



Achieving Sustainable Mobility for All

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Gender Based Violence

6 in 10 women in major Latin Americans cities subject to physical harassment using transport systems.

Road traffic fatalities

1.3 M of total fatalities in the transport sector attributed to road transport.

Many Excluded

450 M (est.) people in Africa do not have access to an all-weather road.

Air Pollution

3 M people killed by ambient air pollution annually.

High Logistical Costs

20% lower GDP by being landlocked.

Greenhouse Gas

23% of global energy related greenhouse gas emissions attributed to the transport sector.

Off track to achieving a sustainable future?



Food Self-Sufficient

USD 1 T (est.)

regional food market potential if Africa has a transport network in place.

Urban Accessibility

7% increase in a child's future income when growing up in a highly accessible neighborhood

Gender Neutral

EQUAL

representation for women and men in the transport sector.

Zero Fatalities

15% reduction in traffic fatalities when public transport mode share increases from 10 to 20%.

Cost Savings

USD 2.6 T (est.)

worth of savings if border administration, transport and communications infrastructure improved.

Net Zero Emissions

70% (est.)

potential cut in air pollution from light and heavy-duty vehicles by 2030 thanks to emission controls.

*Transport to transform lives
and achieve the 17 SDGs*



4 GLOBAL GOALS



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Ensure for all equitable access to economic and social opportunities by 2030



EFFICIENCY

Increase the efficiency of the transport systems by 2030*



SAFETY

Improve traffic safety across transport modes



GREEN

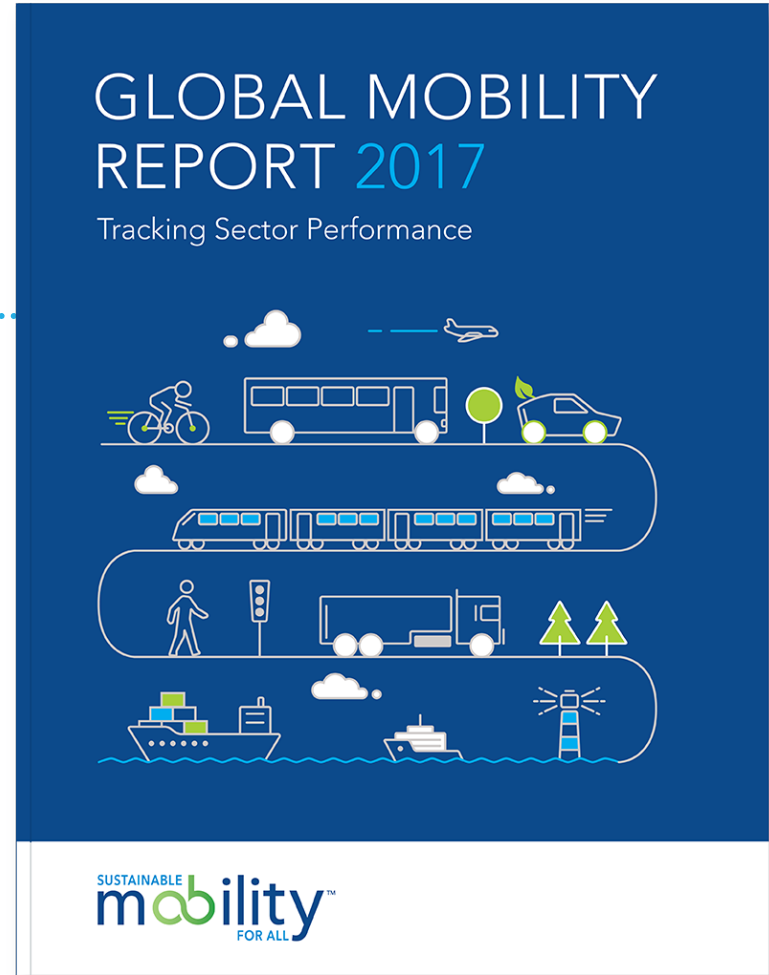
Shift transport systems to low polluting (GHG/air/noise) and climate resilient path

* Refers to the optimization of resources (energy, technology, space, institutions and regulations) to generate an efficient transport system (at the regional, national or global level).



