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Department of Economic and Social Affairs



UN Decade of Sustainable Transport 2026-2035
Global Online Stakeholder Consultation

SUMMARY REPORT



MARCH 2025



**United
Nations**

Department of
Economic and
Social Affairs



Global Online Stakeholder Consultation

Summary Report

*to inform the preparations for the
UN Decade of Sustainable Transport
2026-2035*



ACKNOWLEDGMENTS

This report seeks to provide a summary of the inputs from a broad range of stakeholders received in an online consultation convened by the Division for Sustainable Development Goals (DSDG) of the United Nations Department of Economic and Social Affairs (UN DESA) ahead of the UN Decade of Sustainable Transport 2026 - 2035. It is prepared by Jiayue Xu, Margaux Bouniol, Mavluda Aslova, Michaela Balogun, Michelle Hui, Nitya Sudarshan, Sarah Lazaro Nshoka, Vivien Viera Schnitzler and Yue Tao under the supervision of Astra Bonini, Naiara Costa, Riina Jussila and Lineke Wang Schrijver.

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BACKGROUND





Background

In 2023, the General Assembly declared the first ever United Nations Decade of Sustainable Transport to start in 2026.

While there is no single dedicated Sustainable Development Goal for transport, it is reflected in several SDG targets and recognized as an enabler for achieving many of the goals. In recent years, both the political recognition of sustainable transport and our scientific understanding of its synergies and trade-offs with various issues have significantly improved. These linkages issues include resilient infrastructure development, food security, economic growth, trade, global supply chains, health promotion, energy efficiency, and climate change mitigation.

The United Nations Decade of Sustainable Transport will be an opportunity to further raise awareness of transport's crucial role in advancing the Sustainable Development Goals and to gather and rally new solutions, resources and partnerships to advance sustainable transport globally.

Through the resolution A/78/148 titled "Strengthening the links between all modes of transport to achieve the Sustainable Development Goals" the Member States also requested the United Nations Department of Economic and Social Affairs (UN DESA) to develop an Implementation Plan for the UN Decade of Sustainable Transport, in collaboration with the UN Regional Commissions and in consultation with the Member States, the United Nations system and all other relevant stakeholders.

The Implementation Plan for the United Nations Decade of Sustainable Transport will be a critical tool in steering global efforts towards sustainable, inclusive, and resilient transportation systems. By fostering collaboration, mobilizing resources, and ensuring effective monitoring, the plan can shine a light on the critical importance of sustainable transport, contribute significantly to its achievement and to the attainment of several of the SDGs.

The Implementation Plan of the UN Decade of Sustainable Transport is expected to serve as a strategic framework to coordinate actions, mobilize resources, and monitor progress towards sustainable transport worldwide. The Implementation Plan is expected to be global and non-binding in nature, allowing for more detailed regional, national and local plans, strategies and ways of collaboration, as suitable.

At best, the Implementation Plan can provide a roadmap for accelerating the steps towards sustainable transport during the Decade, enhance coordination and collaboration among Member States and other stakeholders, mobilize resources for sustainable transport projects at all levels, and increase awareness and capacity building on sustainable transport practices. The Implementation Plan can also provide global visibility for sustainable transport in SDG discussions and allow for improved monitoring and evaluation of progress towards sustainable transport goals and on transport's contributions towards the SDGs.



Global Online Stakeholder Consultation



This [global online stakeholder consultation](#) was designed to **encourage inputs from stakeholders** from different sectors (e.g., non-governmental organizations, civil society organizations, academic institutions, the scientific community, the private sector, philanthropic organizations and other stakeholders) to **contribute their views, comments and inputs to the Implementation Plan of the [UN Decade of Sustainable Transport](#)**.

The United Nations Department of Economic and Social Affairs (UN DESA), through its Division for Sustainable Development Goals (DSDG), convened the [global online stakeholder consultation](#) from 4 November 2024 to 10 January 2025 (see detailed questions on the following page). Information about the global consultation was widely disseminated through [mailing lists](#), UN official websites, and social media channels. Please find all the inputs received [here](#).

Questions



1

How can the [UN Decade of Sustainable Transport](#) best boost sustainable transport around the world and increase its contribution to the implementation of the Sustainable Development Goals? In what ways can the Implementation Plan enhance multi-stakeholder collaboration across the UN system, Member States and all other stakeholders?

2

Please share one policy recommendation that should be highlighted in the Implementation Plan? Please, indicate the level most aligned with the policy recommendation (global, regional, national, subnational and local, or other)

3

What do you think is the most significant barrier to achieving sustainable transport? Please rate the following barriers from 1 to 5, with 1 being the least important and 5 being the most important.

- Lack of political will/engagement
- Insufficient government policy, regulation or legal framework
- Lack of government transparency and accountability
- Public resistance to behavior change
- High environmental cost of some transport modes
- Lack of infrastructure for sustainable transport
- High costs and poor availability of new technologies
- Negative environmental and social impacts of sustainable transport projects
- Sustainable modes of transport are economically uncompetitive
- Lack of safety and security of transport systems, including for women and girls
- Unequal access to, affordability and interconnection of public transport
- Capacity and governance gaps in local and national governments
- Lack of funding and investment
- Other

Would you like to elaborate on the response you gave above?

4

What role do you think your organization, institution, agency or entity can play in the implementation of the UN Decade of Sustainable Transport? (Select up to 3)

- Advocacy for policy and regulatory change and research
- Providing technical expertise or research
- Developing and deploying sustainable transport technologies
- Promoting public awareness and education
- Supporting community-based initiatives for sustainable transport
- Facilitating partnerships and collaboration across sectors
- Enhancing access to funding for sustainable transport, including through development of new funding mechanisms and sharing of knowledge on innovative financing models
- Other

5

Please share an example of a concrete initiative, ideally involving a partnership of multiple stakeholders, that can contribute to the [UN Decade of Sustainable Transport 2026 – 2035](#).
Please, make sure to include relevant links.

