scenarios were outlined: the 'Current Ambition', based on existing policies, national commitments, and aspirations, and the 'High Ambition', which accelerates

and enlarges current policies to reflect 2030 Breakthrough goals for most sectors. The need for stricter commitments, particularly in addressing high emissions scenarios, was emphasized.

96. Another speaker provided an in-depth overview of lessons from transport scenarios and related tech futures. The quantitative assessment highlighted the fact that many mitigation options exist at costs lower than 100\$/tCO₂ and which can reduce global emissions by 50% in 2030. Cost-effective mitigation opportunities exist in all regions. In fact, most mobility options outlined in the AR6 report of IPCC are already cost-effective today, but barriers for their deployment are many and include behavior, lifestyle linked to the lack of adequate infrastructure. To reach net-zero emissions globally AFOLU and energy supply need to be transformed into CO₂ sinks to allow sectors with residual emissions, such as transport. This means that lowering emissions in the transport sector are critical for the feasibility of reaching global net-zero. Many disruptive end-user innovations are emerging in the transport sector that can make that difference. And developing and lower income countries are increasingly in the lead in terms of such innovations. For example, app-based mobility is much more common in the developing world than in the developed world. Mobility is expected to become the leading energy need in developing and developed countries alike, well ahead of the decent living in terms of shelter/buildings, nutrition, health, or socialization.

97. The discussion which followed the presentations highlighted the need for upscaling policies globally, including commitments to cleaner fuels and logistical changes, and acknowledged the challenges faced by low-income countries with higher travel demand growth, older fleets, and dependence on imports. The critical roles of cleaner fleets and fuels were discussed, proposing a zero-emission target by 2040 and emphasizing the necessity for strong investments and coordination across sectors.

98. Avoid and Shift strategies were pointed out as critical for achieving high ambition levels, reducing congestion and harmful emissions, freeing up space for people-centered design, reducing crash risks, improving access to opportunities, and reducing infrastructure costs. Aligning investment towards a low-carbon future was advocated, with the high ambition scenario estimated to cost approximately 5% less than current trajectories.

99. Policy recommendations included developing comprehensive transport strategies to reduce private vehicle use, manage urban sprawl, and allow for strategically aligned investment; accelerating the transition to cleaner fleets and fuels; and making necessary reforms to vehicle taxation. The benefits for urban areas were emphasized.

100. Certain concerns were raised by a participant about pushing people into crowded and expensive cities and the need to expand current cities or develop new ones efficiently. The session encouraged inclusive collaboration with international colleagues and a more holistic approach to long-distance travel, recognizing it as often a necessity rather than just a want.

101. The session welcomed the strong UN commitment, emphasizing the significance of land transport governance and advocated for a strategic commitment with clear numerical targets. The importance of not overlooking the commercial aspect in land transport and encouraging private sector participation for innovation and economic contributions was stressed. The importance of considering human factors in policy formulation was highlighted.

102. The Summit of the Future was framed as a platform for establishing a new global consensus for navigating future risks and opportunities. A proposal for an internal geographic information systems (GIS) platform for UN collaboration was put forward to enhance awareness and collaboration among UN agencies and potentially extend accessibility to governments.

103. Participants acknowledged the challenge of decarbonization and emphasized that sustainable transport should be a comprehensive and balanced concept, inclusive of all societal aspects. The need

for resilient transport, intelligent technology, improved disaster resistance, and emergency response was emphasized.

104. Two proposals for the Summit of the Future were put forward: equitable responsibility in climate change mitigation, and treating sustainable transport as an unofficial SDG, with specific targets and a systematic tracking mechanism.

105. The session concluded by highlighting the importance of recognizing discrepancies within Member States and the crucial role of commonality in the field of transport. Some participants reaffirmed the power of collective impact and the potential role of public figures, such as appointing a UN Special Envoy for Sustainable Transport, in driving these initiatives forward.

