



# Summary of the High-Level Event: Launch of the United Nations Decade of Sustainable Transport 2026–2035

Context .....1

Opening Remarks and Message .....2

High-Level Ministerial Segment: Steering global momentum for the Decade .....3

Mobilizing for a sustainable future - showcase of sustainable transport action commitments .....4

Stakeholder Roundtable - Collaboration for Sustainable Transport: Insights and Solutions .....6

Open Debate.....7

Overall conclusions and way forward .....9

## Context

1. The present report summarizes the proceedings of the High-level Event for the Launch of the United Nations Decade of Sustainable Transport 2026–2035 and its Implementation Plan. The Event was convened by the United Nations Department of Economic and Social Affairs (UN DESA) in the Trusteeship Council Chamber at United Nations Headquarters in New York on 10 December 2025. It brought together Member States, United Nations (UN) entities, Regional Commissions, international financial institutions, civil society organizations, private-sector stakeholders, academia, and other relevant partners. The Event aimed to raise awareness of the pivotal role of sustainable transport in advancing sustainable development, climate action, safety, and resilience, and to mobilize political and stakeholder support for implementation throughout the Decade.
2. In 2023, the General Assembly proclaimed the first-ever *United Nations Decade of Sustainable Transport*, to commence in 2026, recognizing the critical role of sustainable transport in achieving the *2030 Agenda for Sustainable Development*. Through resolution 78/148, entitled “*Strengthening the links between all modes of transport to achieve the Sustainable Development Goals*”, the General Assembly called for strengthened coordination across transport modes and requested UN DESA, in collaboration with the United Nations Regional Commissions, to develop an Implementation Plan for the Decade, in consultation with Member States, the UN system, and other relevant stakeholders.
3. Accordingly, the *Implementation Plan of the United Nations Decade of Sustainable Transport* was prepared - through an inclusive, consultative process - as a global, action-oriented policy framework intended to steer collective efforts towards more sustainable, inclusive, and resilient transport systems. While non-binding in nature, the Implementation Plan is designed to enhance coherence, foster collaboration, mobilize resources, and support monitoring and evaluation of progress on sustainable transport and its contribution to the Sustainable Development Goals (SDGs).



United Nations  
Decade of  
Sustainable  
Transport

4. A key objective of the event was also to provide a platform for voluntary *Sustainable Transport Action Commitments* by Member States and stakeholders. In advance of the launch, UN DESA opened a call for voluntary commitments to support concrete action during the Decade. These commitments are intended to enhance transparency and accountability and to serve as a practical mechanism for translating the Implementation Plan into action, with initiatives registered on a digital UN platform.

5. The Launch Event was structured around an opening segment, a high-level ministerial segment, a showcase of voluntary action commitments, and a stakeholder roundtable followed by an open debate. The meeting was open to Member States and observers, the UN system, ECOSOC-accredited non-governmental organizations, and other registered stakeholders, and was conducted in English. The discussions and interventions during the meeting reflected the shared recognition that sustainable transport is a cross-cutting component of sustainable development and that the success of the Decade will depend on sustained political leadership, inclusive partnerships, effective coordination, and measurable implementation.

### Opening Remarks and Message

6. Mr. Li Junhua, Under-Secretary-General for Economic and Social Affairs; H.E. Mr. Paruyr Hovhannisyan, Vice-President of ECOSOC; and Mr. Jean Todt, Secretary-General's Special Envoy for Road Safety, provided remarks in the opening segment. Mr. Dimitry Mariyasyn, Deputy Executive Secretary of UNECE delivered a message on behalf of the UN Regional Commissions.

7. Speakers emphasized that sustainable transport is inherently cross-sectoral and a core enabler of the 2030 Agenda for Sustainable Development. Transport influences economic performance, social inclusion, public health and safety, and environmental sustainability, and serves as a pathway that accelerates progress across multiple SDGs, including poverty reduction, food security, gender equality, climate action, and sustainable cities. Therefore, transport should not be treated as a stand-alone objective, but rather integrated into broader policy areas such as health, climate mitigation, urban development, digital transformation, and financing.

