



## UN Decade of Sustainable Transport (2026-2035)

Call for inputs from the United Nations system

UN Department of Economic and Social Affairs

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Responding organization: UN-OHRLLS

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### Questions

*(Respond to all or to most relevant questions for your organization)*

- 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? What kind of a shared vision of sustainable transport should the UN advocate for in the Implementation Plan?**

The UN Decade of Sustainable Transport presents a critical opportunity to transform global transport systems, particularly in LDCs, LLDCs, and SIDS.

LDCs, LLDCs, and SIDS face significant transport challenges due to transport infrastructure deficits, limited financial resources, and capacity constraints. Many of these countries struggle with inadequate and fragmented transport networks, hindering access to essential services and markets. The lack of financial resources makes it difficult to invest in sustainable and climate-resilient transport systems. In addition, the capacity to design, implement, and maintain such infrastructure is often limited. These groups of countries are highly vulnerable to climate change, with extreme weather events and rising sea levels threatening transport infrastructure. As a result, these challenges hinder economic growth, regional integration, and progress toward sustainable development goals.

The UN Decade of Sustainable Transport can boost sustainable transport around the world and increase its contribution to the implementation of the Sustainable Development Goals by:

- **Giving greater focus to the LDCs, LLDCs, and SIDS.** The Decade should prioritize tailored solutions for these vulnerable countries. This includes building resilient, climate-friendly transport networks that connect these regions with global trade routes and markets.



- **Strengthen Regional Cooperation** through encouraging regional transport agreements and partnerships. For example, LLDCs can benefit from enhanced cross-border transport systems, making trade and mobility more efficient and sustainable. By collaborating on cross-border projects, such as regional transport corridors, LLDCs and their transit neighbor can reduce the financial burden on individual nations, improve connectivity, and promote trade and economic integration.
- **Technology Transfer and Capacity Building:** Investing in the transfer of green technologies and innovative transport solutions can support sustainable transport in less-developed regions.
- **Inclusive Financing Models:** To ensure that sustainable transport is accessible to LDCs, LLDCs, and SIDS, innovative financing mechanisms such as blended finance and climate funds should be explored to help mitigate the high upfront costs of green infrastructure projects.
- **Improved Data and Monitoring:** To track progress effectively, improving the availability of data on access to services, and infrastructure gaps in these regions is essential. This data will help guide evidence-based policy and resource allocation.
- Underscore transit and transport systems as an enabler, for overall sustainable development, effective transit as not only for goods and services or as a driver of economic components of sustainable development; but equally an enabler for the social component of sustainable development by enabling education and health; and the environmental component by driving resilience and sustainability efforts.

The United Nations should advocate for a shared vision of sustainable transport that is inclusive, climate-resilient, and adaptive to the unique needs of vulnerable countries, including LDCs, LLDCs, and SIDS. Transport systems must be designed to ensure universal access, particularly for marginalized groups such as women, children, persons with disabilities, and rural communities.



**2. What are some of the key impediments to sustainable transport and how can the UN Decade strategically address these?**

**i. Infrastructure Gaps and Poor Connectivity:**

Many LDCs, LLDCs, and SIDS face significant infrastructure deficits, especially in rural and remote areas. In LLDCs, the lack of reliable and efficient cross-border transport infrastructure limits regional integration and access to global markets.

**Strategic Action:**

- **Regional and Global Infrastructure Investments:** The UN Decade should prioritize building resilient and sustainable transport networks in these regions, particularly through the development of integrated regional transport corridors and intermodal systems. These efforts should focus on improving connectivity between landlocked Countries and neighboring countries.
- **Public-Private Partnerships (PPPs):** Encourage partnerships between governments, international organizations, and the private sector to mobilize resources and expertise for sustainable transport infrastructure projects.
- **Spotlight local innovation and transport system solutions:** Recognition of local innovation and solutions as efforts to sustainable transit and transport and overall transport systems gaps.

**ii. Limited Access to Financing:**

- In addition to upfront costs associated with sustainable transport infrastructure, challenges include projects bankability, limited access to long term financing, limited public financing, high cost of commercial borrowing and risk management capacity.
- **Strategic Action:**
  - **Leverage Financing Strategies :** The UN Decade can promote collaboration between governments, private sector, and DFIs for better use of instruments such as blended financing, credit enhancements, dedicated bonds, development of portfolios of bankable projects to attract sustainable finance and support transport projects in vulnerable regions. Promote collaboration with MDBs to facilitate local currency lending through hedging facility and partnership.



- **Debt Relief and Financing Assistance:** Advocate for debt relief measures and concessional financing for LDCs, LLDCs and SIDS to ease financial burdens and enable investment in sustainable transport systems.
- **Leveraging International Support:** The UN should also facilitate collaboration with development banks and donor countries to help increase the pipelines of bankable projects, develop local capacities, attract additional resources for transport infrastructure development.