Programme

United Nations Expert Group Meeting on Sustainable Transport

Room III, Building A, Palais des Nations, Geneva, Switzerland, 22-23 November 2023

22 November 2023 (09:30-12:30 and 14:00 – 17:00): Follow-up to global UN processes on sustainable transport through UN and multistakeholder cooperation

09:30 – 10:15	<p>Opening and introduction</p> <ul style="list-style-type: none">• Mr. Li Junhua, UN Under-Secretary-General for Economic and Social Affairs, United Nations, Department of Economic and Social Affairs (<i>video message</i>)• Ms. Tatiana Molcean, Under Secretary General and Executive Secretary, United Nations Economic Commission for Europe (<i>written statement</i>)• Ms. Armida Salsiah Alisjahbana, Under Secretary General and Executive Secretary, United Nations Economic and Social Commission for Asia and the Pacific (<i>video message</i>) <p>Introduction to the meeting</p> <ul style="list-style-type: none">• Mr. Richard Alexander Roehrl, Senior Economic Affairs Officer, Integrated Policy Analysis Branch, UN Department of Economic and Social Affairs; and• Mr. Francesco Dionori, Chief of Transport Networks & Logistics Section, Sustainable Transport Division, UN Economic Commission for Europe <p>Q&A</p>
10:15 – 10:30	Coffee break
10:30 – 12:10	<p>Session 1: Working together to follow-up on the outcomes of global conferences - the 2nd UN Global Sustainable Transport Conference, the 2030 Agenda on Sustainable Development, and the SDG Summit</p> <p>Moderator and brief introduction:</p> <ul style="list-style-type: none">• Mr. Richard Alexander Roehrl, Senior Economic Affairs Officer, Integrated Policy Analysis Branch, UN DESA <p>Initial thoughts on the discussion provided by:</p> <ul style="list-style-type: none">• Mr. Li Disi, Director, International Cooperation and Exchange Centre, Global Sustainable Transport Innovation and Knowledge Centre, Ministry of Transport, China• Mr. Philip Turner, Head of Sustainable Development, International Association of Public Transport (UITP)• Mr. Andre Dzikus, Chief of Urban Basic Services, UN-Habitat• Mr. Holger Dalkmann, CEO and Founder, Sustain 2030• Mr. Soteri Gatera, Senior Economic Affairs Officer, Private Sector Development and Finance Division, UN Economic Commission for Africa• Ms. Sheila Watson, Deputy Director, FIA Foundation

	<p>Engaged discussions with all participants.</p> <p><i>Guiding questions:</i></p> <ol style="list-style-type: none"> 1. What were the key outcomes of the 2nd UN Global Sustainable Transport Conference? How should we best work together – as UN system, Member States, and stakeholders – to implement the outcomes? 2. What were the key outcomes on sustainable transport of the 2030 Agenda on Sustainable Development, and recommendations of its mid-term review (the “SDG Summit”) in 2023? What are the main gaps, and how could we more efficiently work together to fill them? 3. What other global processes relevant to sustainable transport should we discuss in terms of working together in their follow-up? For example, what are the main takeaways on sustainable transport from the High-Level Meeting on the Implementation of the New Urban Agenda? What are the key outcomes of the high-level meeting on improving global road safety? 4. How has the context and operating environment changed in recent years? What are some of the other major disruptors that should be taken into consideration in implementation efforts? What long-term impact has the COVID-19 pandemic had on sustainable transport? 5. Looking into the future, where are we headed when assessing progress towards sustainable transport in 2030 or in 2050?
12:15 – 12:30	<p>Session 2: Presentation of LearnITC – The UN’s sustainable transport and trade connectivity elearning platform</p> <p>Presenter and moderator:</p> <ul style="list-style-type: none"> • Mr. Kevin Li, Associate Expert, Sustainable Transport Division, UNECE <p>Q&A</p>
12:30 – 14:00	Lunch break
14:00 – 15:15	<p>Session 3: Supporting the UN Secretary-General’s targets for decarbonizing transport and related transport goals and targets– a policy roundtable on obstacles and opportunities</p> <p>Moderator and brief introduction:</p> <ul style="list-style-type: none"> • Mr. Jan Hoffmann, Head, Trade Logistics Branch, Division on Technology and Logistics, UNCTAD <p>Brief introduction by the Secretariat</p> <ul style="list-style-type: none"> • Ms. Nora Boudghène, Consultant, Integrated Policy Analysis Branch, UN Department of Economic and Social Affairs <p>Initial thoughts on the discussion provided by:</p> <ul style="list-style-type: none"> • Mr. Nicolas Rallo, Regional Director of the European and North Atlantic (EUR/NAT) Office, ICAO

