United Nations
Decade of
Sustainable Transport
2026–2035

# IMPLEMENTATION PLAN

United Nations | Department of Economic and Social Affairs

DECEMBER 2025

United Nations
Decade of
Sustainable
Transport

# IMPLEMENTATION PLAN FOR THE UNITED NATIONS DECADE OF SUSTAINABLE TRANSPORT 2026-2035

# ABOUT THE IMPLEMENTATION PLAN

As mandated through General Assembly resolution 78/148 titled "Strengthening the links between all modes of transport to achieve the Sustainable Development Goals", the Implementation Plan for the United Nations Decade of Sustainable Transport (2026–2035) has been prepared by the United Nations Department of Economic and Social Affairs (UN DESA) in collaboration with the United Nations Regional Economic Commissions, within their respective mandates, and in consultation with Member States, specialized agencies, funds, programmes, and bodies of the United Nations, as well as other intergovernmental organizations, non-governmental organizations and relevant stakeholders.

The Implementation Plan provides a shared vision for the United Nations Decade of Sustainable Transport and outlines six priority areas and the means of implementation needed for transformative action by all relevant stakeholders.

To learn more about the United Nations Decade of Sustainable Transport and its implementation plan, visit https://sdgs.un.org/un-decade-sustainable-transport-2026-2035

# TABLE OF CONTENTS

## *FIGURES AND BOXES*

# A SHARED VISION FOR THE UNITED NATIONS DECADE OF SUSTAINABLE TRANSPORT

Transport is the backbone of economic activity and daily life. It connects people to jobs, education, markets, health care, and to one another. It is also a key driver of long-term economic growth and prosperity by enabling the movement of goods that power businesses, supply chains, and entire industries. At the same time, the absence of reliable transport, for example in rural areas and in countries in special situations, limits opportunities and stymies economic growth and connectivity. Despite its centrality, transport is often overlooked as a critical enabler of sustainable development until it becomes inaccessible, unaffordable, environmentally harmful or fails to meet demand.

The crucial role of sustainable transport for driving sustainable development was reaffirmed by the United Nations General Assembly in 2023 through resolution A/78/148 titled *Strengthening the links between all modes of transport to achieve the Sustainable Development Goals*. In this resolution, the Member States declared the first ever United Nations Decade of Sustainable Transport to commence in 2026 extending through 2035.

The United Nations Decade of Sustainable Transport is an opportunity to strengthen the contribution of the transport system to sustainable development in its three dimensions – economic, social and environmental. For this to happen, all modes of transport from active mobility such as walking, and cycling, to road, rail, public transport, inland waterway, maritime transport, and aviation must work together to meet the needs of passengers,  customers, and society, including those of women and girls, persons with disabilities, older persons, low-income communities, children, and those in vulnerable situations. That means planning both passenger and freight transport as a social system, not just a technical one, where sustainability, accessibility, universality, equity, and human rights are central design principles for transport infrastructure and services.

Achieving more sustainable transport requires a fundamental transformation that the transport sector cannot accomplish alone. Transport planning and the necessary investments must be aligned with national development strategies, land use and urban planning, climate, environment, energy, and health policies, sustainable tourism strategies, and many other development efforts to drive change that is systemic, cross-sectoral, and inclusive.

There is no one-size-fits-all solution for sustainable transport, as challenges and priorities vary widely across contexts.

More than a billion people still lack access to an all-season road, while many high-income and rapidly motorizing urban areas face the adverse consequences of vehicle saturation, including congestion, deaths and injuries from road crashes, rising emissions, and air and noise pollution. At the same time, poorly planned infrastructure and urban development are fragmenting natural areas leading to the loss of critical ecosystem services like clean water access, hazard mitigation, and pollination. Despite these pressures, over half of the urban population still lacks convenient and reliable access to public transport. Transport infrastructure and services, and the connectivity to markets they enable, also vary. Many Small Island Developing States, Least Developed Countries and Landlocked Developing Countries face structural challenges to accessing regional and global markets and services.

Effective transport policy must reflect diverse realities, tailoring solutions to local needs, challenges, and stages of development. National and local governments around the world are making daily decisions about their transport policies and operations, shaping how effectively systems serve people's needs and support freight mobility, and they need context specific, evidence-based tools to make smarter, strategic decisions that maximize positive synergies among development goals and minimize trade-offs. Social, environmental, and political analysis, including insights from behavioral science, are as essential for effective transport planning, operations, and management as advancements in engineering, modeling, and systems management.

# UNLOCKING SYNERGIES THROUGH SUSTAINABLE TRANSPORT FOR THE SDGS AND BEYOND

Sustainable transport is a cornerstone of the 2030 Agenda for Sustainable Development and a catalyst for progress on its 17 Sustainable Development Goals (SDGs). While transport is not represented in a standalone SDG, it is reflected in several SDG targets and directly or indirectly generates synergies driving progress across all 17 Goals (see Figure 1). Transport systems shape how people access opportunities, how goods move through economies, and how societies interact with the environment.

Sustainable transport is a key enabler of long-term economic growth and poverty eradication. It facilitates access to decent work and services including education and health care. Efficient transport systems support the movement of freight, enhance regional integration, and enable economic development and participation in global value chains and trade. In rural areas, sustainable transport strengthens agrifood systems by linking producers to markets, reducing post-harvest losses, and supporting food security. In conflict- or disaster-affected areas, sustainable and resilient transport serves as a lifeline for humanitarian aid, enabling the delivery of food, medicine, and supplies, and supporting recovery and rebuilding efforts.

Access to reliable and affordable transport reduces poverty and increases prosperity. Improved supply chains lower the cost of getting goods to market and attract investment. Investments in international transport and logistics not only generate direct employment but also facilitate broader economic participation and integration into supply chains, particularly in developing countries.

Transport systems are deeply intertwined with social outcomes. When mobility options are designed to empower women and girls, persons with disabilities, older persons, children, low-income communities, and those in vulnerable situations, they help fulfil the 2030 Agenda's promise of leaving no one behind (LNOB). Engaging communities through participatory planning processes fosters ownership, increases accountability and strengthens social cohesion, while leading to transport solutions that better reflect local needs. Increasing walking, cycling, and public transport in combination with other solutions not only improves safety, affordability, and public health (reducing air pollution and non-communicable diseases among other benefits); they also generate environmental co-benefits by lowering greenhouse gas emissions.