### iii. Technological and Capacity Gaps:

There is often a lack of access to modern technologies, such as energy-efficient transport systems, and renewable energy-powered infrastructure in vulnerable countries. Additionally, local expertise in designing and managing these technologies is limited.

- **Strategic Action:**
  - **Technology Transfer and Knowledge Sharing:** The UN Decade should emphasize international collaboration for technology transfer, ensuring that LDCs, LLDCs, and SIDS can access sustainable transport solutions that are tailored to their contexts. This could include sharing best practices and building local technical expertise in the adoption and maintenance of sustainable transport technologies.
  - **Capacity Building Initiatives:** strengthen investment in crucial capabilities and resources, including the capacity to assess key technical and financial risks associated with important transport projects.
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### 5. Lack of Data and Monitoring Mechanisms:

The absence of accurate data on transport needs, and infrastructure gaps lead to challenges to design effective sustainable transport policies and monitor progress.

#### Strategic Action:

- **Improved Data Collection and Monitoring:** The UN Decade should advocate for strengthening national data collection systems and regional monitoring frameworks. This could involve creating transport



databases that track key indicators such as transport access, safety, and efficiency in LDCs, LLDCs, and SIDS.

- **Digital Platforms and Smart Technologies:** Encourage the adoption of digital tools and smart technologies (e.g., GPS systems, traffic management systems) that can enhance the efficiency and sustainability of transport networks while also providing valuable data for decision-making.

#### **6. Environmental and Climate Vulnerability:**

SIDS and LLDCs are particularly vulnerable to climate change impacts such as extreme weather events, sea-level rise, and droughts, which can disrupt transport systems and infrastructure.

- **Strategic Action:**
  - **Resilient and Climate-Adapted Transport Solutions:** The UN Decade should place a strong emphasis on developing climate-resilient transport systems that can withstand extreme weather and other climate risks. For example, in SIDS, resilient coastal infrastructure and in LLDCs, flood-resistant roads and bridges should be prioritized.
  - **Disaster Risk Reduction:** Integrate disaster risk reduction strategies into transport planning to ensure that infrastructure is designed to cope with climate-related shocks.



- iv. Please share up to five (5) main policy recommendations that should be included in the Implementation Plan? If applicable, indicate the level most aligned with the policy recommendation (global, regional, national, subnational and local, or other).

**1. Strengthen Regional Transport Networks and Integration**

Foster regional cooperation and integration by enhancing cross-border transport systems that connect LLDCs to global trade routes and neighboring regions. Regional transport corridors should be developed with a focus on sustainability, reducing logistical costs and increasing market access.

**Level: Regional**

**2. Create Innovative Financing Mechanisms for Sustainable Transport**

Establish innovative, accessible financing mechanisms (e.g., blended finance, climate funds, concessional loans) to help LDCs, LLDCs, and SIDS finance the transition to sustainable transport, with a focus on the green and low-carbon technologies that these countries require.

**Level: Global and National**

**3. Capacity Building and Technology Transfer for Sustainable Transport Solutions**

Implement capacity-building programs to strengthen the capacity of all the relevant stakeholders in vulnerable countries. This should be coupled with technology transfer programs that facilitate the adoption of low-carbon transport technologies, including electric vehicles, renewable energy-powered transport, and sustainable public transport systems.

**Level: National and Local**

**4. Develop and Implement Data and Monitoring Systems for Transport Sustainability**

Establish robust data collection and monitoring systems to assess the sustainability of transport systems, including accessibility, and efficiency. This data should guide policy decisions and help track progress toward SDG-related targets such as those on climate action (SDG 13), sustainable cities (SDG 11), and inclusive growth (SDG 8).

**Level: National and Local**



- v. **How can the implementation of the plan be effectively monitored, and what methods can be used to track its progress across Member States? Please share most relevant existing monitoring frameworks and indicators?**

### **1. Strengthen National Monitoring and Reporting Mechanisms**

Establish or enhance national monitoring systems for sustainable transport that are aligned with the UN Decade of Sustainable Transport's goals. This may include periodic reporting on transport infrastructure development and sustainability indicators to ensure that countries can track their own progress and meet international commitments.

- **Methods:** Countries can be encouraged to integrate the monitoring of transport sustainability into national reporting processes, including through the **Voluntary National Reviews (VNRs)**.
- **Relevant Indicators:**
  - **Access to transport options**
  - **Sustainable transport infrastructure development**

### **2. Utilize Existing Global Monitoring Frameworks**

Leverage established global frameworks such as the **SDGs monitoring framework** and **UNCTAD's Transport and Trade Facilitation Indicators** to track progress on sustainable transport within the context of broader development goals.