	<ul style="list-style-type: none"> • Mr. Mark Major, Advisor Climate, Kühne Foundation • Ms. Olivia Wessendorff, Sustainable Transport & Global Outreach Advisor to the Secretary General, International Transport Forum (<i>virtual</i>) <p>Engaged discussions with all participants.</p> <p><i>Guiding questions:</i></p> <ol style="list-style-type: none"> 1. What were the main outcomes of the UN Secretary-General’s Climate Ambition Summit with regards to sustainable transport? How can the outcomes be implemented and amplified in all fields? What are major ongoing initiatives in this regard? 2. How should the UN system and its partners work together in making a difference on climate-compatible transportation? In particular, how can the UN systems and stakeholders work together to support the attainment of the Secretary-General’s targets for land and maritime transport and aviation? 3. Which other climate and sustainable transport goals and targets should be considered? What would be an ideal set of goals and targets? 4. What are the main synergies and trade-offs actions towards the targets may have? What are the opportunities and bottlenecks for decarbonizing transport in all modes of transport? 5. What is needed in terms of market incentives, financing, technology access, and technical standards to make rapid decarbonization of land, maritime and air transport a reality?
15:15 – 15:30	Coffee break
15:30 – 17:00	<p>Session 4: Working together to implement this year’s General Assembly resolutions on sustainable transport – “World Sustainable Transport Day” (A/RES/77/286) and “Strengthening the links between all modes of transport to achieve the Sustainable Development Goals” (A/RES/78/148)</p> <p>This session will discuss, in particular:</p> <ul style="list-style-type: none"> • World Sustainable Transport Day (annually on 26 November) • Decade on Sustainable Transport (starting in 2026) • 3rd UN Global Sustainable Transport Conference • High-level Meeting in the General Assembly (expected for April 2024, see also session 5) • Closer cooperation <p>Brief introduction by the Secretariat</p> <ul style="list-style-type: none"> • Ms. Nora Boudghène, Consultant, Integrated Policy Analysis Branch, UN Department of Economic and Social Affairs <p>Moderator:</p> <ul style="list-style-type: none"> • Mr. Francesco Dionori, Chief of Transport Networks & Logistics Section, Sustainable Transport Division, UN Economic Commission for Europe <p>Initial thoughts on the discussion provided by:</p> <ul style="list-style-type: none"> • Ms. Maruxa Cardama, Secretary General at SLOCAT Partnership on

	<p>Sustainable, Low Carbon Transport</p> <ul style="list-style-type: none"> • Representatives of UN Regional Commissions (ESCAP, ECA, and <i>virtual: ESCWA and ECLAC</i>) • Ms. Susanna Zammataro, Director General, International Road Federation • Mr. Binyam Reja, Global Manager for Transport, World Bank (virtual) <p>Engaged discussions with all participants.</p> <p><i>Guiding questions:</i></p> <ol style="list-style-type: none"> 1. How can the United Nations system and its partners/stakeholders best implement the General Assembly resolutions A/RES/77/286 and A./C.2/78/L.27? 2. What should be the focus and collaborative approach for the World Sustainable Transport Day? 3. What should be the focus and collaborative approach for the developing and implementing the Decade on Sustainable Transport which will start in 2026? 4. What should be the focus and collaborative approach for the expected 3rd Global Sustainable Transport Conference? 5. What should be the focus and collaborative approach for the high-level meeting on sustainable transport in the General Assembly (currently expected for April 2024)? How to ensure that the event is policy-focused, comprehensive and balanced? 6. How can the UN system and stakeholders best support the preparations and ensure tangible outcomes? How to work more effectively together?
<p>Day 2 (23 November): Discussion of sustainable transport issues and joint outputs for 2024</p>	
<p>9:30 – 15:30</p>	<p>Session 5: Working together to prepare a policy brief or report for the high-level meeting on sustainable transport in the General Assembly and for the World Sustainable Transport Day</p> <p>Brief introduction by Secretariat (DESA)</p> <ul style="list-style-type: none"> • Mr. Richard Alexander Roehrl, Senior Economic Affairs Officer, Integrated Policy Analysis Branch, UN DESA <p>The purpose of session 5 is to make progress on defining content and process for preparing a policy brief or report. The session will be held in three parts, focusing on the and areas as outline in the General Assembly resolution, broadly referring to the three dimensions of sustainable development: economic, environment and social development. This will also include a stock-taking of relevant sustainable transport reports that could be considered in the preparations. Each of the sub-sessions will conclude with ideas for the way forward.</p>
<p>09:45 -11:00</p>	<p>Session 5a: Enhancing intermodal transport connectivity</p> <p>Moderator:</p> <ul style="list-style-type: none"> • Mr. Francesco Dionori, Chief of Transport Networks & Logistics Section, Sustainable Transport Division, UN Economic Commission for Europe