## Figure 1. Sustainable Transport and the Sustainable Development Goals


**Transport-related targets and indicators:** **Indicator 3.6.1**: death rate due to road traffic injuries; **Indicator 9.1.1**: proportion of the rural population who live within 2 km of an all-season road; **Indicator 9.1.2**: passenger and freight volumes, by mode of transport; **Indicator 11.2.1**: proportion of population that has convenient access to public transport, by sex, age and persons with disabilities; **Indicator 16.1.4:** proportion of population that feel safe walking alone around the area they live after dark.

DESA Department of Economic and Social Affairs

There are enormous opportunities for sustainable transport to drive climate action and progress toward environmental goals, and to achieve a transport system that operates within planetary boundaries. Transport is currently a major contributor to greenhouse gas emissions, air and noise pollution, and ecosystem degradation. As the demand for mobility and freight continues to rise, especially in urban and developing regions, the urgency to shift toward sustainable solutions grows. Sustainable transport offers a pathway toward reduced emissions, resilient infrastructure, and ecosystems protection.

Transport is also closely linked to efforts to promote sustainable consumption and production, including through waste and reverse flows that are key for enabling the circular economy. Encouraging behavioral change like shifting to more sustainable modes of transport, enabling telework and reducing unnecessary transport can help minimize inefficient transport demand.

The ability of sustainable transport to drive progress across economic, social, and environmental dimensions is matched by its vulnerability to disruptions in these same areas. Progress, or a lack of progress, on other SDGs impacts the resilience and sustainability of transport systems. Climate-related disruptions damage infrastructure, disrupt supply chains, interrupt services, and endanger lives. Extreme heat deforms asphalt and expands rail tracks, while intense rainfall causes flooding and destroys roads, bridges, and rail routes. High winds, sea level rise, coastal flooding, and extreme weather events such as hurricanes and sandstorms also pose growing risks, increasing maintenance costs and operational delays. Beyond climate impacts, other shocks including economic crises, health emergencies, and armed conflict strain and disrupt transport systems. These events expose vulnerabilities not only in physical infrastructure and equipment, but also in operations and workforce capacity. These cascading risks underscore the need for transport systems that are not only sustainable but also resilient and adaptive.

The Decade presents a unique opportunity to transform transport systems in line with broader economic, social, and environmental objectives. Decisions and investments made today will shape mobility and freight transport systems for decades and well beyond 2030. Infrastructure choices can either lock in unsustainable and inefficient pathways or lay the groundwork for sustainability and resilience. Long-term planning, research, scenario modeling, and foresight are essential to ensure that transport systems break with unsustainable historical trends and evolve to meet the needs of a rapidly changing world. Sustainable transport is not just a means of movement, it is a catalyst for sustainable development across all dimensions.

# FOCUS AREAS FOR TRANSFORMATIVE ACTION THROUGH TRANSPORT

Fundamental, transformative changes to transport systems can advance sustainable development across economic, social, and environmental dimensions. This Implementation Plan identifies six interlinked focus areas where more coordinated and accelerated action during the United Nations Decade of Sustainable Transport, together with prioritization and strengthened political will, has strong potential to accelerate progress on the SDGs and contribute to sustainability beyond 2030. All focus areas address both passenger and freight transport, although some may place greater emphasis on one over the other.

## ENSURE ACCESS TO SUSTAINABLE TRANSPORT FOR ALL

The 2030 Agenda's commitment to *leave no one behind* requires inclusive transport systems that connect economies, communities, and people to jobs, schools, health care, markets, and other services and opportunities, regardless of income, gender, age, ability, or geographic location. With over a billion people still living without access to an all-season road, basic physical connectivity remains a major barrier to opportunity and resilience, particularly in remote and rural areas. Public transport is often, scarce in these regions due to high costs poor infrastructure, often fairly low ridership potential, and limited funding. Moreover, transport services in urban and rural areas frequently fail to consider the specific needs, routines, and safety of women and girls, persons with disabilities, older persons, low-income communities, children, and those in vulnerable situations.

Improving the affordability, safety, accessibility, frequency, and reliability of existing public transport systems is critical, along with strategic expansion, when needed, to meet unmet or growing demand. Investments in walking and cycling infrastructure often offer fast, simple, and cost-effective returns, with elatively low risks of cost and time overruns. Building transport systems that serve everyone requires participatory planning that responds to the needs of women and girls, incorporates universal design, and addresses personal security risks, especially harassment on public transport and safety risks during the first and last mile.

### Key actions include:

- Extending multimodal transport networks for passengers and goods to include first-and last-mile access and strengthening rural-urban connectivity and access to essential services.

- Promoting integrated and coordinated urban planning to support compact, mixed use, and connected urban development.

- Investing in safe, affordable, and accessible infrastructure for walking, cycling, and high-quality public transport, with priority given to low-income and underserved communities, particularly in developing countries.

- Encouraging the shared use of vehicles, such as public bike-sharing and car-sharing programmes, to optimize equipment and space utilization and improve access to affordable transport options.

- Designing universally accessible transport systems, with special attention to the needs of women and girls, persons with disabilities, older persons, low-income households, children, and those in vulnerable situations.

- Applying gender-sensitive and inclusive planning to address harassment of all kinds and to improve the personal safety and security of transport users and operators.

- Incorporating real-time data, science, and evidence into adaptive transport planning, operation, and management to enhance service quality and responsiveness to user and community needs at local, national, and regional levels.

- Ensuring that low- and zero-carbon transport solutions are adopted in ways that preserve and enhance access with consideration of affordability and connectivity for low-income, rural, and those in vulnerable situations.

- Ensuring decent work and a just and inclusive logistics workforce by enhancing working conditions, training, worker safety and retention, applying internationally recognized safety protocols, ensuring the inclusion of women in the workforce, and safeguarding transport workers' labor rights.

## ADVANCE LOW- OR ZERO-CARBON, RESILIENT, AND ENVIRONMENTALLY SOUND TRANSPORT SYSTEMS

The transport sector is a major contributor to global greenhouse gas emissions accounting for almost a quarter of global energy-related $CO_2$ emissions. The sector is also a growing source of air and water pollution, noise pollution, habitat loss and fragmentation, ecosystem damage, and other types of environmental degradation, including impacts related to increased urban sprawl. At the same time, transport systems are vulnerable to climate related disruptions with potentially severe impacts on freight and mobility. Achieving global climate, resilience, and biodiversity goals, including the mitigation targets set under the United Nations Framework Convention on Climate Change (UNFCCC) and the goals of the Kunming Montreal Global Biodiversity Framework, requires a significant reduction in emissions from transport, and the adoption of biodiversity-, habitat-, and ecosystem-sensitive approaches to transport infrastructure planning, construction, and operation. Advancing on the maritime transport decarbonization agenda, as set out by the International Maritime Organization, will require intense capacity building and technical assistance. Likewise, delivering on aviation's decarbonization

commitment under ICAO's Long-Term Aspirational Goal will demand international cooperation, investment, and policy support to ensure the air transport sector can reach net zero-carbon emissions by 2050, including through fleet renewals for efficiency, improving the efficiency of air routes and air traffic control infrastructure, and boosting both production and use of sustainable aviation fuels (SAF). For all modes of transport, strong collaboration with the energy sector is required to ensure a sustainable supply of affordable alternative fuels.