8. The Implementation Plan of the Decade was presented as providing a shared vision, with six priority areas, and defined means of implementation, and as serving as the central operational framework for the Decade. Speakers underscored the importance of accountability mechanisms, including the request for UN DESA to coordinate monitoring arrangements and to develop a transport sustainability tracker to support transparency, progress assessment, and the dissemination of good practices. The mid-term review in 2030, which will also serve as the 3<sup>rd</sup> UN Global Sustainable Transport Conference, was identified as a key milestone to take stock of progress and accelerate delivery.

9. Broad and inclusive stakeholder engagement for implementation is needed, including Member States, multilateral development banks, civil society, research institutions, youth representatives, and the UN system. In this context it was pointed out that more than 80 voluntary Sustainable Transport Action Commitments had already been submitted ahead of the launch of the Decade, signaling strong readiness among stakeholders to move from planning to implementation.

10. As Landlocked developing countries (LLDCs) face particular challenges, including high transport costs and infrastructure- and border-related bottlenecks, the alignment between the Decade's Implementation Plan



and the Vienna Programme of Action for Landlocked Developing Countries was welcomed. Speakers reaffirmed the readiness of ECOSOC and the wider UN system to work with interested Member States and stakeholders to advance implementation of the Decade, particularly in support of countries in vulnerable situations.

11. Road safety is a prerequisite for sustainable transport, with the clear assertion that transport systems cannot be considered sustainable if they are unsafe. The scale of global road trauma - over one million fatalities annually and tens of millions of injuries - was recalled, alongside the emphasis that road crashes are preventable in principle. Speakers called for strengthened political leadership, sustained investment, and the implementation of a safe systems approach, with explicit attention to vulnerable road users, including children and persons with disabilities. The Decade was highlighted as a time-bound opportunity to embed safety in transport planning and design and to deliver measurable reductions in fatalities and serious injuries.

12. Similarly, the Decade was highlighted as a whole-of-development agenda, with implications extending to cities, energy systems, social inclusion, trade facilitation, and environmental outcomes. While guided by a common strategic framework centered on inclusion, decarbonization, ecosystem protection, and resilience, regional priorities were recognized as differentiated with focus areas ranging from accessibility, safety, efficiency, and resilience to advanced digital mobility to basic access deficits to logistics efficiency, equity, and geographic connectivity to vehicle standards, digitalization, and multimodal solutions. Across all regions, safety was reaffirmed as foundational, and it was emphasized that achieving the objectives of the Decade will require financing at scale, regulatory modernization, strengthened public-private collaboration, and sustained political commitment. The UN Regional Commissions reaffirmed their readiness to support Member States and stakeholders in implementation.

### **High-Level Ministerial Segment: Steering global momentum for the Decade**

13. The high-level ministerial segment provided political direction for the implementation of the UN Decade of Sustainable Transport 2026–2035. It heard Statements by H.E. Mr. Juan Carlos Muñoz, Minister of Transport and Telecommunications of Chile; H.E. Mr. Absattar Syrgabaev, Minister of Transport and Communications of the Kyrgyz Republic; H.E. Mr. Yankoba Dieme, Minister for Infrastructure, Land and Air Transport of Senegal; and Mr. Cloves Benevides, Undersecretary for Sustainability of Brazil.

14. Ministers emphasized that transport is a strategic driver of sustainable development, climate action, economic resilience, and social inclusion, and that its transformation is essential to achieving national development objectives and the goals of the UN Decade of Sustainable Transport. Transport was consistently framed as central to sustainability due to both its environmental footprint and its direct impact on daily quality of life and development.

15. Across interventions, Ministers highlighted the need for integrated, people-centred transport systems that prioritize public transport, active mobility, safety, accessibility, and affordability, alongside decarbonization and digital transformation. Several Ministers stressed that sustainable transport should not be approached solely as a technical or infrastructure-driven sector, but as a system designed to improve quality of life and social outcomes.



United Nations  
Decade of  
Sustainable  
Transport

16. Ministers underscored that leadership and credibility in sustainable transport depend on concrete domestic action, including policy reforms, investment in public and low-emission transport, and alignment of transport policy with broader social and environmental objectives such as safety, accessibility, livability, and resilience. National efforts highlighted included modernization and expansion of public transport, promotion of modal shifts, electric mobility, sustainable logistics, and evidence-based policymaking supported by appropriate regulatory frameworks and private-sector engagement.

17. The deliberations emphasized the importance of transport in strengthening connectivity, regional integration, and resilience, particularly in the context of rapid urbanization, climate vulnerability, and geographic constraints. Ministers highlighted investments in road and rail infrastructure, climate-resilient transport systems, and international transport corridors as essential to supporting economic transformation and social development.