	<p>Initial thoughts on the discussion provided by:</p> <ul style="list-style-type: none"> • Mr. Elias Helou, Director of Project Development – Transportation, Council for Development and Reconstruction, Lebanon • Mr. Edwin Mhede, Chief Executive of Dar Rapid Transit Agency (DART) Agency, Tanzania • Mr. Philip Turner, Head of Sustainable Development, International Association of Public Transport (UITP) • Ms. Lucie Anderton, Head of Sustainability and North America Coordinator, International Union of Railways (UIC) • Mr. Jens Hgel, Senior Adviser, International Road Transport Union (IRU) <p>Engaged discussions with all participants.</p> <p><i>Guiding questions:</i></p> <ol style="list-style-type: none"> 1. What has been the impact of the COVID-19 pandemic and other global and regional disruptions on sustainable transport, supply chains and sustainable development? How can improvements in transport infrastructure and national and regional cooperation on transport procedures alleviate some of the challenges? 2. What can the United Nations and other stakeholder do to ensure that global transport systems are resilient to external shocks? How could the existing governance systems, rules and regulations be enhanced? 3. What role should the UN have in improving connectivity and how can it support the development of sustainable transport opportunities across its member States? 4. How can we capitalize on efficient multimodal and intermodal transport solutions to improve passenger journeys and freight movements? Where do opportunities lie in boosting modal shift to more efficient, sustainable and green solutions? What are the quick win policy opportunities that can be introduced? 5. What lessons-learnt should we include in the joint policy brief or report for the high-level meeting? What are the next steps to produce a high-quality document?
11:00 – 11:30	Coffee break
11:30 – 12:45	<p>Session 5b: Developing socially inclusive transport infrastructure</p> <p>Moderator:</p> <ul style="list-style-type: none"> • Mr. Soteri Gatera, Chief of Energy, Infrastructure and Services Section, Private Sector Development and Finance Division, UN Economic Commission for Africa <p>Initial thoughts on the discussion provided by:</p> <ul style="list-style-type: none"> • Ms. Clarisse Cunha Linke, Brazil Director, Institute for Transportation and Development Policy, Brazil • Ms. Alejandra Cruz Ross, Transport Specialist, International Labour

	<p>Organization</p> <ul style="list-style-type: none"> • Mr. Magnus Andersson, Associate Professor in Economic Geography, Malmö University, Sweden • Mr. Nhan Tran, Head of Safety and Mobility, World Health Organization • Mr. B. N. Puri, Director of Research, Asian Institute of Transport Development, India (<i>virtual</i>) • Mr. Jeremy Anderson, Director of Just Transition and Sustainable Transport, International Transport Workers' Federation <p>Engaged discussions with all participants.</p> <p><i>Guiding questions:</i></p> <ol style="list-style-type: none"> 1. What are the lessons from social impact assessments of transport infrastructure and approaches? How can we ensure that planned transport infrastructure and services are broadly available, accessible, inclusive, safe and beneficial to all? 2. What are the policies needed to enhance sustainable transport's contribution to creation of decent jobs and employment, poverty reduction, safety, inclusion and gender equality? 3. What is the role of local governments in enhancing sustainable transport and socially inclusive infrastructure? How can local governments be empowered to act as agents of change? What types of support, capacity building and financing is needed? 4. What new innovations and technological solutions can help us achieve socially inclusive sustainable transport? 5. What lessons-learnt should we include in the joint policy brief or report for the high-level meeting? What are the next steps to produce a high-quality document?
12:45 – 14:00	Lunch
14:00 – 15:00	<p>Session 5c: Promoting environmentally friendly transportation</p> <p>Moderator:</p> <ul style="list-style-type: none"> • Ms. Ariadne Stavroula Abel-Velegraki, Economic Affairs Officer, Transport Division/Transport Research and Policy Section, UN Economic and Social Commission for Asia and the Pacific <p>Initial thoughts on the discussion provided by:</p> <ul style="list-style-type: none"> • Mr. Luiz Antonio Cortez Ferreira, Planning and Environment Manager, São Paulo Metropolitan Company – Metro, Brazil • Mr. James Leather, Chief of Transport Sector Group, Asian Development Bank • Ms. Maite Perez, Head of Sustainable Mobility and Planning Services, Metropolitan Area of Barcelona, Spain <p>Engaged discussions with all participants.</p> <p><i>Guiding questions:</i></p>