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First-ever assessment of the transport sector globally, and its contribution to a sustainable future.





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A menu of actions – that is informed by data and international agreements – to assist countries in achieving sustainable mobility.



Countries that ratified the Vehicle Regulations Convention (1957), fatality rate and GDP per capita



*Establishing uniform prescriptions, including safety requirements, for new motor vehicles.

Countries that ratified the TIR convention (1975), LPI, and GDP per capita



*Framework for border crossing through simplified procedures and an international guarantee chain.





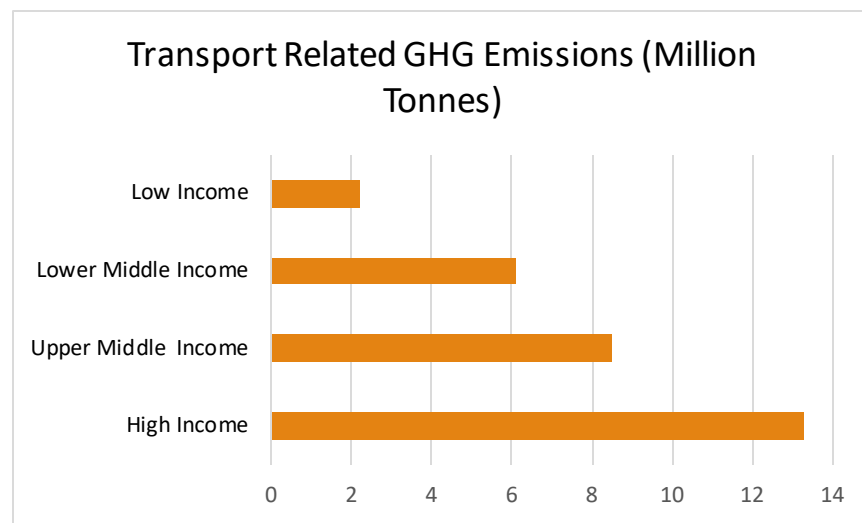
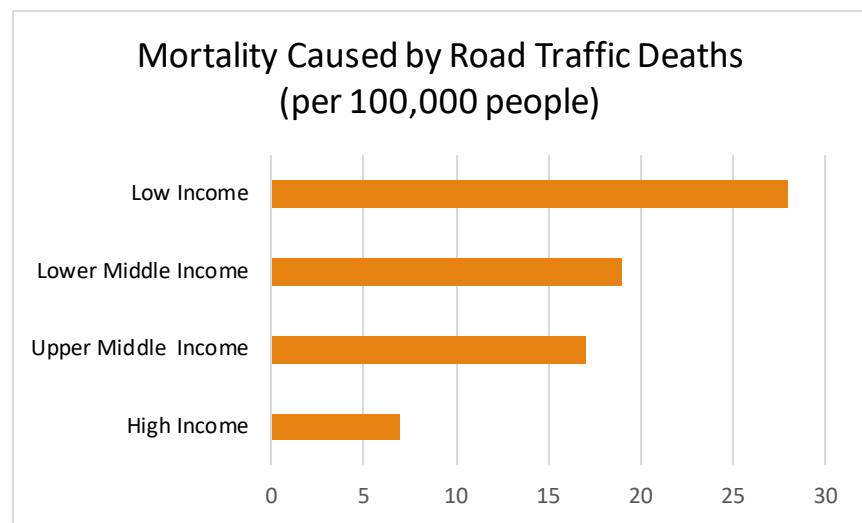
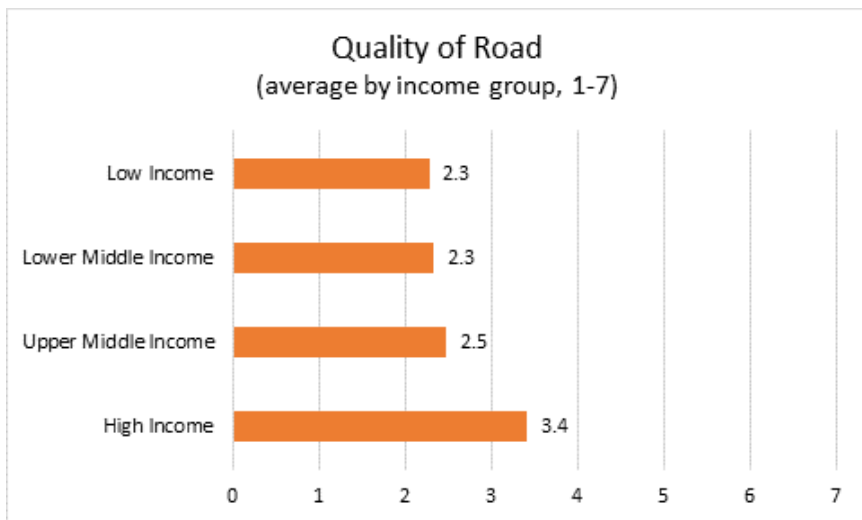
Thank You