18. Ministers speaking from the perspective of LLDCs and African countries highlighted the need for enhanced international support to advance sustainable transport transitions. Requests were made for improved access to finance, technology, and innovation for LLDCs, as well as strengthened partnerships to mobilize financing and technical support for sustainable transport systems in Africa. International cooperation was consistently identified as essential to enable nationally grounded implementation of the Decade in countries facing structural constraints.

19. Ministers reaffirmed the importance of international cooperation, shared learning, and partnerships, including South–South and triangular cooperation, to scale up sustainable transport solutions and address common challenges across regions and development contexts. The UN Decade of Sustainable Transport was welcomed as a framework to support collaboration and collective action.

20. In conclusion, it was noted that ministerial interventions demonstrated strong political commitment and a shared understanding of sustainable transport as a cross-cutting enabler of development. The discussions underscored the importance of national leadership, international cooperation, and sustained investment to ensure that the UN Decade delivers tangible results across regions and development contexts.

### **Mobilizing for a sustainable future - showcase of sustainable transport action commitments**

21. Two commitment panels were held with speakers highlighting voluntary commitments for the Decade that they had submitted to the UN Secretariat in the run up to the launch event. The first panel focused on mobilizing concrete, voluntary actions by major global transport stakeholders across maritime, road, finance, knowledge, innovation, and regional development banking. It underscored the importance of translating the strategic objectives of the UN Decade into measurable investments, policy reforms, and operational tools. The second panel complemented the discussion with an exploration of implementation enablers, including public transport capacity, research and data systems, development finance, rail transformation, and sustainable logistics and freight.

22. Speakers included representatives of the World Shipping Council, Kühne Foundation, International Road Transport Union, International Union of Railways, UITP Africa (and Lagos Metropolitan Area Transport Authority), World Bank, Asian Development Bank, Development Bank of Latin America and the Caribbean,



SLOCAT Partnership, German Agency for International Cooperation (GIZ), and Global Sustainable Transport Innovation and Knowledge Center (GSTIKC).

### *Sustainable shipping and logistics*

23. The discussions highlighted the central role of maritime transport and logistics in global trade and sustainable development, noting that shipping underpins approximately 80 per cent of global trade and accounts for around 3 per cent of global greenhouse gas emissions. Industry commitments were presented to accelerate the decarbonization of ocean shipping, including investments exceeding US\$ 150 billion in dual-fuel vessels capable of operating on low- and zero-emission fuels. The effectiveness of these investments was linked to the availability of clean marine fuels at scale and at commercially viable prices, with current alternative fuels remaining significantly more expensive than conventional fuels. Speakers emphasized the need for globally coordinated regulatory solutions under the International Maritime Organization, cautioning that fragmented approaches risk increasing costs without accelerating emissions reductions.

24. Freight transport and sustainable logistics were identified as underrepresented but critical components of sustainable transport, accounting for nearly half of global transport activity. Commitments focused on strengthening resilient value chains, particularly in low- and middle-income countries, through expanded education, capacity-building, and data generation, including new training campuses, scholarships, and the launch of a global sustainable logistics survey to inform policy and private-sector action.

### *Sustainable road, rail and public transport systems*

25. The commitment panels underscored the indispensable role of road, rail, and public transport in enabling sustainable development and integrated multimodal systems. Road transport was highlighted as essential for connecting rural production to markets, with commitments emphasizing immediate emissions reductions through existing operational and regulatory measures, alongside longer-term transitions to alternative fuels. Speakers stressed that many solutions are already embedded in existing UN transport conventions but require stronger political alignment and implementation at scale, and called on Governments to prioritize climate action over institutional inertia and modal protectionism.

26. Rail transport was reaffirmed as a backbone of low-carbon, inclusive, and resilient transport systems, with commitments focused on improving access to climate finance and carbon markets for bankable rail projects, and enhancing transparency through the publication of annual global rail sustainability reports aligned with the Sustainable Development Goals.

27. Public transport was highlighted as essential for delivering universal access to safe, affordable, low-carbon, and resilient mobility. Persistent access gaps were noted, particularly in fast-growing cities and emerging economies. Commitments focused on raising global awareness through activities on World Public Transport Day and on scaling up professional capacity-building, including large-scale training programmes targeting public transport practitioners.