6

Please finish the below with a catchy one-line sentence: To advance sustainable transport around the world and to maximize its positive contributions to SDG implementation, we need

_____.

Responses in Numbers

113

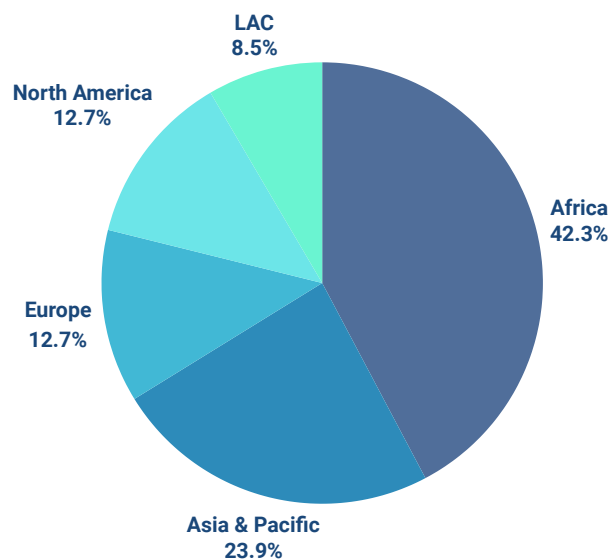
RESPONSES

23

RESPONSES FROM
YOUTH (under 35
years old)

45

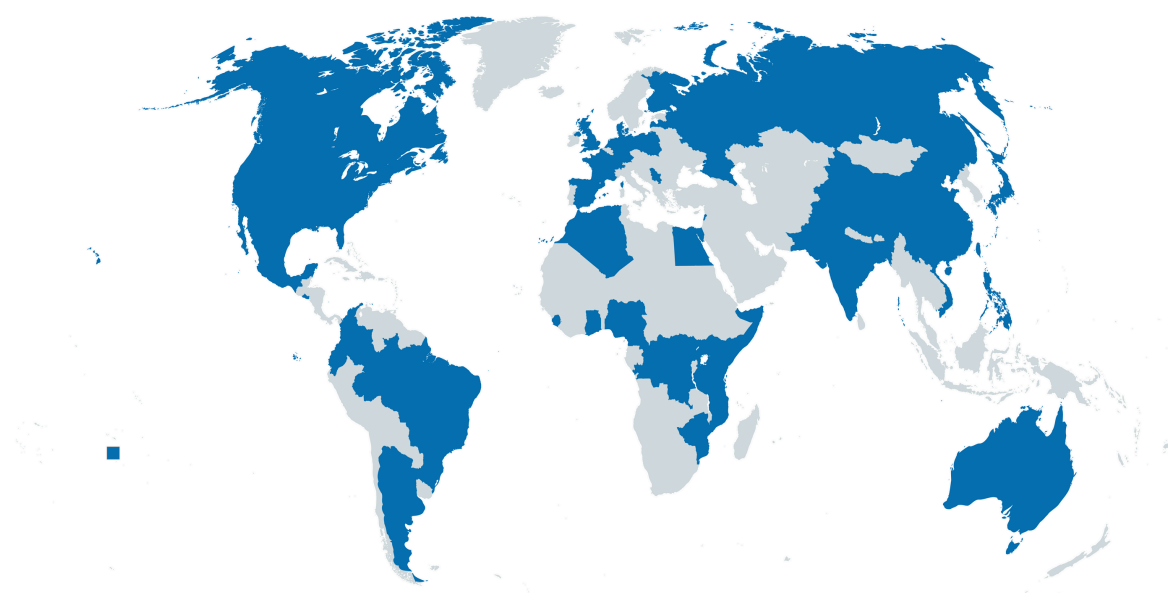
COUNTRIES



Distribution of submissions by region. Source: UN DESA

The consultation registered a total of 113 responses. A few duplications and unverifiable responses were identified and not considered for this analysis.

The 45 countries or areas include: Algeria, Argentina, Australia, Bangladesh, Brazil, Cameroon, Canada, China, Colombia, Congo, Democratic Republic of the Congo, Denmark, Ecuador, Egypt, El Salvador, Finland, France, Germany, Ghana, India, Japan, Kenya, Latvia, Lebanon, Mexico, Morocco, Mozambique, Netherlands, Nigeria, Pakistan, Philippines, Poland, Russian Federation, Serbia, Sierra Leone, Somalia, Spain, Switzerland, Togo, Uganda, United Kingdom of Great Britain and Northern Ireland, United Republic of Tanzania, United States of America, Viet Nam, Zimbabwe.



