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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Transport Trends and Economics

##### Thirty-first session

Geneva, 3–5 September 2018

Item 11 (a) of the provisional agenda

##### Review of the transport situation, transport trends and economics in ECE region:

Transport Trends and Economics 2018–2019:

Mobility as a Service

## Road map on the contributions of member States and of the Working Party sessions in implementing the 2030 Agenda\*

Submitted by the Secretariat

### I. Introduction and mandate

1. This document has been prepared in line with the output/activities of cluster 2: “Transport trends and economics” of the programme of work of the transport subprogramme for 2018–2019 (ECE/TRANS/2018/21) as adopted by the Inland Transport Committee on 20 February 2018 (ECE/TRANS/274, paras. 123-126) and by the Executive Committee of ECE.

2. The Working Party during its last session and while discussing the possibility to develop a transport trends and economics publication on achievement of sustainable development goals through the development of Sustainable Transport requested the secretariat to prepare a document on a draft road map on the contributions of member States and of the Working Party sessions in implementing the 2030 Agenda in order for the Working Party to consider it and finalize it.

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\* The present document was not edited before being sent to the United Nations translation services.

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3. The Working Party may wish to consider formal document ECE/TRANS/WP.5/2018/4 which includes the draft road map and provides guidance on future steps.

## **II. The 2030 Agenda and the role of sustainable transport**

4. Global leaders adopted in 2015 a set of 17 Sustainable Development Goals and 169 targets for 2030 that aspire to help humanity revert to a virtuous path of sustainability. Sustainable transport and mobility are key elements in achieving the Sustainable Development Goals, as the mapping of ITC activities against the Sustainable Development Goals has shown. In fact, the Committee's work relates directly or indirectly to the majority of the seventeen Sustainable Development Goals, through the United Nations legal instruments and regulations of global and regional geographical coverage under its purview the capacity-building activities, as well as the relevant analytical work where the Working Party plays a critical role as the transport think tank of the division.

5. The ability to achieve the Sustainable Development Goals will also be largely determined by their operationalization in order to track progress. The importance of tracking progress and setting performance targets for the achievement of the Sustainable Development Goal targets was highlighted in United Nations General Assembly resolution A/70/260, adopted in April 2016. Section II of this document discusses the three major processes for tracking progress to which the Committee contributes.

6. The scale and ambition of this new universal agenda is such that its success will also largely require that the United Nations system is "fit for purpose" in delivering the desired results and supports the efforts of the global community by tracking progress in achieving the Sustainable Development Goals. Section III discusses ongoing developments of high importance. states.

7. Currently there are three major global processes/initiatives of tracking progress towards achieving the transport-related aspects of the Sustainable Development Goals and the Committee is directly involved in all three of them.

### **A. Indicators of Sustainable Development Goals**

8. First, the tracking of progress towards achieving the 17 Sustainable Development Goals and relevant indicators is coordinated by United Nations Department of Economic and Social Affairs (UN DESA) as secretariat to the Inter-Agency Expert Group on the Sustainable Development Goals (IAEG-Sustainable Development Goals).

9. Four indicators under three Sustainable Development Goals (3, 9 and 11) are directly linked to the work of ITC,. The Committee contributes to the monitoring of the four indicators as a Partner Agency.

### **B. Sustainable Mobility for All (SUM4ALL)**

10. The second major global initiative is the Sustainable Mobility for All (SUM4ALL) initiative, pursued by the World Bank and a number of key partners, involving among other things the development of a Global Tracking Framework.

11. The goal of SUM4ALL is to support the achievement of transport-related Sustainable Development Goals and keep track of progress towards these goals. Its focus is on four pillars that define sustainable mobility under SUM4ALL: universal access,

efficiency, safety, greening. The Economic Commission for Europe (ECE) is directly involved with SUM4ALL as convener of the efficiency pillar.