### *Mobilisation of multilateral and regional development finance*

28. Multilateral development banks emphasized the transformative impact of transport investments on access to education, employment, and healthcare, particularly in low- and middle-income countries. Speakers



highlighted the need to redesign transport systems as people-centered social systems, addressing congestion, pollution, safety risks, and inequality.

29. Significant financing commitments were presented, including over US\$ 30 billion mobilized by the World Bank in the past decade and future annual commitments exceeding US\$ 36 billion by the Asian Development Bank following recent charter amendments. Persistent access gaps, particularly in Asia and the Pacific, were highlighted, alongside estimated investment needs of US\$ 2.7 trillion to address rural and urban transport deficits and strengthen climate resilience. Regional development finance institutions committed to mobilizing substantial resources, including approximately US\$ 18 billion in sustainable transport investments in Latin America and the Caribbean between 2026 and 2035, focusing on cleaner public transport, low-carbon logistics, road safety, resilient infrastructure, and regional connectivity.

#### *Knowledge, data, capacity building, and accountability*

30. The discussions underscored that achieving the objectives of the Decade requires science-based knowledge, reliable data, and strong analytical capacity. Commitments focused on strengthening monitoring, reporting, and accountability mechanisms to translate ambition into effective action. The Global Status Report on Sustainable Transport was highlighted as a core accountability tool, complemented by contributions to the Global Stocktake under the Paris Agreement and the expansion of open data platforms, particularly for countries with limited analytical capacity.

31. Additional commitments emphasized the importance of research, data interoperability, and capacity-building, including international research programmes on sustainable infrastructure, initiatives to improve transport data for decarbonization, and large-scale training and peer-learning programmes targeting thousands of learners and transport professionals.

32. Operational tools were also highlighted as essential to closing the gap between policy ambition and implementation. Commitments included the deployment of project-level sustainability frameworks integrating environmental, social, and economic considerations across the full lifecycle of transport projects, supported by assessment tools, pilot projects, and global knowledge-sharing platforms.

33. In concluding the panels, it was noted that the breadth and depth of voluntary commitments demonstrated strong momentum and provided a robust foundation for implementation during the United Nations Decade of Sustainable Transport, underscoring the importance of coordinated action across sectors, regions, and stakeholders.

#### **Stakeholder Roundtable - Collaboration for Sustainable Transport: Insights and Solutions**

34. The stakeholder roundtable provided perspectives from industry, youth, and civil society on how to translate the ambitions of the UN Decade of Sustainable Transport into concrete outcomes. Speakers emphasized that effective delivery depends on integrating safety, inclusion, innovation, and accountability across all transport modes. Speakers included representatives of the World Bicycle Industry Association, Air Transport Action Group (ATAG), and Youth for Road Safety (YOURS).



### *Active mobility as core component of sustainable transport*

35. Stakeholders emphasized that cycling and active mobility are among the most efficient, accessible, and immediately deployable solutions for advancing sustainable transport. Active mobility was highlighted as delivering multiple co-benefits, including emissions reduction, improved public health, enhanced road safety, job creation, and urban livability.

36. It was stressed that realizing these benefits at scale requires sustained public investment in safe and connected cycling infrastructure, including protected lanes, traffic calming measures, and integration with public transport systems. Cycling was framed as a core component of integrated transport systems, rather than a marginal or recreational mode, reflecting the economic contribution of the bicycle industry across manufacturing, services, and tourism. Stakeholders called for active mobility to be fully embedded in national and urban transport strategies under the Decade.

### *Aviation and the transition to net-zero*

37. The discussions underscored aviation's role as a critical enabler of economic and social development, particularly for SIDS, LDCs, and LLDCs. Aviation was highlighted as supporting large-scale employment, contributing significantly to global GDP, and facilitating trade, tourism, humanitarian assistance, and access to essential services.

38. While recognizing aviation as a hard-to-abate sector, stakeholders highlighted that aviation has established a clear global climate pathway through the International Civil Aviation Organization, including a collective commitment to achieve net-zero carbon emissions by 2050. Achieving this objective will require the deployment of sustainable aviation fuels, next-generation aircraft technologies, and operational efficiencies. The discussions emphasized that delivery depends on coordinated action among governments, industry, energy providers, and financiers, with continued engagement of aviation stakeholders throughout the Decade.

