
33rd Session of the Working Party on Transport Trends and Economics WP.5

14h00-15h00 – Session IV – COMBINED POLICIES – what is the right policy mix, fit-for-purpose analysis

TOPIC: “Economic Analysis of the Transformation of Urban Transport Systems to connect Rural areas”

“By the year 2050, 68% of the world population will be living in urban areas” - UN estimates

"Mobility and connectivity through sustainable transport is an important enabling factor for the achievement of the SDGs. Although there is no specific goal on sustainable transport, it is directly linked to almost all goals, including through its impact on poverty eradication (SDG1), good health wellbeing and road safety (SDG 3 SDG 3.6), transport energy efficiency and SDG 7, how it contributes to decent work and inclusive growth (SDG8), how resilient and low-carbon transport contributes to SDG 9 and SDG 13, how access to transport and expanded public transport and urban-rural linkages are closely linked to sustainable urbanization (SDG 11, SDG 11.2), how sustainable transport could be strengthened through incentives for sustainable fuel consumption (SDG 12)” - United Nations
The 2030 Agenda for Sustainable Development highlights “inclusion” and “leaving no one behind”. Perhaps the most striking example of being “left behind” comes from rural areas, where those who live in the more remote areas find it difficult—if not impossible—to access reliable, timely, and affordable transport. The effects of this deprivation is apparent in all aspects of their lives—from difficulty in getting their goods to market, in accessing essential services, and being connected to a wider community. Depending on the context, road, water and air links can all be vital for rural areas; however, both coverage and quality tend to be poor. Indeed, over a billion people worldwide lack access to roads, principally in rural areas. But creating the infrastructure is only part of the solution.
Establish “whole-of-government” approaches
Make and implement integrated planning goals to reduce urban-rural economic, social and environmental gaps

Tailor interventions in planning and governance of territorial markets to benefit micro-, small- and medium-scale enterprises (MSMEs)

Invest in the protection of ecosystem functions and services from peri-urban and rural areas near cities

- Build sustainable and resilient urban-rural transport systems
- Use participatory analysis to bridge sectors and include the most mobility challenged populations
- Build on shared and disaggregated data on dynamic spatial flows to jointly plan, finance and construct infrastructure
- Implement integrated territorial human mobility and product distribution systems to become more inclusive and integrated
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Combined Policy recommendations - I

- Governments must engage with development partners at the local level to identify local activities and develop road networks.

- Development partners must recognize that inclusive growth goes beyond trunk roads to include schools, water projects, and health aspects of transport.

- The lack of rural road interventions is a challenge for transport systems, and road safety issues are magnified if rural roads are not in good shape.

- Vehicles such as public buses will not take risks to travel on unsustainable rural roads, which are often constructed of gravel and are unsustainable.
DURING COVID 19
Reason for action: COVID-19 sharpened the focus on structural and societal inequalities that have long existed.

Socioeconomic environmental explanations:
- Refugees and migrants hold essential jobs in health and social care, retail, public transport, and other sectors, putting them on the front line and at risk of exposure to COVID-19.
- They have been segregated in overcrowded urban housing centres and workplaces are less likely to have health insurance.
- Routine large-scale data on the risk factors and potential underlying causes of COVID-19 are not available globally as yet.
- Public health messaging, early diagnosis, and treatment of COVID-19 might be less effective, culture, multigenerationa households, variation in social interactions might also have a role in increased risks of COVID-19.

Biological explanations:
- Chronic conditions, especially diabetes, are comparatively common in African and South Asian minority groups.
- High prevalence of chronic diseases among refugees and migrants reflects social and economic disadvantages, as diet, cigarette smoking, alcohol use, and exposure to psychosocial stressors.

Refugee and migrant health policies are a responsibility of the national level but local level is the closest to the resident population and their action on addressing vulnerabilities.

Transform UTS to connect rural areas more viable.

Spatially differentiated impacts of COVID-19
- Rural livelihoods at risk with possible negative effects on rural poverty.
- Migration - a key coping strategy for rural workers - no longer viable.
- Temporary decline in rural-urban migration, which may be reversed after the pandemic.

Impact of COVID-19 on food prices and availability
- Mild impact on food prices and availability.
- Governments have been careful to ensure the functioning of agriculture supply chains.
- Yet restrictions on movement still have an impact on food systems due, in part, to reliance on migrant labour.