- **Methods:**
  - Countries can use **SDG indicators** related to transport, especially those under **SDG 9 (Industry, Innovation, and Infrastructure)**, **SDG 11 (Sustainable Cities and Communities)**, and **SDG 13 (Climate Action)**. The **SDG Indicators 9.1.1 (proportion of the population with access to affordable, reliable, and sustainable transport systems)** and **9.1.2 (developing quality, reliable, sustainable, and resilient infrastructure)** are particularly relevant.
  - **Sustainable Transport Indicators (STI):** These indicators track the environmental, social, and economic sustainability of transport systems globally and should be incorporated into monitoring frameworks.

### **3. Enhance Regional Monitoring Cooperation and Platforms**

Encourage regional cooperation on monitoring through **regional organizations** (e.g., UNECE, ECLAC, ECA, ESCAP), **Regional Economic Communities** (e.g. SADC, ECOWAS), **regional transport agreements** (e.g., the Trans-European Transport Network in Europe or the African Union's Programme for Infrastructure Development in Africa (PIDA)), and larger frameworks (e.g., Africa Continental Free Trade Area, AU Agenda 2063).



- **Methods:**

- **Regional Data Collection:** Regional organizations can establish shared data platforms and coordinate the collection of transport data across countries, which can be used to assess regional progress on sustainable transport and its contribution to the SDGs. Promote the implementation of Non-Tariff Barriers Reporting, Monitoring and Eliminating Mechanism building on joint UNCTAD and African Union initiative on NTB.
- **Peer Review Mechanisms:** Regional peer review mechanisms, such as those used by the **Africa Peer Review Mechanism (APRM)**, can be adapted for transport monitoring, allowing countries to evaluate each other's progress and exchange best practices.

#### **4. Use of Smart Technologies and Big Data for Real-Time Monitoring**

Embrace the use of **digital technologies**, **smart infrastructure**, and **big data** to enable real-time monitoring of transport systems and sustainability indicators.

- vi. **Please share up to three (3) examples of concrete initiatives, projects or programmes that your entity is engaged in that can contribute to the success of the UN Decade of Sustainable Transport? Please, make sure to include relevant links.**

The Programme of Action for Landlocked Developing Countries for the Decade 2024–2034 was adopted by the UN General Assembly in December 2024. One of its five key priorities is “Transit, Transport, and Connectivity,” which highlights the importance of the UN Decade of Sustainable Transport. The Programme of Action underscores the need for the development and maintenance of sustainable transport infrastructure, which is crucial for the economic development of landlocked countries.

As part of its mandate, UN-OHRLLS plays a central role in mobilizing international support for the implementation of the Programme of Action. Additionally, UN-OHRLLS assists the UN Secretary-General in the systematic follow-up and monitoring of the Programme's implementation, ensuring full coordination across the UN system. This includes leveraging data to track progress and facilitate effective action.

Therefore, UN-OHRLLS' role is crucial in both mobilizing support for sustainable transport initiatives within the Programme of Action for LLDCs and in monitoring the

**Commented [AB1]:** @Nnana Mmanyabela Pheto : can you be more specific here and mention the deliverables? this part is too broad. We can mention the infrastructure investment facility for instance.



progress of their implementation. Through these efforts, we contribute directly to the success of the UN Decade of Sustainable Transport, in LLDCs.

<https://docs.un.org/A/RES/79/233>

As part of the implementation of the programme of action, OHRLLS is coordinating the implementation of two transport and transit related deliverables emanating from the PoA:

- A dedicated infrastructure investment finance facility (Paragraph 178)
- High-level Panel on Freedom of Transit. (Paragraph 177)

Transport related projects implemented by UN-OHRLLS:

Strengthening the capacity of Landlocked Developing Countries under the “Belt and Road Initiative” to design and implement policies that promote transport connectivity for the achievement of the SDGs.

<https://www.un.org/ohrlls/content/project-2019-2021>

Strengthening LLDC Transport and Trade Policymaking project that focuses on transport data and trade costs to better inform policies to address the structural challenges faced by the LLDCs. It involves the development of an improved methodology to estimate transport and trade costs, undertaking data collection, and delivering associated training. In addition, the project aims to develop the capacity of LLDCs in **developing bankable projects and on enhanced utilization of digital solutions for transport and trade facilitation.**

<https://www.un.org/ohrlls/content/strengthening-lldc-transport-and-trade-policy-making>



vii. Please provide up to five (5) main reports or other publications that the Implementation Plan of the UN Decade should draw upon. Please, make sure to include relevant links

- <https://www.un.org/ohrlls/sites/www.un.org.ohrlls/files/improving-transport-connectivity-ldcs-2022.pdf>
- <https://www.un.org/ohrlls/news/effective-transit-transport-corridor-development-and-management-report-best-practices-2020>
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