Geographic distribution of submissions. Source: UN DESA

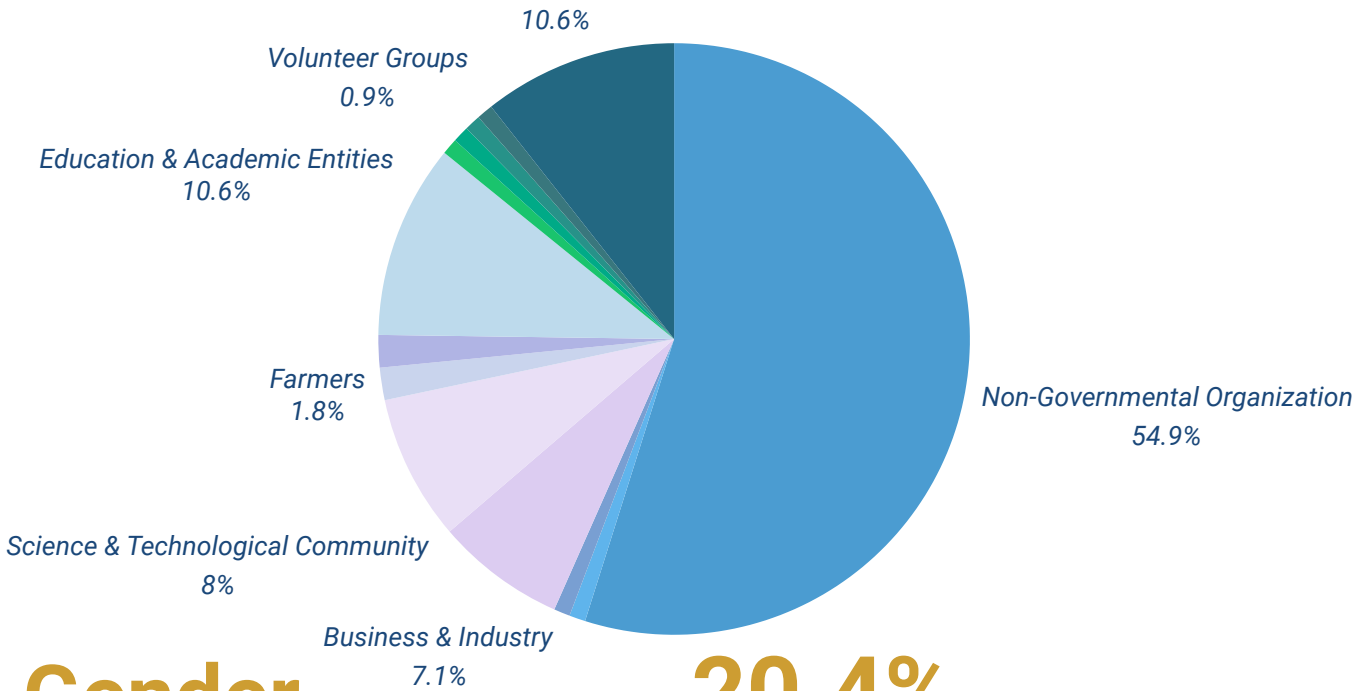
Disclaimer: The designations employed and the presentation of material on this map do not imply the expression of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or any area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

54.9%

FROM NON-GOVERNMENTAL ORGANIZATIONS (NGOs)

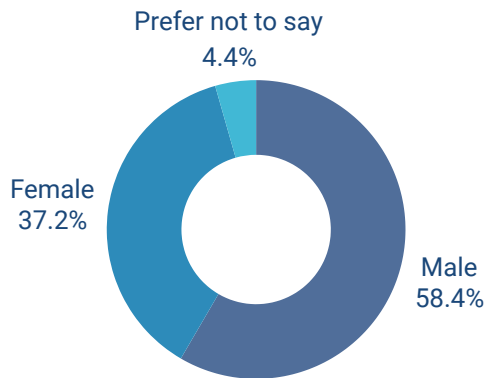
The majority of stakeholders contributing to the online consultation self-identified as representatives from **Non-Governmental Organizations (NGOs)** – **54.9%**. Others included: Education & Academic Entities; Science & Technological Community; Business & Industry; Farmers, Local and Regional Governments; and other stakeholders active in areas to sustainable development (see details below).

Other stakeholders active in areas related to sustainable development



Gender

With regards to **gender**, 58.4% of the contributors self-identified as male whereas 37.2% self-identified as female.

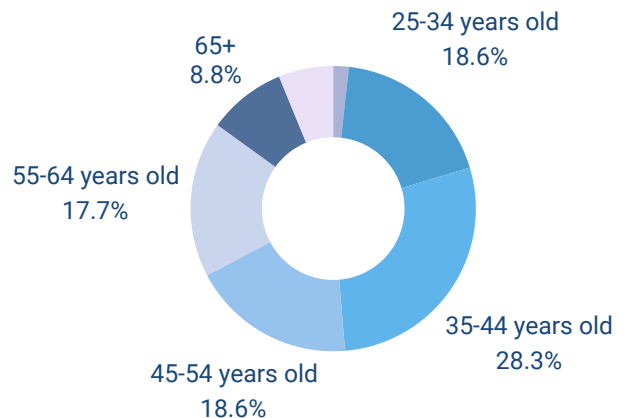


Gender distribution of responses. Source: UN DESA

20.4%

UNDER 35 YEARS OLD

With regards to **age**, the majority of responses came from stakeholders between the ages of 35 - 44 years old. Only 1.8% came from those under 24 years old. (See details below.)



Age distribution of responses. Source: UN DESA

KEY TAKEAWAYS



KEY TAKEAWAYS



Stakeholders emphasized that the UN Decade of Sustainable Transport should focus on mobilizing equitable finance, strengthening monitoring frameworks, and promoting knowledge sharing to achieve the Sustainable Development Goals. Furthermore, stakeholders highlighted the importance of policy integration, resilient infrastructure, inclusive urban mobility, and decarbonization of maritime transport to ensure a comprehensive and impactful UN Decade of Sustainable Transport. (see word cloud below.)



[LEARN MORE](#)

Word cloud of key takeaways from stakeholder responses to Question 1 (created using Wordart.com)



In terms of policy integration, stakeholders emphasized the importance of long-term investments in sustainable public transport, multimodal transport systems, and shared mobility solutions to promote accessibility and reduce emissions. The decarbonization of transport is another crucial aspect, and stakeholders advocated for policies prioritizing renewable energy and electrification. Within the areas of safety and accessibility, noise pollution, capacity building and economic development, stakeholders further recommended policies needed to accelerate sustainable transportation.



According to stakeholders, major barriers to sustainable transport include lack of funding, political will, policy frameworks, and the current infrastructure. To overcome these barriers, addressing data gaps, technological complexity, and inclusivity are crucial. Moreover, raising public awareness and urban planning is essential.



Stakeholders identified promoting public awareness and education, advocating for policy changes, and fostering cross-sector collaboration as their organizations' key contributions to the UN Decade of Sustainable Transport. The necessity of diverse, collaborative, and people-centered approaches to achieve sustainable transport and support of the 2030 Agenda and its Sustainable Development Goals was highlighted by multiple stakeholders.

SUMMARY

This section presents the **key messages, views and suggestions from stakeholders** received through the global online stakeholder consultation that are most relevant to **the theme and focus of the UN Decade of Sustainable Transport**. The summary is organized by section in the order of the questions posed to stakeholders in the consultation. **It does not intend to cover all inputs received**. Detailed submissions received can be viewed [online here](#).