### *Youth engagement and road safety*

39. Road safety was emphasized as a foundational element of sustainable transport, with the clear assertion that transport systems cannot be considered sustainable if they continue to result in preventable deaths and injuries. Stakeholders highlighted the disproportionate impact of unsafe transport on young people and vulnerable road users and underscored the need to place human life and dignity at the center of transport systems.

40. The discussions identified inclusion, collaboration, and accountability as key principles for the success of the Decade. Emphasis was placed on the need for meaningful engagement of communities and young people in transport decision-making, strengthened cross-sectoral collaboration, and robust monitoring mechanisms to ensure that commitments translate into concrete results. Youth and civil society were recognized as playing an important role in advocating for people-centered transport systems.

## **Open Debate**

41. The open debate provided an opportunity for Member States, political groups, civil society organizations, and institutions to articulate priorities, experiences, and expectations for the Decade's implementation. It



United Nations  
Decade of  
Sustainable  
Transport

heard statements by the following Groups and Member States: the Group of Friends of Sustainable Transport, Small Island Developing State (SIDS), by Austria, Kazakhstan, Morocco, Netherlands, Russian Federation, Saudi Arabia, and United Kingdom of Great Britain and Northern Ireland. It also heard statements by civil society representatives, including World Wildlife Fund, International Road Federation, Metro Bilbao, and regional and research institutions.

#### *Governance, Coordination, and Implementation of the Decade*

42. Member States welcomed the official launch of the UN Decade of Sustainable Transport as a historic milestone and recalled the adoption of the General Assembly resolution proclaiming the Decade. The importance of its institutional architecture was underscored, including the assessment on the potential need for establishing a UN system-wide coordination mechanism, the development of a global transport sustainability tracker, and the convening of a mid-term review in 2030, which will also serve as the 3<sup>rd</sup> UN Global Sustainable Transport Conference. Sustainable transport was framed as extending beyond mobility to encompass development, equity, safety, food security, and resilience. Member States reaffirmed their readiness to support UN DESA and partners in ensuring coordinated, inclusive, and action-oriented implementation of the Decade.

#### *Climate Action, Decarbonization, and Zero-emission Transitions*

43. Several Member States emphasized that transport accounts for a significant share of global greenhouse gas emissions and that the coming decade is critical for accelerating progress toward zero-emission transport systems by 2050. National priorities highlighted included zero-emission vehicles, smart charging systems, zero-emission construction logistics, active mobility, electrification, and emissions reductions across land, sea, and air transport. Technology, innovation, digital transformation, and artificial intelligence-driven logistics were identified as key enablers, supported by smart spatial planning, targeted investments, and energy infrastructure.

#### *Connectivity, Trade, and Regional Integration*

44. Transport was highlighted as a key driver of economic development, trade, and regional integration. Investments in infrastructure modernization, railways, intelligent transport systems, customs digitalization, and urban transit were identified as essential for strengthening sustainable connectivity. Particular emphasis was placed on the development of international and regional transport corridors to enhance resilience and unlock economic potential. International cooperation was underscored as essential to fully realize the benefits of sustainable transport corridors.

#### *Requests for Support to Enable Implementation of the Decade*

45. Several delegations articulated specific needs for international support to enable effective implementation of the Decade. SIDS emphasized their vulnerability to climate change and the disproportionate impact of extreme weather events on transport infrastructure, calling for resilient transport systems, improved access to finance, technology transfer, and capacity-building to support sustainable transport transitions and maintain connectivity.

46. LLDCs highlighted the structural constraints they face, including high transport costs and reliance on transit corridors, and emphasized the importance of international cooperation, peer learning, and targeted



support to implement sustainable transport strategies aligned with the 2030 Agenda and the objectives of the Decade.

#### *Safety, Resilience, and Sustainable Infrastructure*

47. Member States emphasized the importance of safety, emissions reduction, congestion management, and climate resilience in transport planning and operations. National strategies highlighted improved governance coordination, infrastructure modernization, and resilient design. Roads were recognized as essential development arteries but also as facing significant challenges related to safety, emissions, congestion, and climate vulnerability, requiring integrated approaches and capacity-building.