Impact of COVID-19 on small producers
COVID-19 has had additional direct impacts on small scale and family farmers, due to:
- Changing consumption patterns.
- Distribution and marketing challenges.
- Restricted access to inputs.

Post - COVID19 - Economic analysis??
URL (Transportation) Examples - existing

• Alphabet start-up Loon will soon aim to establish network of balloons traveling on the edge of space, designed to extend Internet connectivity to people in rural and remote areas worldwide.


• PubliCar – the Swiss Demand Responsive Transport (Switzerland) > 20 years operation. ~50–90 users/day per service, ~ 200 users/day (Veja Barbero and Topi, 2014). Public service, subsidized by public funds with operation costs are <= traditional transport services with a cost recovery rate of ~ 25% (Veja Barbero and Topi, 2014).
STRENGTHENING THE CAPACITIES OF LOCAL ACTORS, PARTICULARLY LOCAL GOVERNMENTS

~ Public transport systems around the world have seen ridership and revenue plummet and have been forced to cut services.
~ Opportunity in this moment to relook at public transport from a gender perspective
~ Support local governments in avoiding disruptions of essential public services: Sufficient financial resources and revenue-raising capacity need to be ensured to sustain critical public services (e.g. water, sanitation, transport, education)
~ Policies and strategies could be adopted that boost capacities for equitable public service delivery and gender-responsive public transport systems
~ Public transport remains vital, especially for the urban poor and vulnerable groups
~ Economic recovery can drive a profound green transformation
Using drones along with the current delivery system could **improve the efficiency of travel distance by a square root of the ratio of the speeds of a truck and UAV.**

EU Member States - drone based urban mobility/transportation systems included in the development and implementation of Sustainable Urban Mobility Plans (SUMPs) which serve as multi-stakeholder planning instruments for providing sustainable mobility.

US reconnaissance system - KH11 Kennen = 10cm res. Drones produce 10cm res. NOAA’a licensing prohibits commercial sale of 10cm res. satellite images.

**Economic estimate : 2 Bn $ to build such satellite system**
Combined policies Recommendations- Gender

• Initiatives for safe cities and safe public spaces through partnerships for evidence-based, human rights-based programs are a proven success, sharing a common vision that women and girls have a right to safe passage.

• The new urban agenda recognizes that women and girls are disproportionately affected by violence in cities, and points to the need for safe public transport.

• Opportunity can be found in support from the private sector and charitable foundations, as well as from expertise that can be applied to safe public spaces and safe transport planning.
Combined policies Recommendations - II

- Rural transportation should not be addressed in isolation—it is also linked to global supply chains, transporting 3.6 million tonnes of food per year that must be quickly delivered to isolated areas.

- Regional connectivity is critical in connecting rural and urban areas, and can be negatively affected by challenges such as terrorism, migration, immigration, human trafficking, and political rivalries that affect development of global sustainable transport systems.

- Engagement of all stakeholders, including the private sector, can help to ensure that national, regional and international networks are compatible

The threat to rules-based trade may be a historical inevitability

Source: WBR 2020
Partnerships and Economic commitments

• France “Mobility Act” (Loi Mobilités) - particular attention to sustainable mobility, the lack of transport alternatives in rural areas, innovation in transport and climate change - June 2019 (Source: UNECE Mobility Management - A guide of international good practices)


• UNWomen, AfDB, DESA - “Safe & Sustainable Public Transport in Rural Communities”.

• Africa Transport Policy Program (SSATP) - sustainable institutional & financial arrangements for road infrastructure, URL transport services

• Formulate strategies & plan for the implementation of SDGs, focusing on sustainable mobility in URL contexts. Institute for Sustainable Development and Research of India (ISDR); National Institute of Technology, Kurukshetra, Haryana; Muktainagar Taluka Education Society

• Rural infrastructure upgrade Facilitate inclusion of remote populations - Chile

• Global Macro -Roadmap to decarbonize transport by 2050+ included rural road maintenance

• The Government of the Republic of Korea - housing renovation project for persons with disabilities in rural areas to improve accessibility for persons with disabilities in farming and fishing communities.
About the Presenter

Prof. Manohar Velpuri, Partner to United Nations agencies
Affiliate to the UNHABITAT, UNECE, UN-OHRLLS, UNITAR country offices, UNIN

References: click for more information on hyperlinks that were added to the sources in the slides.