In **Question 1**, stakeholders were asked how the UN Decade of Sustainable Transport could best boost sustainable transport around the world and increase its contribution to the implementation of the Sustainable Development Goals. Contributors were also asked in what ways the Implementation Plan can enhance multi-stakeholder collaboration across the UN system, Member States and all other stakeholders.

Mobilizing Finance for Inclusive Development

Stakeholders stressed the need for equitable investment in **low-and middle-income countries** and some suggested establishing an **integrated governance structure** to attract multi-stakeholder investments from UN Member States, international finance institutions, and private sector.

Stakeholders also advocated for **dedicated joint funds**, supported by multilateral development banks and private sector contributions to centralize resources for financing low-carbon transport, renewable energy integration, and active mobility projects.

“It can do so by ensuring that it is a just transition for developing countries, making resources available to boost sustainable transport in such countries (e.g. facilities, funds made available through MDBs).” (Inter-American Development Bank; Other stakeholders active in areas related to sustainable development; Argentina)

Strengthening Monitoring Frameworks

Stakeholders emphasized that the UN Decade should establish **robust monitoring mechanisms, assessment frameworks for supply chain impacts on ecosystems, and prioritize clear objectives** to ensure

accountability and measurable impacts. Specifically, some requested an established set of **short- and medium-term goals**, enabling course corrections to achieve long-term objectives.

Further to this, some stakeholders noted that the framework should establish **measurable targets** for renewable energy and contributions to the overall Sustainable Development Goals. In tandem with knowledge sharing, the monitoring frameworks should also **generate reliable open data** for progress monitoring.

“The plan should define clear targets for renewable energy deployment and sustainable transport contributions to the SDGs.” (REN21; Non-governmental Organization; Lebanon)

Knowledge Sharing and Capacity-Building

Stakeholders noted the need to strengthen institutional and human capacity to ensure long-term success of sustainable transport initiatives. Establishing **integrated transport planning** bodies, such as city-wide public transport authorities or mobility agencies, is crucial for planning, regulation, and monitoring that aligns with overall policy frameworks.

“The establishment of transport institutions, such as an integrated city and public transport authority, or, mobility agencies, and building their capacity, will ensure a well-functioning and integrated transport system within its territory. Today, many cities still lack a central transport planning authority to establish, coordinate and implement their Sustainable Urban Mobility Plans...” (UITP, Non-governmental Organization, France)

The Decade should also assist in knowledge transfer between high-income and low-income countries to facilitate the adoption of best practices and advanced solutions. **Technical assistance** should be provided to governments

and local authorities to build these institutions and enhance their ability to develop and implement effective transport systems. Specifically, facilitating knowledge-sharing **data systems** can enable peer learning to identify and replicate successful models.

“The implementation plan can enhance collaboration by offering a forum for establishing strong partnerships and sharing the knowledge acquired through past experiences across stakeholders, so that trials and successes in one community can pollinate. Learning opportunities have never been so accessible: leveraging administrative data sources and new tools, local, regional and global stakeholder can all contribute to the development of sustainable and accessible transport systems.” (ieConnect, Other stakeholders active in areas related to sustainable development)

Policy Integration

Stakeholders called for an integrated approach to **connect transport goals** directly to the Sustainable Development Goals, including on sustainable cities, health, gender, and equitable access. Emphasizing these goals ensures that transport initiatives contribute directly to the 2030 Agenda for Sustainable Development and highlight the vital role of sustainable transport.

“The Plan should underscore transport as a cornerstone for achieving the SDGs. Beyond its role in Goal 11 (Sustainable Cities and Communities), transport is foundational for gender equality (Goal 5), economic growth (Goal 8), and climate action (Goal 13), though these links are under-acknowledged in policy and funding decisions.” (Bridges to Prosperity, Non-governmental Organization, Kenya)

Global frameworks and national development policies should also be **integrated** to harmonize transport strategies **across levels of governance**. This alignment fosters coherence

in implementing sustainable transport systems while ensuring that local and national priorities, such as economic development and social equity, are addressed.

“... By linking the Decade to global frameworks like the New Urban Agenda and the Paris Agreement, the UN can promote proximity-based models such as the 15-minute city, ensuring transport systems reduce inequalities, improve resilience, and advance climate action while enhancing accessibility. (United Cities and Local Governments, Local and Regional Governments, Spain)

Resilient Infrastructure

Stakeholders cited **green infrastructure** as another cornerstone of sustainable transport, ensuring systems can withstand environmental, social, and economic shocks while supporting equitable access. Stakeholders emphasized the need to invest in upgrading infrastructure, developing regional and transborder systems, urban and rural connectivity, and prioritizing investment into clean and smart transport technology. These initiatives can strengthen economic development, promote climate resilience, and facilitate the integration of rural and underserved areas into national and global transport networks.

“To boost sustainable transport globally and advance the SDGs, the Decade must address both acute and chronic climate risks to transport infrastructure. By prioritizing sustainable modes of transport and building resilient systems, it will enhance climate resilience and support ESG goals.” (Coalition for Disaster Resilient Infrastructure (CDRI), Other stakeholders active in areas related to sustainable development, India)

Inclusive Urban Mobility

Urban mobility is a critical focus area, particularly in rapidly urbanizing regions where accessible and affordable transport options are essential for

sustainable development. Stakeholders noted that the UN Decade can drive transformative change by **promoting integrated urban planning** that prioritizes **public transport, cycling, and walking, and affordable low-carbon transport options** that reduce emissions, congestion, and improve urban health, safety, and accessibility. Stakeholders highlighted that investments in **pedestrian-friendly and cyclable infrastructure** can provide a cost-effective mobility option.

Stakeholders highlighted that the Decade provides a unique platform to **address accessibility challenges**, ensuring that transport systems meet the needs of women, children, older persons, and persons with disabilities. Providing safe urban mobility is critical to achieving gender equality, access to education, and economic opportunities.