Any Questions?

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Annex



Hypothesis 1

The menu of actions is contained in Conventions and International Agreements. Countries have either not ratified them, or not enforced them.

Hypothesis 2

The menu of actions in Conventions and International Agreements is not enough. Countries have to adopt a combination of other instruments



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EFFICIENCY



SAFETY



GREEN

	UNIVERSAL ACCESS	EFFICIENCY	SAFETY	GREEN
New Urban Agenda	X	X	X	X
Vienna Program of Actions on Landlocked Countries		X		
UN Decade of Action on Road Safety			X	
UNGA Resolutions on transport corridors and border crossing		X		
UN Secretary General's Statement on Sustainable Transport	X	X	X	X



Voluntary commitments usually prescribe broad, generic content that lack action specific detail.

We will encourage national, subnational and local governments to develop and expand financing instruments, enabling them to improve their transport and mobility infrastructure and systems, such as mass rapid-transit systems, integrated transport systems, air and rail systems, and safe, sufficient and adequate pedestrian and cycling infrastructure and technology-based innovations in transport and transit systems to reduce congestion and pollution while improving efficiency, connectivity, accessibility, health and quality of life.

-Article 118, New Urban Agenda (October, 2016)





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EFFICIENCY



SAFETY



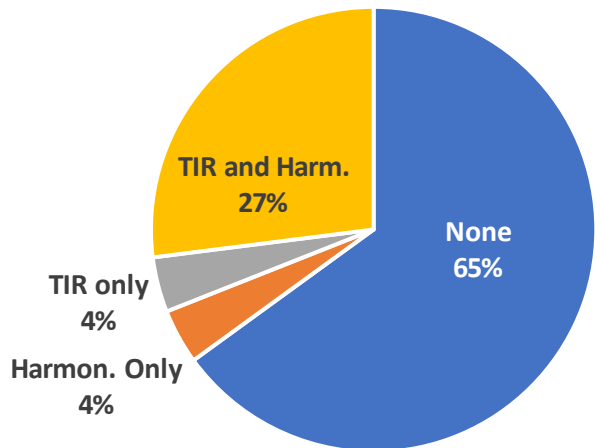
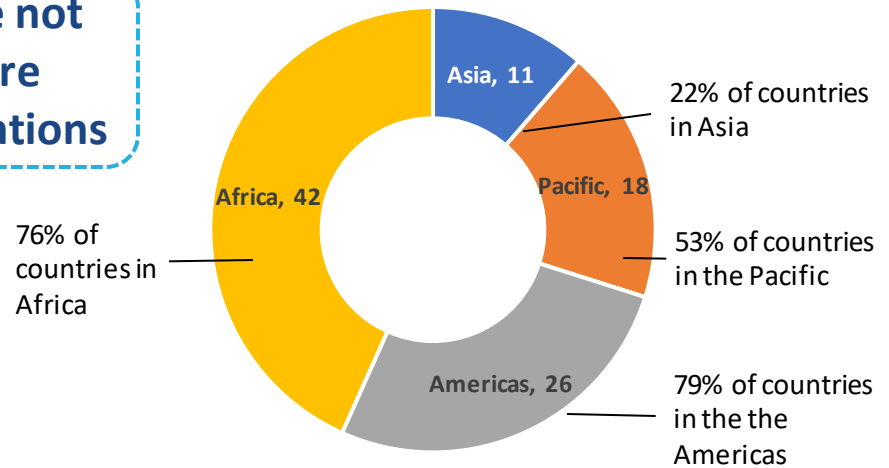
GREEN