Integrating resilience into transport planning, infrastructure, and operations enhances long-term reliability, safety, and equity of transport systems, as well as the long-term economic development of communities and countries. Building resilient transport systems means designing, operating, and maintaining infrastructure that can withstand, adapt to, and recover from both sudden shocks and long-term stressors. This requires a holistic approach that considers not only infrastructure and operations, but also the institutional capacity, workforce skills, and contingency protocols to maintain and restore transport services under stress. For long-term planning, tools such as scenario modeling, climate projections, risk assessments, early warning systems, and cross-sectoral coordination are essential to inform adaptive decision-making.

Policies to reduce transport-related greenhouse gas emissions and ecosystem impacts and build resilience, including climate adaptation, must be tailored to regional and national contexts and specific transport modes. Scaling up low- or zero-emission and energy efficient modes of transport must also be just—ensuring affordability and accessibility for all income levels, enabling access to environmentally sound technologies, and including transport workers and others whose livelihoods may be affected in planning and decision-making processes. Transport policies should likewise account for the full life cycle costs of emissions, environmental impacts and economic costs of technologies and infrastructure, locally, nationally, and globally. Integrating circular economy principles and nature-based solutions will be essential for minimizing environmental harm, promoting the efficient use of natural resources, and providing natural sources of resilience.

**Key actions include:**

- Systematically incorporating sustainable transport into national climate and biodiversity strategies, including Nationally Determined Contributions (NDCs) and National Adaptation Plans (NAPs) under the UNFCCC, National Biodiversity Strategies and Action Plans (NBSAPs) under the Convention on Biological Diversity, and ecosystem-sensitive infrastructure planning.

- Investing in low- or zero-emission, energy efficient transport systems with lower spatial footprints, including all electric modes, while collaborating closely with the energy sector to expand renewable energy use and upgrade supporting infrastructure and grids. Affordability and access to these technologies should be ensured through innovative business and financing models.

- Promoting full life-cycle sustainability of transport technologies, including responsible and low- or zero-carbon sourcing, production, and end-of-life management or circularity of vehicles, batteries, and infrastructure.

- Adopting a multimodal systems approach to resilience by ensuring comprehensive planning and consistent funding for infrastructure

operation, maintenance, and adaptation, and integrating infrastructure, operations, institutional frameworks, and data management to anticipate, absorb, and recover from disruptions.

- Applying nature-based resilience solutions for climate adaptation, such as coastal buffers, permeable pavements, and floodable parks, to reduce physical risks while providing environmental and social co-benefits.

- Promoting strategies to integrate biodiversity conservation during planning, design, construction, and operation phases of transport infrastructure development, including by promoting wildlife corridors, safe animal crossings, and native plantings along roadsides for livelihoods, soil protection and resilience.

- Advancing circular economy solutions to reduce environmental impacts, improve resource efficiency, and protect ecosystems.

- Supporting just transitions through social dialogue and actively involving transport workers from all modes of transport in planning processes, while providing targeted training, reskilling, and upskilling opportunities.

- Equipping transport operators with the skills, tools, and protocols to respond to natural hazards, health emergencies, cyberattacks, and other shocks for building resilience and ensuring operational continuity.

- Promoting behavioral shifts to low- or zero-emission mobility options such as walking, cycling, decoupling car ownership from prosperity, and increasing the use of public transport and active mobility.

## ENHANCE EFFICIENCY AND PROMOTE SUSTAINABLE CONNECTIVITY AND LOGISTICS

Improving the efficiency of transport systems and investing in smart solutions can reduce economic and environmental costs, ease congestion, and enhance overall system performance supporting economic growth and prosperity, trade, and climate action. Sustainable, efficient, and resilient freight transport and logistics systems reduce costs of goods, improve supply chain performance, and expand access to global and regional markets. Transport connectivity is especially vital for Landlocked Developing Countries (LLDCs) and Small Island Developing States (SIDS) which often face high transport costs, long travel times, and unreliable service. For these countries, transport connectivity is essential not only for accessing markets and basic commodities, but also for receiving emergency aid and disaster relief. Strengthening connectivity through integrated, intermodal transport systems can also boost resilience to disruptions caused by natural hazards, climate change, conflict, public health crises, and other external shocks.

Efficient transport networks, underpinned by high quality, sustainable, and resilient infrastructure, well-managed operations, streamlined border procedures, and digital technologies, can reduce transport costs, improve market access, and contribute to poverty alleviation and the reduction of inequalities. When sustainable transport corridors are well planned, they can also

extend benefits beyond trade and transit nodes, thereby strengthening urban-rural linkages, and reducing spatial inequalities. Sustainable freight transport systems and transport corridors that rely on cleaner vehicles, low- or zero-emission transport modes, greener technologies, ICT (Information and Communication Technology), and optimized inter- and multimodal logistics, can reduce emissions and pollution, while fostering economic growth and prosperity, job creation, and the development of a circular economy.

Technologies such as sensors, communication networks, and data analytics are central to "smart" transport systems, enabling real-time traffic management, improved service coordination and more responsive infrastructure, especially in urban settings and in logistics. These systems can improve energy efficiency, support electrification, boost economic productivity, reduce delays and foster safer, more secure working environments in freight transport and logistics, among other benefits. Modernizing logistics systems through digitalization, real-time tracking, and improved freight handling can significantly reduce inefficiencies and emissions across supply chains. At the same time, strengthening logistics governance and infrastructure, including through transport corridor management mechanisms, is essential to ensure the smooth flow of goods across borders, minimizing delays and enhancing global competitiveness, trade, and job creation.