12. Among the completed activities of the initiative is the first Global Mobility Report (GMR) prepared with contributions from ECE under the chapter on efficiency (ECE-Convener).

### C. Voluntary global performance targets and indicators on road safety

13. The third initiative is the development and monitoring of voluntary global performance targets and indicators on road safety. In recognition of the scale of the road safety crisis, in 2011 the United Nations declared a Decade of Action for Road Safety, with the aim of reducing the number of global road traffic deaths. In September 2015, the ambitious global targets of the United Nations Decade of Action were further reinforced with the Sustainable Development targets 3.6 and 11.2. The process of developing voluntary global performance targets on road safety aims to complement the relevant Sustainable Development Goal targets. ECE is actively participating in the formulation and monitoring of these targets.

## III. Roadmap on the contributions of the Working Party sessions in implementing the 2030 Agenda – current situation

14. The following table summarizes the current and recent activities of the Working Party and their relationship with sustainable development goals implementation for consideration by the working party.

| <i>Working Party 5 Sessions Activities</i>                                      | <i>Sustainable Development Goals</i>  | <i>Relation of WP.5 activities to SDGs/ Role towards implementation of goal</i>   |
|---|---|---|
| <b>Regular Agenda Items</b>   |   |   |
| Ports hinterland connections  | (a) End poverty in all its forms everywhere (1);  | (a) Accessibility to opportunities-sustainable transport improves access to economic and social opportunities including access to places of employment, goods, schools and health care in urban and rural contexts;   |
| Developments in pan-European transport networks                                 |   |   |
| Transport in the Mediterranean Region   |   |   |
| Euro-Asian Transport Links  | (b) End hunger, achieve food security and improved nutrition and promote sustainable agriculture (2); | (b) Rural accessibility – Correlation between transportation and food security; Transport Infrastructure (e.g. all-weather roads, road rehabilitation, construction) & Transport Services (e.g. availability of affordable public transport, bicycles, handcarts as alternatives to head-and back-loading); |
| Urban mobility and Public Transport   |   |   |
| Review of the transport situation, transport trends and economics in ECE region |   |   |
| Technical assistance to countries with economies in transition                  |   |   |
| <b>Group of Experts</b>   |   |   |

| <i>Working Party 5 Sessions Activities</i>  | <i>Sustainable Development Goals</i>  | <i>Relation of WP.5 activities to SDGs/ Role towards implementation of goal</i>  |
|---|---|--|
| Climate Change Impacts and Adaptation for Transport Networks and Nodes  | (c) Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all (4);                 | (c) Access to education facilities - Reliable, less cumbersome (in terms of physical effort), low cost transport may severely contribute to access to regular education, with impacts on subsequent livelihood opportunities;  |
| Benchmarking Transport Infrastructure Construction Costs  |   |  |
| Euro-Asian Transport Links  |   | (d) Transport as an enabler for women to access health services (particularly maternal health services) and education facilities, job opportunities, opportunities to participate in politics, social development etc;   |
| <b>Workshops</b>  | (d) Achieve gender equality and empower all women and girls (5);  |  |
| Transport Corridors Development   |   |  |
| Mobility as a Service   |   |  |
| Financing of Transport Infrastructure   |   |  |
| Vulnerability and Security of Transport Infrastructure  | (e) Ensure availability and sustainable management of water and sanitation for all (6);                                       | (e) Physical access to water/sanitation in rural areas through safe, reliable, low-cost and efficient transport infrastructure and services;   |
| Urban Transport and Mobility  |   |  |
| <b>Publications</b>   |   |  |
| Mobility as a Service   | (f) Ensure access to affordable, reliable, sustainable and modern energy for all (7);   | (f) Sustainable transport systems have the potential to significantly reduce energy use and to reduce petroleum consumption;   |
| Financing Transport Infrastructure  |   |  |
| Urban Development and Public Transport  |   | (g) The quality and cost of transport have a major impact on economic growth, on the ability of businesses to compete, and on personal productivity; transport is fundamental to a more efficient economy;   |
| Diesel Engines Exhausts: Myths and Realities  | (g) Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all (8); |  |
| Climate Change Impacts and Adaptation   |   |  |
| EATL reports  |   | (h) A robust and resilient transportation infrastructure is an essential element for a resilient supply chain / international transport corridors;   |
| Methodologies for missing links and infrastructure  | (h) Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation (9);            |  |
| <b>Projects</b>   |   |  |
| Strengthening regional connectivity with the establishment of a Geographical Information System (GIS) in cooperation with the Islamic Development Bank  | (i) Reduce inequality within and among countries (10);  | (i) Economic growth is highly related to growing access of people and goods (through transport) to the core economies. Lowering freight transport costs has been a significant factor to ensure wider access to markets and thus to reduce inequalities at the global level; |
| Strengthening connectivity of countries in South and Central Asia, particularly Landlocked and Least Developed Countries, to link with, sub regional and regional transport and trade networks in cooperation with UN ESCAP | (j) Make cities and human settlements inclusive, safe, resilient and sustainable (11);  | (j) Sustainable Urban development and transport are crucial elements in order to make cities inclusive, safe and resilient. Public transport systems which are integrated with walking and cycling, provide a  |
| Pan European cycling Master Plan / Infrastructure module - in cooperation   |   |  |