“...The UN Decade of Sustainable Transport can bring the focus to the issue of accessibility in transport systems, terminals, and services, and the Implementation Plan can encourage all departments of transport to work together to ensure that truly “no-one is left behind.” Multiple stakeholders can embrace this objective by looking at transport as a means of a life with independence and dignity for a person with disability. By leveraging the shared resources and strengthening coordination mechanisms among the stakeholders, the UN Decade of Sustainable Transport has the potential to make accessibility a core concern of inclusive transport.” (The Association of People with Disability, Non-governmental Organization, India)

Decarbonizing and Enhancing Maritime Transport

Stakeholders noted that the UN Decade should emphasize **decarbonization in maritime transport** and promote sustainable practices across the sector. Some stakeholders emphasized that while maritime transport is vital to global trade and mobility, it is a major polluter. Measures such as adopting **cleaner-burning marine fuels** and **international regulations** are essential to mitigate these impacts and meet UN climate targets.

Improving the social conditions of the shipping sector was found equally critical by stakeholders, as they noted that nearly two million workers often face harsh conditions, safety concerns, and mental health challenges. Stakeholders emphasized the need for global legislation to protect seafarers' rights and improve working conditions.

“...International shipping carries up to 90% of global trade but is also responsible for a plethora of greenhouse gas emissions and other discharges with negative impacts on ocean health and coastal populations. Sustainable shipping is possible, and resetting the current growth trajectories would give the shipping sector room to adapt and operate in a world with an increasingly unstable climate, geopolitical and socioeconomic disruptions. Policy decisions must be conscious of the conflict between shipping “business as usual” and climate, biodiversity and social justice objectives and be informed of a new One Planet vision for shipping when developing policies. A healthy ocean is essential in the fight against global heating.” (Seas at Risk, Non-governmental Organization, United Kingdom of Great Britain and Northern Ireland)

In Question 2, stakeholders were asked to share a policy recommendation that should be highlighted in the Implementation Plan as well as the level most aligned with the policy recommendation (global, regional, subnational and local, or other).

Investments in Sustainable Public Transport

A policy recommendation highlighted by multiple stakeholders is a long-term investment in sustainable public transport infrastructure. This includes investments into and the development of infrastructure like Bus Rapid Transit (BRT) systems, dedicated cycle lanes, and pedestrian-friendly zones to encourage sustainable transport modes. According to stakeholders, such policies will further lead to reduced emissions and improve air quality in cities, especially if powered by renewable energy. Such policies must be implemented at the national and subnational level.

“Cities and national governments should collaborate to control urban sprawl, regulate the mobility market, and secure long-term funding for public transport infrastructures. National policymakers can create supportive regulatory mechanisms to promote efficient public transport use, safety, and cycling, while discouraging private car use.” (UITP, Non-Governmental Organization, France)

Stakeholders also highlighted the need to promote policies on integrated, multimodal transport systems to prioritize low-carbon and inclusive mobility solutions on a global level. They called for policies that prioritize the development and expansion of affordable, accessible, and efficient public transport networks in connection with sustainable modes of transport. Modal integration is mentioned as one of the main recommendations by stakeholders.

“Promote the development and adoption of integrated, multimodal transport systems, prioritizing low-carbon and inclusive mobility solutions. [...] This policy emphasizes the need for coordinated international frameworks to support investment in public transportation, active mobility (e.g., cycling, walking), and low-emission technologies. [...] Regional and national actors can adapt these frameworks to address specific geographic and socio-economic contexts, ensuring scalability and inclusivity.” (Centre for Blue Economy Research and Development Ltd/Gte, Education & Academic Entity, Nigeria)

Shared Mobility

Stakeholders called for policies related to the integration of a shared mobility infrastructure, such as dedicated lanes for public transit and shared vehicles, into government funded transportation projects. According to stakeholders, this approach supports equitable access and reduces emissions by encouraging shared mobility solutions over private car use and further integrates shared mobility as a component of public transport.

“Prioritize the integration of shared mobility infrastructure, such as dedicated lanes for shared and public transit, into all federally funded transportation projects. This policy supports equitable access and reduces emissions by promoting shared mobility solutions over personal vehicle use.” (Equitable Transportation Fund, Other stakeholders active in areas related to sustainable development, United States)

Stakeholders stressed that micro and active mobility (e.g. shared e-bikes, e-scooters, manual bikes, and dockless bike-sharing programs) alone, will not discourage car ownership at the scale necessary to foster urban sustainable transport. Therefore, stakeholders strongly emphasized car sharing as a viable global solution.

“Carsharing is implemented regionally but is a worldwide industry that is a viable solution that needs attention. Micro and active mobility does not get people to not buy a car at the level that is needed, carsharing does.” (CSA Carsharing Association, Non-Governmental Organization, Canada)

Decarbonization and Energy Efficiency

According to stakeholders, decarbonization is crucial to be integrated into policies at all levels. A policy recommendation is the promotion of integrated public transport systems powered by renewable energy, tailored to both national and local contexts. Such systems would not only reduce emissions but also enhance accessibility. Decarbonization through electrification has been highlighted multiple times by stakeholders.

“National energy strategies should include transport as a major sector for renewable energy uptake with transport plans prioritizing low-carbon energy sources.” (REN21, Non-Governmental Organization, Lebanon)

Moreover, stakeholders highlighted the need to establish a shared vision for sustainable urban transport through national urban transport policies that prioritize public transport and active mobility. One example is using the Avoid-Shift-Improve (ASI) framework, encouraging the shift towards more sustainable modes such as walking, cycling, and public transit (“Shift”), while improving the efficiency of remaining car trips by leveraging technology or infrastructure upgrades (“Improve”).

Noise pollution

According to stakeholders, urgent action is needed to address noise pollution from commercial shipping and other modes of transport. Mandatory noise management guidelines are recommended as a policy objective,

as reducing vessel speeds can significantly reduce underwater noise pollution, which is detrimental to wildlife.