**Key actions include:**

- Developing and upgrading intermodal and multimodal transport corridors to improve regional and interregional integration and facilitate trade, particularly enhanced transit routes and aviation links for LLDCs and improved maritime and aviation connections for SIDS.
- Optimizing logistics and infrastructure use through modal shift to more efficient, low- or zero-emission freight transport options, coordinated cargo management, digital logistics platforms and other digital solutions, cleaner technologies and improved freight handling and operations to reduce inefficiencies and emissions and facilitate trade and economic growth.
- Planning and investing in terminals and transhipment facilities to connect modes and facilitate efficient multimodal transport.
- Streamlining customs and border procedures and improving first- and last-mile connectivity especially of rural areas to markets, production, and economic centres.
- Further improving the performance of ports, airports, and air traffic management systems to reduce delays and administrative burdens as well as enhance supply chain efficiency and flow of goods including humanitarian aid.
- Ensuring a robust and transparent regulatory framework, based on United Nations legal agreements for the transport sector, on which freight and passenger movements can be carried out with a high degree of certainty.
- Strengthening logistics governance and infrastructure to harmonize transport standards, enhance interoperability, and remove barriers to cross-border freight operations.
- Expanding the use of digital tools for traffic planning and freight management, including infrastructure asset management, real-time cargo tracking, route optimization, logistics coordination platforms, and electronic documentation.

**Box 1. Supporting sustainable transport in countries in special situations**

Sustainable transport is particularly important for countries in special situations, such as Least Developed Countries (LDCs), Landlocked Developing Countries (LLDCs), and Small Island Developing States (SIDS).

The United Nations Decade of Sustainable Transport aims at reinforcing the efforts conducted in the context of dedicated programmes of action for these countries, such as the Doha Programme of Action for the Least Developed Countries for the Decade 2022–2031, the Awaza Programme of Action for Landlocked Developing Countries 2024–2034, and the Antigua and Barbuda Agenda for Small Island Developing States (ABAS).

## SHAPE PEOPLE-CENTRED URBAN MOBILITY AND LIVEABLE CITIES

With nearly 7 billion people expected to live in cities by 2050, the way urban areas are designed and connected will profoundly impact economic, social, and environmental sustainability. Today, many urban areas are planned around private vehicles leading to a range of challenges including congestion, air pollution, road safety concerns, fragmented urban spaces, social exclusion and ecosystem degradation. These private vehicle-centric models often fail to meet the growing demand for both freight transport and passenger mobility highlighting the urgent need for more inclusive, efficient, and sustainable urban planning.

To advance sustainable transport, cities should approach urban planning to prioritize the movement of people and freight in ways that support access to the jobs, goods, and services people need to live well, with particular attention to communities that have been historically underserved. Promoting walking, cycling, and high-quality public transport as core modes of travel can help curb urban sprawl, reduce dependence on privately owned vehicles, improve road safety, and lower emissions and pollution. The benefits of urban transport investments extend far beyond travel time savings by enhancing market access for businesses and workers alike. People-centred planning recognizes that travel behavior varies across social groups and aims to address the social, economic, and spatial inequalities embedded in existing mobility systems. Inclusive and participatory planning processes, which consider evolving needs across all life stages, and inclusive governance structures, are essential to drive these changes.

In many cities, informal transport services ranging from motorcycle taxis to minibuses fill service gaps where formal networks are limited. These local solutions often provide essential mobility in underserved areas and support livelihoods. But these systems, if poorly managed, can also contribute to challenges such as increased traffic congestion, pollution, crashes, and safety and security issues. When integrated into urban mobility strategies, investment plans, and data collection through inclusive and forward-looking planning, informal services can complement public transport, improve quality and safety, close the first- and last-mile gap, and contribute to a more resilient and equitable mobility ecosystem.

### Key actions include:

- Integrating sustainable transport for people and freight into urban planning processes and ensuring that transport networks are aligned with land use plans and zoning for affordable housing, essential services, and public spaces.

- Prioritizing safe, reliable, affordable, and frequent public transport options that serve a diversity of urban communities, including informal settlements.
- Improving affordable and safe first- and last-mile connectivity through walkways, bikeways, and accessible feeder services and shared mobility options.
- Institutionalizing inclusive and participatory urban transport planning that reflects diverse travel behaviors and life-stage needs, helping to address social and spatial inequalities in mobility systems.
- Leveraging technology to advance smart urban mobility solutions like real-time data, intelligent traffic management, shared mobility solutions, and integrated ticketing systems.
- Applying climate-resilient, zero- and low-carbon urban design principles, including utilizing nature-based solutions.
- Recognizing the role of informal transport providers and workers and taking them into consideration in formal mobility planning processes.

## MAKE TRANSPORT SAFE AND SECURE

Safety and security are essential for sustainable transport systems, yet both remain significant challenges across all modes and user groups. Each year, over a million people die in road traffic crashes, with 20 to 50 million more suffering injuries, often with lasting physical, emotional, or economic consequences. These impacts are particularly severe in low- and middle-income countries, where inadequate and insufficient infrastructure, unsafe vehicles, limited enforcement, and poor access to safe mobility options heighten risks. The situation is further exacerbated by the import of unroadworthy used vehicles in many low-income countries. Vulnerable road users, such as pedestrians, cyclists, motorcyclists, children, persons with disabilities, and older persons face the highest risks. Road traffic injuries are the leading cause of death globally for children and young adults aged 5 to 29, highlighting systemic failures in transport design, operation, vehicle construction, and management.

Freight transport also faces growing safety and security challenges, including cargo theft, piracy, and risks associated with poorly maintained vehicles and fatigued drivers. These issues can disrupt supply chains, increase costs, and undermine economic resilience, particularly in regions with weak enforcement and limited infrastructure.

More people, especially women and girls, face threats to their personal security when using public transport or moving through public spaces. Harassment, violence, and unsafe environments can severely restrict mobility, limit access to education, employment, and services, and reinforce social exclusion. These risks are often underreported and inadequately addressed in transport planning and data systems.

A safe and secure transport system must address physical safety and security for people and goods. For example, the Safe System approach provides a foundation for improving road safety and reducing road traffic injuries and fatalities by recognizing that while human error is inevitable, serious injury and death are not. Avoidable harm can be prevented by improved post-crash care, and safer infrastructure, including dedicated walking and cycling ways, separation of opposing flows of high-speed traffic, improved intersections and

roadsides, safer vehicles, appropriate speed management, incentives for responsible behavior, and policies such as harmonized arrangements for driving licenses. Promoting shared responsibility among planners, operators, and users reinforces positive outcomes. Shifting trips from high-risk modes, such as motorcycles, to public transport, and enabling walking and cycling that are protected by safe system design, can enhance safety, reduce emissions, promote better health, and boost economic development.

Equally important is fostering a culture of safety that ensures all people, regardless of gender, age, or ability, can move freely and securely, and that goods can be transported reliably and safely. This requires gender-responsive planning guided by the global commitment to *leave no one behind* to ensure that transport systems are physically and socially safe, accessible, and welcoming, especially for the most vulnerable. At the same time, freight systems must be supported by policies and practices that enhance their overall safety, resilience, and reliability.