| <i>Working Party 5 Sessions Activities</i>  | <i>Sustainable Development Goals</i>   | <i>Relation of WP.5 activities to SDGs/ Role towards implementation of goal</i>  |
|---|--|--|
| <p>with the THE PEP -</p> <p>Transport and urban development: preparation of the handbook</p> <p>Project for a Europe-Africa Permanent Link</p> <p>International Transport Infrastructure Observatory</p> | <p>(k) Ensure sustainable consumption and production patterns (12);</p> <p>(l) Take urgent action to combat climate change and its impacts (13);</p> | <p>transport solution every five to ten minutes of walking, are accessible and affordable by all as well as safe especially for women, girls and kids can be considered as inclusive. Another transport element that contributes to cities inclusiveness and should be considered while implementing this goal is the mobility as a service. Car sharing and bike sharing, door to door services by railways are not just technological solutions / online platforms that provide online real-time information.</p> <p>(k) Globalization resulted to “longer” supply chains. In many production lines, the location of raw materials production is far away from the location where the final product is being prepared and/or is being consumed. This pattern is being achieved only because sustainable and efficient transport options are available. Furthermore, the production lines require the move of people, resources and materials which again is result of transport facilitation. In addition, policies that lead or promote collaborative freight management create economies of scale meaning that less transport means require for the same or bigger quantities of cargo. This results to less traffic, air pollution and CO2 emissions, noise and increase of road safety.</p> <p>(l) Sustainable transport policies are essential in achieving this goal for both mitigation and adaptation. As it concerns adaptation, the technical specifications while constructing new transport infrastructure or maintaining existing one should be improved in order to adapt to climate change impacts. Countries should prepare hot spots maps that bring together their critical transport infrastructure and the projections for the different climatic factors in order to identify the most vulnerable ones.</p> |

| <i>Working Party 5 Sessions Activities</i> | <i>Sustainable Development Goals</i>   | <i>Relation of WP.5 activities to SDGs/ Role towards implementation of goal</i>   |
|--|--|---|
|  | (m) Conserve and sustainably use the oceans, seas and marine resources for sustainable development (14);           | (m) Development of efficient ports hinterland connections could reduce travelling of ships;   |
|  | (n) Strengthen the means of implementation and revitalize the global partnership for sustainable development (17). | (n) The transport policy recommendations need to be transformed to concrete action plans in order to enhance progress towards sustainable development. The envisaged sustainable transport development objectives on global level require collaborative action such as the Secretary-General's High-Level Advisory Group on Sustainable Transport, the Ashgabat UN Conference on Sustainable Transport etc. |

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