“A realistic and impactful solution to make the seas safer and quieter for marine animals: reduced shipping speeds to 75% of ship design speed. That would lead to an average speed reduction of 10% of the global fleet and could reduce underwater noise pollution by up to 40% and shipping greenhouse gas emissions by 13%. Speed reduction would also result in co-benefits for biodiversity, as the risk of whale strikes could also be reduced by 50% through this measure. In addition, reduced speeds can reduce fuel consumption and lead to cost reduction (around € 3.4 billion to € 4.5 billion per year) while benefiting people through reduced air emissions. [...]” (International Fund for Animal Welfare (IFAW), Non-Governmental Organization, United States)

Safety and Accessibility

Stakeholders highlighted the need for safety and accessibility to be integrated into policies at all levels. Road safety and accessibility were emphasized as core components of sustainable transport planning, particularly for walking and cycling infrastructure. Stakeholders stressed the need for equitable and inclusive transport systems, leading to improved accessibility, reliability and safety for all users.

“Road safety and accessibility should be a core component of sustainable transport planning (especially walking and cycling) at all policy levels.” (Eastern Alliance for Safe and Sustainable Transport, Non-Governmental Organization, United Kingdom of Great Britain and Northern Ireland)

The establishment of climate-resilient but affordable transport networks was emphasized by stakeholders, specifically in hard-to-reach areas. Moreover, the importance of safer streets for children and women should be acknowledged as a basic right in designing transport systems.

“Establish affordable, climate-resilient transport networks especially for marginalized communities in hard-to-reach areas; Prioritize building low-cost, accessible, and durable transport infrastructure, such as solar-powered vehicles and community-based transport systems, to ensure these populations have reliable access to essential services. At the subnational and local levels, governments should partner with local communities to design and implement solutions tailored to their needs, ensuring that vulnerable populations are not excluded from the benefits of sustainable transport.”**(Zamzam Foundation, Non-Governmental Organization, Somalia)**

Capacity-Building and Knowledge-Sharing

Capacity building and knowledge sharing emerged as another key policy recommendation, with stakeholders advocating for platforms to share best practices and train local stakeholders in sustainable transport planning. Awarding sustainable transport innovations and sharing them globally will thereby foster an environment of innovation and mutual learning. Stakeholders highlighted the need for a collaborative and innovative ecosystem built upon a dynamic network of stakeholders to drive innovation and growth at a global level.

“Education, training and capacity building involving experts in academia and industry can be among of the best practices to share in-depth the desired objectives while enhancing the sustainability of transport development. The policy should allow the involvement of potential stakeholders to influence the process to the decision makers and policy levers.”**(Norplan Tanzania Limited, Non-Governmental Organization, United Republic of Tanzania)**

Public-Private Partnerships (PPPs), especially in African countries were highlighted by stakeholders as vital for sustainable transport initiatives.

These partnerships will further drive innovation and provide support to all stakeholders by aligning efforts on a global level.

“Establish a global multi-stakeholder platform for knowledge exchange and collaboration to drive sustainable transport solutions. This platform should facilitate public-private partnerships, incentivize local innovations, and provide technical and financial support for sustainable infrastructure. Clear mechanisms for data sharing and progress tracking will align efforts across all levels. Inclusive decision-making, prioritizing marginalized groups, ensures solutions are context-sensitive and impactful.”**(Red Dot Foundation Global, Non-Governmental Organization, India)**

Economic Development

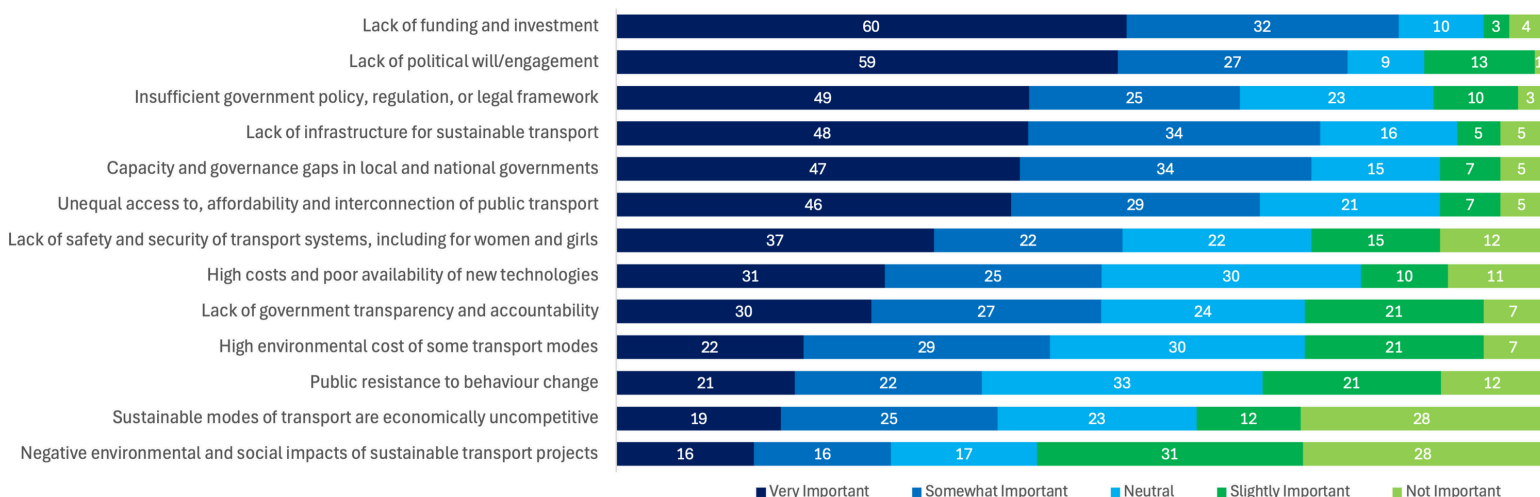
Developing regional transport corridors was highlighted as a significant policy recommendation for enhancing cross-border connectivity and trade. By harmonizing transport infrastructure, such as roads, railways, and ports, this policy can support economic integration.

“[...] A key policy recommendation is the promotion of regional transport corridors to enhance cross-border connectivity and trade. By developing and harmonizing transport infrastructure, such as roads, rail, and ports, Africa can improve access to markets, reduce transportation costs, and foster economic integration.”**(Women in Distress Organization, Non-Governmental Organization, Nigeria)**

Stakeholders also advocated for early investments in research and development for transformative transport technologies, such as magnetic levitation pods. The role of innovation-driven economic strategies is thereby emphasized for long-term sustainable development.