**Key actions include:**

- Employing the Safe System approach in transport planning, infrastructure design, construction, maintenance, vehicle design, and regulatory frameworks, while improving safety for freight operations.
- Redesigning roadways and expanding safe walking and cycling infrastructure to prioritize the safety of pedestrians, cyclists, and other vulnerable road users through traffic calming, safe crossings, speed management, safe school zones, and safe sidewalks and cycling lanes.
- Directing investments toward safety-oriented systems and high-quality public transport, rather than expanding unsafe or car-centric roadways, while also improving freight corridors and logistics hubs to enhance safety and efficiency.
- Promoting essential safety requirements for new vehicles, establishing guidelines for minimum quality of used vehicle imports and exports, and ensuring vehicles remain roadworthy through regular inspection schemes for both passenger and freight vehicles.
- Improving the collection and analysis of crash, security, and behavioral change data disaggregated by gender, age, disability, and freight mode, to better identify risk patterns and guide evidence-based action.
- Expanding skills development and certification for drivers, building awareness of road safety needs, and improving legislation and the enforcement of traffic laws, speed limits, and driving and rest time regulations to combat professional driver's fatigue.
- Improving safety and security in and around public transport and informal transport, including through better lighting, active public spaces, increased numbers of women drivers on public transport, and gender-sensitive station design.
- Establishing clear protocols for reporting and responding to harassment and providing staff training to promote respectful and inclusive environments.
- Harmonizing road traffic regulations and standardizing road signs/signals and road markings within existing international legal frameworks to improve safety.

- Addressing freight security risks, including piracy and cargo theft, through coordinated policies, secure infrastructure, and international cooperation across transport modes.

**Box 2: Aligning the Decade with Ongoing Efforts to Improve Road Safety**

Activities during the United Nations Decade of Sustainable Transport will build on the existing work done during the United Nations Decade of Action for Road Safety 2011–2020 and will aim to complement the efforts and make use of the Global Road Safety Performance Targets of the ongoing Decade of Action for Road Safety 2021–2030. As a vital component of sustainable transport, road safety and the Global Plan for the Decade of Action for Road Safety 2021–2030 are integral for achieving the full potential sustainable transport has to offer for sustainable development.

## LEVERAGE SCIENCE, TECHNOLOGY, AND INNOVATION FOR SUSTAINABLE TRANSPORT

Rapid advances in science, technology, and innovation (STI) are reshaping how transport systems are planned, operated, and experienced. There are large potential gains to be made by moving the transport sector closer to the frontier of learning with an emphasis on generating data and analysis to guide investments and planning. From artificial intelligence (AI) and smart mobility platforms to connected infrastructure, alternative fuels and low- or zero-emission vehicles, STI offers powerful tools to enhance safety, efficiency, transport demand management, accessibility, and sustainability across all transport modes including both passenger and freight transport. When deployed responsibly and inclusively, and grounded in the latest evidence, these innovations can accelerate progress toward global, national, and local development goals, while supporting climate action, biodiversity restoration, resilience, and economic growth. Equally importantly, investments in wider research, engineering, and system design approaches that integrate scientific and technical innovation with evidence-based policy-making and the holistic design of sustainable transport systems can yield considerable returns.

Digital tools such as eTIR (electronic procedure of the TIR Convention) and e-CMR (electronic consignment notes and procedures stipulated in the CMR Convention) and the mandatory implementation of a Maritime Single Window (a digital gateway for ship clearance, cargo, crew, and passenger information) already streamline logistics, improve transparency, and reduce paperwork in cross-border freight. Intelligent transport systems powered by AI, smart ticketing, and mobility-as-a-service platforms are making public transport more efficient, integrated, and user-friendly. Real-time data tools and digital systems to enhance traffic flow and trip planning are improving overall system responsiveness, especially in urban settings. Meanwhile, innovations like electric buses and two- and three-wheelers, automated shuttles and taxis, and low- or zero-emission last-mile delivery vehicles are expanding sustainable mobility options. There are also advances in light aviation and drones that could offer effective and low-cost solutions for delivering medicines and humanitarian aid and monitoring infrastructure.

Further scaling up positive innovations in transport will require increased investments in related research, data, analysis, and evidence across social and natural sciences and engineering while also addressing persistent capacity gaps that limit many countries' abilities to generate, access, and apply knowledge effectively. Strengthening this research and knowledge base is essential to guide strategic decision making on technology use, transport system planning and appraisal, maintenance, construction, and monitoring and evaluation.

A robust foundation of context-specific evidence can help optimize transport investments, reduce risks, and avoid unsustainable debt accumulation.

Uneven distribution of the benefits of STI in transport also warrant action. Many developing countries face structural barriers to adopting and scaling these technologies, including limited digital infrastructure and digital literacy, inadequate financing, and gaps in institutional and technical capacity. Ethical concerns around data use, privacy, and algorithmic bias also remain unresolved, particularly where governance frameworks are weak. Fragmented legal and technical standards hinder cross-border interoperability, while weak governance can increase cybersecurity risks and deepen digital exclusion.

Achieving a sustainable and inclusive digital transformation in transport requires deliberate governance, robust institutions, and policies that close digital divides. Ensuring that new technologies are accessible and responsive to diverse needs, and help to improve freight and passenger transport systems, will be essential to making STI work for everyone.

**Key actions include:**

- Developing national and regional STI ecosystems for transport that are aligned with broader sustainability goals, including social inclusion, resilience building, climate action, supporting energy transitions, and embracing circular economy principles.
- Strengthening capacity-building and technical cooperation to support STI and use of scientific findings in policy-and decision-making in developing countries, including training, open-source tools, and best-practice exchange.
- Increasing the scale of transport research investments including in systems analysis, multimodal approaches, behavioral science, and the links between transport and climate change, urbanisation, debt, and rapid technological advances.
- Expanding smart transport systems and digital freight transport platforms using real-time data and intelligent mobility tools to improve safety, performance, and cross-border interoperability.
- Increasing the use of real-time impact evaluations of transport investments to continuously assess outcomes, enable adaptive management, and ensure investments deliver maximum benefits.
- Advancing digital innovation in service design, pricing, and logistics to improve affordability, accessibility, and responsiveness, especially for marginalized groups.

- Reforming procurement and investment practices to prioritize quality, innovation, interoperability, and long-term public value in transport infrastructure and services.

- Enhancing risk assessment and planning tools through climate modeling, stress testing, scenario planning, and early warning systems to inform resilient infrastructure design and operations.