#### *Nature, Biodiversity, and Ecosystem Protection*

48. Civil society emphasized that biodiversity and ecosystem protection must be embedded across all transport actions, alongside climate mitigation and resilience. Priorities included ecosystem-sensitive spatial planning, integration of biodiversity safeguards and measurable indicators aligned with global biodiversity frameworks, and scaling up nature-positive transport solutions through voluntary commitments.

#### *Public Transport, Urban Mobility, and Local Implementation*

49. Public transport operators emphasized the role of public transport in connecting communities, improving accessibility, creating quality local employment, and localizing the Sustainable Development Goals. Investments in network expansion, rolling stock, and signaling systems were highlighted as concrete implementation measures, alongside international cooperation through public transport associations and global platforms.

#### *Data, Digital Tools, and Knowledge-sharing*

50. Regional and research institutions underscored the importance of digital tools, data platforms, peer learning, and monitoring mechanisms to support evidence-based policymaking and to track progress under the Decade, reinforcing accountability and informed decision-making.

51. In closing, it was noted that the open debate reflected diverse national contexts alongside a shared commitment to advancing sustainable transport. Speakers reaffirmed that sustained cooperation, targeted support for countries facing structural constraints, and effective UN system coordination will be essential to ensure that the UN Decade of Sustainable Transport delivers tangible and measurable results.

### **Overall conclusions and way forward**

52. The High-level Event marking the launch of the UN Decade of Sustainable Transport 2026–2035 underscored the central role of sustainable transport as a cross-cutting enabler of sustainable development, climate action, safety, resilience, and social inclusion. Across all segments of the meeting, participants emphasized that transport systems shape economic opportunity, access to essential services, environmental outcomes, and quality of life, and that transforming transport is therefore integral to achieving the 2030 Agenda for Sustainable Development.

53. The discussions highlighted broad convergence around the strategic direction set out in the Implementation Plan of the Decade, including its focus on people-centered mobility, safety, decarbonization,



United Nations  
Decade of  
Sustainable  
Transport

resilience, ecosystem protection, and integrated, multimodal transport systems. Speakers from Governments, the UN system, development finance institutions, the private sector, and civil society stressed that the Decade must serve as an implementation-oriented framework, moving beyond vision-setting toward measurable action at national, regional, and local levels.

54. Strong political commitment was expressed by Member States, particularly with regard to aligning national transport strategies with global objectives, strengthening public transport and active mobility, improving road safety, advancing low- and zero-emission technologies, and enhancing connectivity for countries in vulnerable situations, including LLDCs and SIDS. Ministers emphasized that international cooperation, peer learning, and sustained investment will be essential to closing access gaps, addressing climate risks, and avoiding unsustainable development pathways.

55. The voluntary Sustainable Transport Action Commitments presented during the meeting demonstrated early momentum for implementation and reflected the diversity of actors and approaches required to deliver results during the Decade. Commitments spanning maritime transport, road transport, public transport, aviation, rail, logistics, data and monitoring, capacity-building, and development finance illustrated how global frameworks can be translated into concrete initiatives. Participants emphasized the importance of scaling such commitments, fostering partnerships, and ensuring transparency and accountability through monitoring and reporting mechanisms.

56. Stakeholder and civil society interventions reinforced the message that sustainable transport must be inclusive, safe, and accountable. Youth representatives, industry actors, and non-governmental organizations highlighted the need to place people at the center of transport systems, to meaningfully engage communities, and to ensure that commitments lead to tangible improvements in safety, accessibility, and environmental performance. The importance of integrating biodiversity considerations, leveraging data and digital tools, and strengthening institutional and human capacity was also emphasized.

57. Looking ahead, the meeting underscored several priorities for the effective implementation of the Decade: sustained political leadership; strengthened coordination across the UN system and with external partners; mobilization of finance at scale, including through public-private collaboration; robust data, monitoring, and reporting frameworks; and capacity-building to support implementation at all levels. Participants also highlighted the importance of maintaining momentum toward key milestones, including the mid-term review in 2030, which will serve as the 3<sup>rd</sup> UN Global Sustainable Transport Conference.

58. In closing, the launch of the UN Decade of Sustainable Transport was widely recognized as a timely and necessary initiative to accelerate action in a critical decade for sustainable development. The meeting reaffirmed that success depends on collective effort, shared responsibility, and sustained engagement by Member States, the UN system, and all stakeholders to ensure that the Decade delivers tangible, measurable benefits for people, communities, and the planet.

.....