In Question 3, stakeholders were asked to rate the importance of 13 barriers to achieving Sustainable Transport, ranging from Not Important to Very Important. The distributions of their overall ratings are summarized in the chart below.

Lack of funding and investments, Lack of political will/engagement, as well as Insufficient government policy, regulation, or legal framework, and Lack of infrastructure for sustainable transport, have been indicated as the most important barriers to achieving sustainable transport.



Reflection on the importance of barriers to achieving sustainable transport
Question 3 (UN DESA)

Considering that the ratings are in many cases context-specific, stakeholders were also invited to further elaborate on why these barriers are important or not, and if desired, provide other barriers to achieving sustainable transport. Key insights are summarized below.

Lack of Funding and Investments

According to stakeholders, lack of funding and investments is the most important barrier hindering the implementation and effectiveness of sustainable transport policies. To address this challenge, stakeholders emphasized the need for targeted funding mechanisms.

“A significant barrier is the lack of financing mechanisms and incentives for sustainable transport projects in low-income countries. Addressing this requires innovative funding models and global financial support to ensure equitable access to sustainable transport solutions.” (Next Generation Global Connect, Non-Governmental Organization, India)

Lack of Political Will

Lack of political will and policy support is regarded as a significant barrier by stakeholders, particularly in developing countries. According to stakeholders, if not addressed, it may remain the most critical challenge as it drives funding gaps and inadequate infrastructure, hindering equitable and sustainable transport access.

Insufficient Government Policy, Regulation, or Legal Framework

Stakeholders consistently rated insufficient government policy, regulation, or legal framework as a barrier to sustainable transport. A lack of comprehensive policy frameworks, integrated planning and a common vision among decision-makers was highlighted by stakeholders.

“To achieve a balance in sustainable transport development globally, policy reforms and decision-making process should be in such a way to affect the process to implementation while involving potential stakeholders into discussion. The engagement of private sector, academia, and industry experts should not be ignored to lay a foundation of the approach” (Norplan Tanzania Limited, Non-Governmental Organization, United Republic of Tanzania)

Lack of Infrastructure for Sustainable Transport

Many stakeholders highlighted inadequate urban planning and insufficient infrastructure. A lack of reliable transport infrastructure creates an immense barrier to the development of sustainable transport, further highlighting the need for smart, efficient infrastructure adoption according to stakeholders.

In addition, stakeholders highlighted several additional barriers hindering sustainable transport. Among those barriers are Lack of Data and Evidence for Decision-Making, Limited Public Awareness and Education, the growing Complexity of Transport Technology, Corruption and Mismanagement, Limited Inclusion of Marginalized Voices, and Urban Planning Challenges.

“An additional barrier to achieving sustainable transport aside from those listed above is managing the growing complexity of transport technology. It faces the challenge of dealing with an ever-expanding and intricate technological landscape. Local and national governments must not only identify the most suitable use cases but also navigate through this complexity.” (Africa Sustainable Climate and Environment (ASCEF), Non-Governmental Organization, Ghana)



IMPLEMENTATION

THE ROLE OF STAKEHOLDERS IN IMPLEMENTING THE UN DECADE OF SUSTAINABLE TRANSPORT



Q
4

In **Question 4**, stakeholders were asked to identify up to three key contributions their organizations could make toward implementing the UN Decade of Sustainable Transport. Respondents selected from a list of seven predefined roles, with an option to specify "Other" contributions.

The aggregate results are presented below:



Role of organization, institution, agency or entity can play in the implementation of the UN Decade of Sustainable Transport, based on stakeholder responses to Q4

The most frequently cited role was **"Promoting public awareness and education,"** selected by 60.2% of respondents. **"Advocacy for policy and regulatory change and research"** was closely aligned as the second most common response, chosen by 56.6% of stakeholders. **"Facilitating partnerships and collaboration across sectors"** was the third most frequent selection, with 48.7% of respondents identifying this role. Other notable contributions included **"Providing technical expertise or research"** (39.8%) and **"Supporting community-based initiatives for sustainable transport"** (37.2%).

Among the less frequently selected roles, **"Developing and deploying sustainable transport technologies"** and **"Enhancing access to funding for sustainable transport, including through the development of new funding mechanisms and sharing knowledge on innovative financing models"** were each selected by around 17% of respondents. This comparatively lower selection rate may indicate a perceived gap in organizational capacity or focus in these critical areas. It could also suggest that stakeholders view these roles as primarily belonging to specialized organizations or governmental bodies, rather than their own.



PARTNERSHIPS

INITIATIVES AND PARTNERSHIPS CONTRIBUTING
TO THE UN DECADE OF SUSTAINABLE TRANSPORT



Q
5

Selected Examples of Effective Partnerships Recommended by Stakeholders

In **Question 5**, stakeholders were invited to share an example initiative involving a partnership of multiple stakeholders that can inform the UN Decade of Sustainable Transport 2026 - 2035.

Global Green Freight Action Plan

The Global Green Freight Action Plan is a multi-stakeholder initiative involving the UN, governments, NGOs, and the private sector. It promotes sustainable freight systems through improved fuel efficiency, reduced emissions, and the adoption of cleaner technologies. Key partners include the UN Environment Programme (UNEP), the Climate and Clean Air Coalition (CCAC), and industry leaders. The initiative supports the development of green freight programs globally, contributing to sustainable transport and SDG implementation.”

Initiative highlighted NCLSW International; Non-government Organization; Pakistan

FIA Eco-Driving Initiative

“... The FIA's eco-driving initiative has achieved notable reductions in fuel consumption through behavioral change, while its data-driven approach measures driving efficiency effectively. By engaging both professional and public drivers, the program demonstrates how international organizations can create measurable impact in transport decarbonization. This is a scalable model that bridges global climate goals with local action, offering a blueprint for sustainable transport initiatives.”