- Increasing workforce training programs in emerging and digital technologies to ensure that smart transport systems are effectively implemented and maintained.

- Encouraging the development of pilot and demonstration projects to build local capacity, showcase the business case for innovation, foster institutional learning, socialize new technologies, and accelerate the scaling up of sustainable transport solutions.

- Ensuring that new and emerging vehicle technology policies are jointly developed and globally harmonized and regulated to improve affordability, relevance across diverse markets, and equitable deployment.

# HOW TO ENABLE SUSTAINABLE TRANSPORT

Realizing the full potential of sustainable transport will require significant and sustained investments in infrastructure and operations, together with major advances in technical capacity and evidence-based decision making, as well as efforts to integrate transport-related decision-making and governance with other areas of development. It will also require tapping technological opportunities, scaling up investment in research, and advancing data generation and application. Equally crucial, it will depend on strong partnerships, multistakeholder collaboration and effective international development cooperation. Transformative action in the six focus areas will also require strengthening institutional frameworks, creating enabling conditions, and addressing gaps in infrastructure financing and access to technology.

## FOSTER EFFECTIVE PARTNERSHIPS AND COLLABORATION

Transformative change in transport systems will require strengthened inclusive and intensive engagement and collaboration across transport actors and modes in passenger and freight transport systems, as well as between transport and other sectors. Governments at all levels, transport professionals, civil society, the private sector, the United Nations system, bilateral donors, multilateral development banks, regional institutions, philanthropic and industry organizations, labor organizations, youth representatives, academic institutions, and others each bring unique capabilities that are essential to advancing sustainable transport. Partnerships enable the exchange of knowledge, expertise, technology, and financial resources pooling the strengths of different stakeholders in the transport sector and beyond to achieve shared development goals.

International cooperation—including North–South, South–South, and triangular cooperation—plays a key role in facilitating technical assistance and the development of context-specific transport solutions for both freight and passenger systems. Regional and interregional cooperation can enhance infrastructure connectivity, improve logistics, and support harmonized policy frameworks. The five United Nations regional commissions are particularly well positioned to translate global sustainable transport aspirations into regionally tailored actions and capacity building approaches.

At the operational level, collaboration across transport modes can improve access to transport, system efficiency, and resilience for people and goods, while public-private partnerships can unlock much needed investments in transport infrastructure and services.

To sustain collaboration, shared institutional frameworks, long-term coordination mechanisms, and inclusive engagement platforms are essential to ensure accountability, continuity, and impact.

**Key elements include:**

- Strengthening North–South, South–South, and triangular cooperation to facilitate technical assistance, knowledge exchange, technology transfer, and context specific solutions to enhance sustainability in freight and passenger transport systems.
- Harnessing global and regional coordination mechanisms and peer learning networks to share effective approaches while exploring new mechanisms for coordination and strategic alignment.
- Encouraging shared platforms and participatory processes to ensure inclusive, and coherent collaboration among governments, civil society, the private sector, international organizations, and academia.
- Facilitating public–private partnerships to attract financing and accelerate the development of sustainable transport infrastructure, technologies, and services.

## IMPROVE INTEGRATED POLICY-MAKING AND GOVERNANCE

A shift in planning and governance is needed to move beyond fragmented, infrastructure-led approaches and toward integrated systems that are equitable, resilient, evidence-based and aligned with long-term sustainability goals. Achieving this requires policy coherence, strong legal and institutional frameworks, and coordination across sectors and levels of government to ensure that both freight and passenger transport systems contribute to broader sustainable development and climate action objectives. Enhanced multilevel governance and vertical coordination are essential to ensure that transport systems serve specific needs and development goals at every level, from community to regional and global, as effective transport systems often cross administrative boundaries.

**Key elements include:**

- Deepening cross-sectoral, intermodal, and multistakeholder collaboration, including connections between transport and key sectors such as trade, health, education, urban planning, land use, and energy, including through leveraging existing frameworks within the United Nations.
- Promoting policy coherence across sectors and aligning national transport strategies with national sustainable development strategies, nationally determined contributions, and long-term biodiversity restoration and climate action plans, and incorporating mobility and logistics needs into national resilience and emergency strategies.
- Reforming institutional frameworks to enhance transparency, access to information, public participation in decision-making, intersectoral coordination, and implementation capacity.
- Developing national sustainable transport strategies that provide clear policy direction while enabling local adaptation and implementation, while also contributing toward strengthening international and regional transport networks.
- Strengthening multi-level governance to foster coordinated policy and planning for sustainable mobility, aligning national strategies with local implementation.

- Exploring the establishment or strengthening of dedicated sustainable transport agencies at respective levels of government to establish, coordinate, and implement integrated transport and mobility plans.

- Embedding systems thinking, resilience, and equity in education, training, and continuous professional development.

## SECURE MORE EFFECTIVE AND ADEQUATE FINANCING

The gap between current transport financing and the levels needed to achieve sustainable transport systems remains vast. In many regions, investment shortfalls amount to trillions of dollars, while the costs of inaction from lost economic productivity, congestion, air pollution, road fatalities, and transport infrastructure damage can amount to several percentage points of Gross Domestic Product (GDP) each year. Massively scaling up smart, targeted investment in sustainable transport aligned with the SDGs has the potential to prevent these losses and generate long-term economic, social, and environmental benefits. Fairer and more transparent transport pricing can also reduce the burden on taxpayers, fill investment gaps, and allow market forces to support the shift to sustainable transport.

Innovative transport financing solutions, such as land value capture, carbon charges, refined road tolls, and congestion pricing are already helping fund investments and drive the shift toward more sustainable transport. Expanding the use of such mechanisms can ensure users contribute fairly to the systems they benefit from, ease pressure on public budgets, and accelerate the transformation of freight and passenger transport systems.

**Key elements include:**

- Scaling up domestic and international public funding and private investment, especially for capital-intensive modes such as roads, rail, maritime, aviation, and public transport.

- Enhancing investor confidence in the transport sector through increased evidence-based project formulation and bankable projects.

- Mobilizing financing mechanisms for developing countries including concessional financing, climate finance, public-private partnerships, and support from multilateral international institutions.

- Strengthening comprehensive cost-benefit appraisals for sustainable transport projects that account not only for financial returns, but also for broader economic, social, and environmental impacts such as job creation, road safety, emissions reductions, biodiversity net gains, public health, and equity.

- Promoting fairer pricing by aligning user charges with the real costs of transport services, and by increasing transparency on the full costs and subsidies associated with different modes of transport to inform evidence-based policy-making.