	UNIVERSAL ACCESS	EFFICIENCY	SAFETY	GREEN
UN infrastructure agreements	X	X	X	
UN transit facilitation agreements		X		
• carriage of dangerous goods and perishable foodstuff		X	X	
• border crossing facilitation		X		
UN road safety agreements			X	
• road traffic		X	X	
• vehicle regulations		X	X	X
UN aviation agreements		X	X	X
UNFCCC	X			X



! 51% of countries have not acceded into any core UN Road Safety Conventions

! 24% of countries are not contracting parties to a single UN Transport Convention



! 65% of landlocked countries have neither acceded to the TIR nor the Harmonization cross-border facilitation convention*

! 45% of countries globally have neither acceded to the TIR nor the harmonization convention

*Source: UNECE, SDGs and the UN Transport Conventions.

*The objective of the TIR Convention is to facilitate international transit through a simplified customs transit procedures and an international guarantee system.

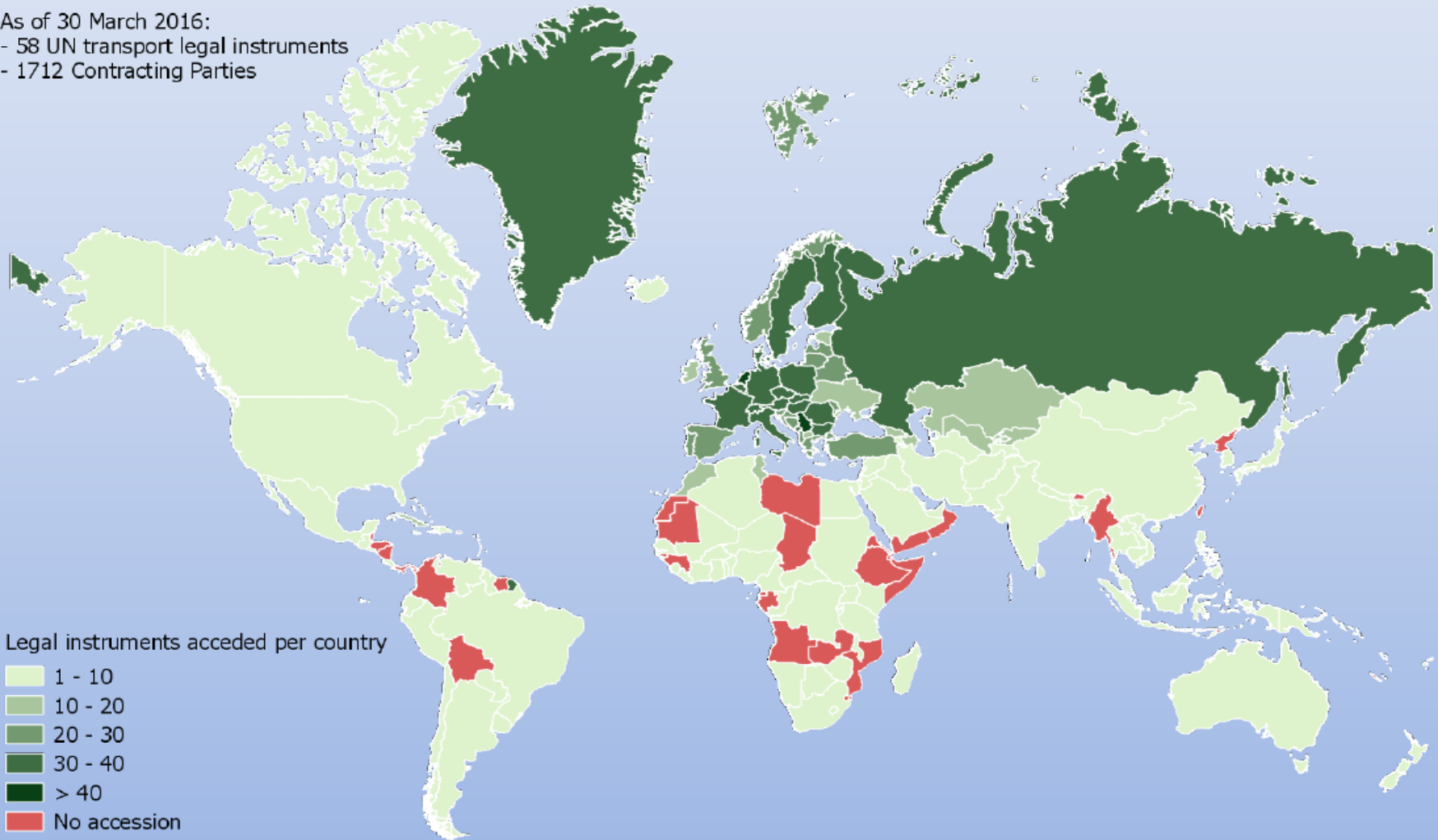


UN Transport Conventions under UNECE ITC purview