Initiative highlighted by FIA (Fédération Internationale de l'Automobile); Non-governmental Organization; Japan

World Bank Urban Transport Fund

“The Urban Mobility Innovation Fund is a partnership between the World Bank, local governments, and private tech companies, aimed at supporting sustainable urban transport solutions in developing cities. The initiative focuses on funding electric vehicle infrastructure, smart public transport systems, and inclusive mobility options for marginalized communities. This partnership enhances urban mobility, reduces emissions, and promotes resilience.”

Initiative highlighted by International Development Research Center; Other stakeholders active in areas related to sustainable development; Canada

Safecity: Women's Safety in Public Transport Program

The Safecity: Women's Safety in Public Transport Program addresses gender-based violence in public transit through multi-stakeholder partnerships with city governments, transport authorities, law enforcement, and NGOs. It crowdsources data on harassment, trains drivers and staff in gender sensitivity, and creates community awareness programs for safer transport systems.

Implemented in India and globally, this initiative has improved safety, access, and trust in public transport. It aligns with SDGs on gender equality, sustainable cities, and partnerships."

Initiative highlighted by Red Dot Foundation Global; Non-governmental Organization; India

Green Cities Coalition

"The 'Green Cities Coalition' is an innovative partnership that brings together local government agencies, private sector companies, non-profit organizations, and community groups. The coalition's primary objective is to create and implement sustainable urban transportation solutions that reduce emissions, promote public transit, and encourage active transportation modes such as walking and cycling."

Initiative highlighted by University for Development Studies; Education & Academic Entities; Ghana

Aparcaments BSM

"A mobility hub is a focal point in the transport network where various modes—mass transit, shared, and active mobility—seamlessly integrate. It supports intermodal transfers for first- and last-mile connectivity while providing services to foster sustainable lifestyles.

The BSM case in Barcelona highlights how parking assets can transform into multiservice hubs. Its 42 off-street parking structures feature 700+ charging points, 50 click-and-collect points, 700 micromobility parks, battery-swapping pilots, and 20 micro-distribution centers. Sharing services span 95% of the network, complemented by 14,000 car parks. These hubs reduce CO₂, noise, and pollution, reclaim urban space, and serve residents within 300–600m, adapting spaces to be inviting and functional.

Initiative highlighted by United Cities and Local Governments; Local and Regional Governments; Spain

Africa Sustainable Transport Forum (ASTF)

“[An] example of a concrete initiative is the Africa Sustainable Transport Forum (ASTF), a multi-stakeholder partnership involving the African Union, UN Environment Programme (UNEP), World Bank, African Development Bank (AfDB), and local governments. The forum promotes sustainable transport policies, infrastructure development, and clean mobility solutions across African nations. By leveraging expertise and resources, it focuses on reducing carbon emissions, enhancing mobility, and promoting eco-friendly public transport systems.”

Initiative highlighted by Women in Distress Organization,; Non-governmental Organization; India

Tanzania Ten Step Plan for Safer Road Infrastructure

“[The] Tanzania Ten Step Plan [is a] project established by the UN in Tanzania for improving road safety which has been a game changer in saving lives and ensuring safer infrastructures is constructed.

The approach aligns with the UN 2030 [goal] to reduce deaths occurring due to road infrastructures by 50%. This strategic approach enabled the country to make policy reforms to design standards and policy for the road sector to achieve 3-star or better roads in Tanzania. The approach was marked successful through capacity building to locals, a similar approach can be applied to sustainable transport developments to affect the process from individual to global scale.”

Initiative Highlighted by Norplan Tanzania Limited, Non-governmental Organization, United Republic of Tanzania

Transforming Rural Access for Improved Livelihoods (TRAIL)

“The Transformative Rural Access for Improved Livelihoods (TRAIL) program in Ethiopia is a government-led, multi-stakeholder initiative that has connected 1.5M people to destinations like schools, healthcare, and markets via 90 rural bridges. Its success influenced the \$407 million Rural Connectivity for Food Security Program (RCFSP) co-financed by the World Bank, which will build hundreds of bridges and kilometers of roads by 2029. TRAIL strengthens capacity, trains contractors, and uses tools like Fika Map for planning and asset management, providing a model for scalable, inclusive transport systems.

The emerging Transformative Rural Roads Coalition is a similar government-led multi-stakeholder collaboration with government agencies, civil society, and development partners in Uganda.”

Initiative highlighted by Bridges to Prosperity; Non-governmental Organization; Rwanda

“To advance sustainable transport around the world and to maximize its positive contributions to SDG implementation, we need...”

In **Question 6**, stakeholders were invited to complete the above with a catchy on-line sentence. This section highlights a few selected quotes, which do not represent all of the entries received in the consultation. All inputs are accessible [here](#).

“... a global shift towards innovative, inclusive, and environmentally friendly mobility solutions.”

LUQKNIGHT LTD, Private Sector, Nigeria

“... to prioritize people on street not cars and just integration of informal mobility towards mobility justice for all.”

Riders' Rights, Civil Society Organization, Lebanon

“... people-centered mobility systems that fight climate change, advance equity, and strengthen community.”

Shared-Use Mobility Center, Civil Society Organization, Philippines

“... to make all modes of transport safe and accessible for everyone.”

Eastern Alliance for Safe and Sustainable Transport, Charity, United Kingdom of Great Britain and Northern Ireland



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“... a unified commitment to proactive collaboration among stakeholders.”

University for Development Studies, Academic Institution, Ghana



“... to advance sustainable transport and support SDGs, we need clean, inclusive, and locally tailored mobility systems.”

Fondation Eboko, Non-Governmental Organization, Republic of the Congo



“... courageous leaders, collaborative partnerships and equitable, community-based solutions.”

Zamzam Foundation, Charity Foundation, Kenya



“... ACSAR (means frequent in Hindi language) public transport systems: Affordable, connected, safe, accessible, reliable.”

The Urban Catalysts, Non-Governmental Organization, India



“... consensus based lifestyle policies that encourage ‘Just Transition’ to more sustainable and resilient transportation systems.”

World Federation of Engineering Organizations, Non-Governmental Organization, France



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