- Developing incentives and taxonomies to direct funding toward inclusive, low- or zero-emission, energy-efficient, and climate-resilient transport systems that promote economic growth.

- Expanding the use of innovative financing mechanisms, in a socially responsible way, such as blended finance, green bonds, climate aligned funding and concessional instruments to expand resources for sustainable transport.

- Leveraging public-private partnerships and philanthropic contributions to mobilize additional resources and expand the reach of sustainable transport investments.

- Ensuring that financing reaches secondary cities and rural regions and recognize public transport as a public good for prioritized investment.

## ENHANCE CAPACITY-BUILDING AND PEER LEARNING

Transforming transport systems requires a wide range of capacities and skills at the level of individuals, institutions, and knowledge systems. Achieving sustainable outcomes depends on strong leadership and strategic decision-making, technical expertise, effective public engagement and institutional capabilities including the capacity to coordinate across all levels of government and throughout the transport sector for both passenger and freight systems, from policy and planning to operations, maintenance, and evaluation. Sustainable and resilient systems depend on capacities in risk analysis and management. With rapid technological change, sustainable transport also requires digital literacy, foresight capacity, and skills in the development and application of emerging technologies. To support an integrated approach to sustainable transport and broader sustainable development goals, capacities in systems thinking, cross-sectoral collaboration, and inter-ministerial coordination will be crucial. In particular, the gap in technical, technological, and institutional capacity between developed and developing countries needs to be closed to enable progress during the United Nations Decade of Sustainable Transport.

**Key elements include:**

- Training officials and practitioners and enhancing capacity and leadership skills to design, plan, finance, procure, and manage sustainable transport systems, including preparation of bankable projects and the use of complex financial instruments.

- Equipping institutions, professionals, and workers with the skills to design, adopt, and apply emerging and digital technologies in transport planning, operations, and decision-making.

- Designing curricula and training programs to incorporate systems-thinking and interdisciplinary knowledge for sustainable transport, including economics, climate science, behavioral science, public health, and social inclusion, into transport planning and decision making.

- Expanding access to practical tools, knowledge platforms, e-learning initiatives, structured peer-learning, good practice exchanges, and expert advisory services, especially in developing countries, to support national and local authorities in implementing, monitoring, and continuously improving sustainable transport strategies.

- Enhancing institutional capacity to coordinate across sectors and levels of government, conduct risk analysis, respond to crises, and engage in long-term, strategic planning, including through the use of strategic foresight, to ensure resilient, adaptive, and future-ready freight and passenger transport systems.

# BOOST DATA COLLECTION, ANALYSIS, AND USE

Reliable data, evidence-based decision-making, and shared knowledge are essential for improving transport systems, providing access based on demand and needs, monitoring progress, and scaling up proven solutions. However, many national, local, and regional governments and transport actors still lack the capacity, tools, and data systems needed to collect, share, and apply information effectively. Strengthening reliable and open data and knowledge ecosystems will help inform better decision-making, improve planning and implementation, and support long-term progress toward sustainable transport. Regionally and globally compatible, real-time data can strengthen efficiency, enhance connectivity, and promote more integrated and adaptive transport systems.

### Key elements include:

- Investing in the ability of all levels of government to generate, manage, and use high-quality transport data for planning, operations, and evaluation.
- Advancing open data policies and data-sharing frameworks that ensure privacy, security, and public benefit, while improving the availability of disaggregated data, including by age, gender, income, and geography.
- Encouraging the use of varied data sources, including household and other surveys, citizen science, remote sensing and Global Navigation Satellite Systems, fleet registries, and infrastructure audits to support comprehensive and evidence-based decision-making.
- Supporting innovation, including through the application of artificial intelligence and emerging digital technologies to enhance transport system efficiency, foresight, and responsiveness.
- Expanding and leveraging existing collaborations on open access to data and knowledge platforms, peer-exchange networks, and regionally tailored data resources that help decision-makers implement, adapt, and communicate sustainable transport strategies.
- Facilitating the use of better urban-level monitoring and indicators for sustainable transport, and supporting city-to-city peer learning.

# ASSESSING PROGRESS TOWARD SUSTAINABLE TRANSPORT

Transforming transport systems requires regular monitoring and assessment to ensure that policies, investments, and actions remain effective, responsive, and aligned with evolving priorities. The United Nations Decade of Sustainable Transport provides a unique opportunity to strengthen both evidence-based monitoring and collaborative learning. The Decade can serve as a platform to evaluate progress and to convene governments and stakeholders to showcase achievements, exchange good practices, identify practical solutions to common challenges, and nurture regional, intraregional, and international cooperation. These gatherings, at global, regional, and local levels, can foster peer learning and capacity building, highlight innovations, and build momentum for implementation.

While there is no single dedicated SDG for transport, it is reflected in several SDG targets and recognized as an enabler for achieving many of the goals. Assessments of progress during the Decade can build on existing SDG indicators in Box 3 that measure transport-related outcomes, such as access to public transport and all-season roads, road safety, and freight volumes. However, these indicators do not fully capture the multidimensional sustainability impacts of sustainable transport or the actions required to achieve sustainable transport. Many countries, cities, and financial and academic institutions are already using complementary metrics, in some cases aggregated at the regional level, to reflect aspects of sustainable transport including safety, accessibility, equity, resilience, and environmental impacts.

**Box 3: Current SDG Indicators Explicitly Addressing Sustainable Transport**

***Indicator 3.6.1****: death rate due to road traffic injuries*

***Indicator 9.1.1****: proportion of the rural population who live within 2 km of an all-season road*

***Indicator 9.1.2****: passenger and freight volumes, by mode of transport*

***Indicator 11.2.1****: proportion of population that has convenient access to public transport, by sex, age and persons with disabilities*

***Indicator 16.1.4****: proportion of population that feel safe walking alone around the area they live after dark*

The United Nations Decade of Sustainable Transport can facilitate global and regional dialogue on the development and use of complementary indicators, while also supporting efforts to address data gaps that may vary across regions and countries, for example on walking and cycling, informal transport services, safety, security, transport resilience, environmental impacts, finance, and freight and logistics. It is also essential to improve data disaggregation, including by gender, age, income, disability status, and location, to ensure that transport policies and investments are inclusive, equitable, and responsive to the needs of all users.