	<ol style="list-style-type: none"> 1. What policies are needed to make existing transport options more environmentally friendly? How can the full life cycle be taken into account in transport planning? What is the role of new technologies? 2. How can we induce behavioral change towards the use of more environmentally friendly modes of transportation, including walking, cycling and rail roads? 3. In what ways can we ensure that sustainable transport considerations are integrated in climate change mitigation, adaptation and resilience policies? What are the main action-oriented policies for enhancing resilience of transport systems? 4. What scale of efforts would be needed to ensure that positive externalities vastly outsize negative externalities on a global scale? 5. What lessons-learnt should we include in the joint policy brief or report for the high-level meeting? What are the next steps to produce a high-quality document?
15:00 - 15:15	<i>Quick recap of session 5 discussions by the Secretariat and way forward</i>
15:15 – 15:30	Coffee break
15:30 – 16:45	<p>Session 6: Preparing for the Summit of the Future – towards UN 2.0 and sustainable transport scenarios/futures</p> <p>Moderator and short introduction:</p> <ul style="list-style-type: none"> • Mr. Richard Alexander Roehrl, Senior Economic Affairs Officer, Integrated Policy Analysis Branch, UN Department of Economic and Social Affairs <p>Initial thoughts on transport scenarios and foresight provided by:</p> <ul style="list-style-type: none"> • Mr. Luis Martinez, Lead Modeller, Policy Analyst, International Transport Forum (<i>virtual</i>) • Mr. Keywan Riahi, Program Leader, International Institute for Applied Systems Analysis, Austria (<i>virtual</i>) <p>Initial thoughts on the Summit of the Future and UN 2.0 and provided by:</p> <ul style="list-style-type: none"> • Mr. Thushara Suraweera, Additional Secretary (ICT & Digitization), Ministry of Transport and Highways, Sri Lanka • Konstantinos Alexopoulos, Chief, Transport Facilitation and Economics Section, Sustainable Transport Division, UNECE • Mr. LI Tao, Consultant, International Cooperation Department, Ministry of Transport, China • Representatives of UN system <p>Engaged discussions with all participants</p> <p><i>Guiding questions:</i></p> <ol style="list-style-type: none"> 1. What are the action-oriented policy recommendations that the sustainable transport community should bring forth to the Summit of the Future, to be held in September 2024, and in which form should it be done? What are the

	<p>main bottle-necks and opportunities for action that should be flagged?</p> <ol style="list-style-type: none"> 2. What are the key milestones, events and reports being prepared ahead of the Summit of the Future by all sustainable transport stakeholders? 3. What kind of policy advocacy is needed to ensure that sustainable transport will be reflected at the Summit of the Future? 4. What are main lessons learnt from transport scenarios and related tech futures for the sustainable transport in 2030 and 2050? What could the UN system and its partners offer in terms of such lessons learnt for the Summit and the planned UN futures lab? What is ongoing or planned for 2024 by colleagues in terms of work on transport scenarios? 5. The Summit of the Future will identify governance gaps and ways to make the UN more efficient and relevant for its Member States in the future. What are key ingredients and actions you could recommend for building this “UN 2.0”?
16:45 – 17:00	Next steps and closing by the Secretariat

List of Participants

EXPERTS

Ms. Ariadne Abel - Economic Affairs Officer, Transport Division/Transport Research and Policy Section, ESCAP, Geneva, Thailand

Mr. Jeremy Anderson - Director of Just Transition and Sustainable Transport, International Transport Workers' Federation (ITF), UK

Ms. Lucie Anderton - Head of Sustainability and North America Coordinator, International Union of Railways (UIC), France

Ms. Regina Asariotis - Chief, Policy and Legislation Section, Division on Technology and Logistics, UNCTAD, Switzerland

Mr. Mark Assaf - Chief of the Human Resources Development Section– TRAINFORTRADE, UNCTAD, Switzerland

Mr. Yarob Badr - Regional Advisor on Transport and Logistics, INTER-REGIONAL, ESCWA, Lebanon (virtual)

Mr. Matts-Ake Belin - Global Lead, Decade of Action for Road Safety, WHO, Switzerland

Ms. Maruxa Cardama - Secretary General, SLOCAT Partnership on Sustainable, Low Carbon Transport, Belgium

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