Geographical coverage

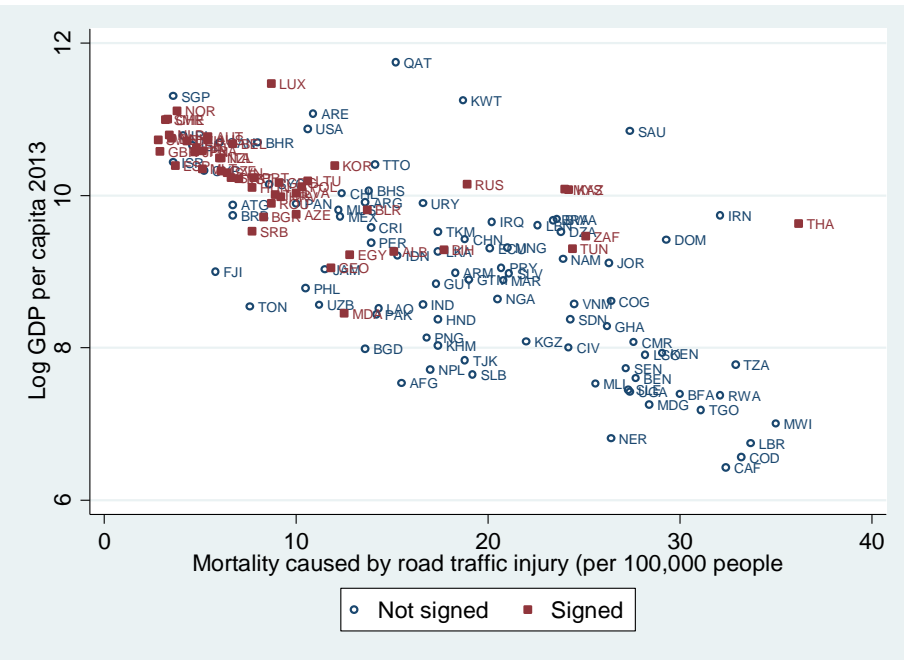
As of 30 March 2016:

- 58 UN transport legal instruments
- 1712 Contracting Parties



*Total of 58 UN conventions. A few examples: Road Traffic, 1968; Road Signs and Signals, 1968; Vehicle Regulations, 1958; Contract Roads Goods Transport (CMR), 1956; TIR Convention, 1975

Countries signing on to Vehicles Regulations (1958), road traffic mortality rate, and GDP per capita



*Establishing uniform prescriptions, including safety requirements, for new motor vehicles.

Countries signing on to TIR convention (1975), LPI and GDP per Capital



*Framework for border crossing through simplified procedures and an international guarantee chain.



Testing Hypothesis 1

- Direction of causality, endogeneity and instrumental variables
- Proxy for enforcement
- Elaborate roadmap

Testing Hypothesis 2

- Start with a long list of measures
- Narrow down the list with case studies
- Elaborate a roadmap (by income grouping, combination of instruments)