**Key elements for assessing progress include:**

- Facilitating annual global and regional gatherings to showcase progress, share innovations, and foster peer learning among Member States, local, and regional governments, development partners, and other stakeholders.
- Providing inclusive open access data and knowledge sharing platforms that enable access to data, case studies, regionally tailored solutions, and practical tools for implementation, monitoring, and evaluation.
- Encouraging the development and use of global monitoring approaches including those applied for the SDGs and complementary indicators to support voluntary progress tracking, inform decision-making, and guide course corrections.
- Developing complementary, regionally appropriate monitoring mechanisms to reflect varying capacities, priorities, and contexts, supported by the United Nations regional commissions.
- Building capacities of national statistical systems and data observatories and encouraging data sharing practices across levels of government and across multiple stakeholder groups.
- Establishing an ad hoc high-level advisory board to provide strategic guidance, expert insights, and independent perspectives to support progress assessment and inform future priorities and adjustments throughout the Decade.
- Exploring the prospect of a regular comprehensive report to provide an overview of global and regional progress during the Decade, to share good practices, and to highlight opportunities for enhanced cooperation and alignment of transport systems with sustainable development.
- Organizing a mid-term review in 2030 to assess progress, renew political momentum, and align the second half of the United Nations Decade of Sustainable Transport with emerging global and regional opportunities and challenges.

# CALL FOR ACTION

The United Nations Decade of Sustainable Transport calls on all actors to work together through more coordinated efforts across transport modes, sectors, and levels of governance as well as through collaboration with stakeholders beyond the transport sector. This is not a business-as-usual effort—it is a global, time-bound mission to transform transport systems into engines of sustainable development, advancing social inclusion, economic growth, climate action, environmental stewardship, and resilience.

Alignment of policies, investments, and innovations with the Decade's focus areas, alongside engagement through voluntary commitments, flagship initiatives, and multilateral cooperation can accelerate lasting change and lay the foundation for sustainable transport.

An impactful Decade will depend on every stakeholder group taking targeted steps, with clear deliverables, accountability mechanisms, and integration into ongoing work programmes. Actions and actors may include, but are not limited to the following:

- **Governments** must lead by integrating sustainable transport into national development strategies, planning frameworks, Nationally Determined Contributions (NDCs), adaptation plans, and resilient infrastructure development, among others. Measurable targets and annual reporting, legislation, and enforcement can shape investments and drive advances in safety, accessibility, decarbonization, resilience, and sustainable development.
- **Multilateral Development Banks** should support these efforts by incorporating enhanced sustainability and resilience criteria into their investment portfolios and scaling up financial resources with unique and more flexible models for sustainable transport projects, which are often capital intensive with diffuse and long-term returns. They can also support with private capital mobilization, capacity building, institutional strengthening, and technical expertise to develop bankable projects. They also bring convening power to catalyze transformative investments.
- **Bilateral donors** can support by integrating sustainable transport into aid strategies, climate finance, and infrastructure support programs. They can provide targeted technical assistance and capacity-building while also supporting regional and cross-border initiatives that enhance connectivity, harmonize standards, and promote knowledge exchange across freight and passenger transport systems.
- **The Private Sector** will be a crucial contributor to achieving the objectives of the Decade. Transport solutions suppliers, operators, and transport service providers can drive innovation, scale up the application of new technologies, and invest in and deploy solutions that accelerate the transition toward sustainable, resilient, zero- and low-carbon, safe, and accessible transport systems. Private sector companies on the demand side, such as cargo owners and retailers, must send clear signals through corporate

policy and procurement, including sustainability reporting, and help guide public policy to meet the future transport needs of respective industries. Public-private partnerships are crucial for accelerating infrastructure delivery and service innovation.

- **Academia and Research Institutions** play a vital role in generating data and knowledge, shaping evidence-based policy, training future professionals, and fostering innovation across disciplines to advance sustainable transport. Research in varied socio-economic and regional contexts can identify cost effective and scalable solutions, while incorporation of systems thinking, foresight, resilience planning, and emerging technologies can contribute to sustainability. Support for expanding research capacities in developing countries will be crucial, and partnerships with industry may support these efforts.

- **Civil Society and Local Communities** contribute essential perspectives, ensuring accountability, inclusiveness, and responsiveness to local needs and realities. Active participation in transport planning processes, public awareness building, behavioral change initiatives, and collection of citizen-generated data are all effective ways to engage. Youth organizations can engage with peers and communities to champion transport as an avenue to sustainability while co-designing solutions that inspire long-term intergenerational commitment during the Decade.

- **Philanthropic Organizations** are well positioned to invest in community-based transport initiatives that promote equity, safety, and sustainability, especially for underserved populations. They can also drive innovation by funding research, pilot projects, and digital tools that advance sustainable transport, while also leading on advocacy and public engagement with campaigns, coalitions, and platforms for raising awareness and mobilizing action.

- **The United Nations System and International Organizations** must continue to foster global and regional collaboration, conduct research, provide analysis, collect data, offer technical support and capacity-building, convene stakeholders, support standard setting and legal agreements, provide peer learning opportunities, and ensure that sustainable transport is mainstreamed into multilateral processes as well as development and humanitarian agendas. The United Nations Regional Commissions play a key role adapting global sustainable transport focus areas into region-specific priorities and action frameworks through their intergovernmental, analytical, and capacity building work, as well as through the management of international and regional conventions and legal agreements in transport and logistics.

- **Individuals** can make a meaningful impact through their daily choices, such as walking, cycling, and using shared or public transport instead of private cars, and by supporting zero- and low-emission mobility options whenever possible. Embracing digital tools for route optimization, participating in car-sharing, bike-sharing, and carbon-offset programmes, and advocating for safer, more inclusive mobility systems all help shift demand toward sustainable transport. Consumer preferences, civic engagement, and openness to new mobility habits collectively drive cultural change and encourage governments and businesses to accelerate the transition to sustainable transport systems.

Together, this collective effort during the United Nations Decade of Sustainable Transport can unleash the required transformation toward a shared vision by

aligning policies, mobilizing investments, increasing capacities, and scaling innovations across sectors and governance levels. Through voluntary commitments, flagship and catalytic initiatives, transformative partnerships, and strengthened multilateral cooperation among all actors, this is the moment to fast-track meaningful change and build transport systems that enhance people's lives and protect the planet.

The Decade marks the beginning of a generational transformation that will redefine how transport systems serve people, communities, economies, and the planet for decades ahead. From the journeys we take to the policies we set and the investments we prioritize, every decision matters. Now is the time to make those decisions count for sustainable transport and a better world. The clock is running. The work starts today.

United Nations
Decade of
Sustainable Transport
2026–2035

United Nations | Department of Economic and Social Affairs

Division for Sustainable Development Goals (DSDG)
Department of Economic and Social Affairs (DESA)
United Nations

To learn more, visit sdgs.un.org