

Templateⁱ for submitting voluntary commitments to the Batumi Initiative on Green Economy (Nicosia call)

To be filled in by submitting country/organization

1. **Country or organization:** Sweden, Ministry of Infrastructure and Ministry of Finance
2. **Title of the action (referencing in parenthesis the number of the related focus area(s)ⁱⁱ that the initiative will contribute to):** Urban Environment Agreements (2, 4, 8)
3. **Description of the action:** The government support municipalities and regions to develop sustainable urban environments by granting co-financing for municipal and regional investments in infrastructure for public transport and cycling and sustainable freight transport.

In order to promote sustainable urban environments and infrastructure, the Swedish Government has commissioned the Swedish Transport Administration to provide support for measures in cities that lead to an increased share of local travel by public transport or bicycle traffic, or to sustainable freight transport solutions. The new infrastructure and measures improve energy-efficiency, reduce greenhouse gas emissions and contribute to achieving the Swedish Environmental Quality Objective *A Good built environment*. They also contribute to Sweden's ambitions for SDG 9 and 11. In particular, the urban environmental grants should advance innovative, high-capacity and resource-efficient solutions for public transport, cycling or freight transport.

Through the urban environment agreements, municipalities and regions can receive up to 50 percent state co-financing for infrastructure for public transport and cycling, but also for freight transport solutions, while the municipality or region undertakes to take other actions in the form of measures that can contribute to an increased share of sustainable transport or increased housing construction. These actions can, for example, consist of the introduction of development plans that enables new housing, parking strategies, municipal transport plans, densification of buildings, increased investments in bicycle and pedestrian traffic.

In June 2022 the Swedish Government decided on a new National plan for transport infrastructure 2022-2033 where 6000 million SEK are allocated for the Urban environment agreements 2022-2027.

4. **Timeframe/milestones for the action, as appropriate:** The new commitment from the government includes allocation of state funds for the period 2022-2027. As stated in the National plan, the Government intend to commission to the Swedish Transport Administration to conduct an evaluation of the action.
5. **Type of actionⁱⁱⁱ:** (b) economy and fiscal instruments
6. **Economic sectors^{iv}:** cities and transport
7. **Reference instruments and sources, as appropriate:**
8. **Expected co-benefits and impact of the outcome:** The purpose of the Urban environment agreements is to promote sustainable urban environments by providing support that leads to an increased share of passenger transport by public transport or bicycle traffic and/or sustainable freight transport solutions.

Increased share of public transport and travelling by non-motorized transport can reduce the environmental impact and congestion of travel in urban areas and contribute to traffic safety. Increased and safe cycling can also contribute to better public health.

Through the urban environmental agreements, the Swedish Transport Administration and the municipalities cooperate in relation to improvements of innovative and surface-efficient improvements in urban transport systems. Since

both municipalities and the Swedish Transport Administration jointly prioritise between projects, there is an expected high likelihood that cost-effective measures will be selected.

9. **SDGs target(s) that the action may contribute to implement:** 3.6, 9.1, 11.2
10. **Implementation of Environmental Performance Review (EPR) Recommendations, as appropriate:**
11. **Objectively verifiable indicators, as appropriate:**
12. **Partners:**
13. **Contact points:** Ministry of Infrastructure, Anna T Johansson (anna.t.johansson@regeringskansliet.se)
Ministry of Finance, Mr. Ludvig Lundgren (ludvig.lundgren@gov.se)

Additional information on the Nicosia focus of the action:

- **Is the action related to the Nicosia environmental theme I: “Greening the economy in the pan-European region: working towards sustainable infrastructure”?** (YES)
 - *If yes, please indicate below to which “International Good Practice Principles for Sustainable Infrastructure^v” does the action contribute: 1, 3, 4 and 5*
- **Is the action related to the Nicosia environmental theme II: “Applying principles of circular economy to sustainable tourism”?** (NO)

ⁱ Based on the “Pan-European Strategic Framework for Greening the Economy” (ECE/BATUMI.CONF/2016/6, appendix).
Webpage: <https://unece.org/documents-and-materials>

ⁱⁱ Nine integrated focus areas were identified in the Strategic Framework are:

- 1: Improve the measurement and valuation of natural capital;
- 2: Promote the internalization of negative externalities and the sustainable use of natural capital;
- 3: Enhance ecosystems and ecosystem services as part of ecological infrastructure;
- 4: Shift consumer behaviours towards sustainable consumption patterns;
- 5: Develop clean physical capital for sustainable production patterns;
- 6: Promote green and fair trade;
- 7: Increase green and decent jobs, while developing the necessary human capital;
- 8: Improve access to services, healthy living and well-being;
- 9: Promote public participation and education for sustainable development.

ⁱⁱⁱ In accordance with the Strategic Framework, the following three types of actions are suggested:

- (a) legal, regulatory and policy instruments;
- (b) economy and fiscal instruments; and
- (c) information, education-based, capacity-building and voluntary instruments.

Countries and organizations should refer to any of these three types, as appropriate and relevant.

^{iv} In accordance with the Strategic Framework, the following three clusters of sectors are suggested:

- (a) economy-wide;
- (b) cities; and
- (c) sectors, including: agriculture, forestry and fishing; energy; mining; manufacturing; transport; water; waste; tourism; and housing, buildings and construction.

^v The “International Good Practice Principles for Sustainable Infrastructure” (as reflected in a subsequent UNEA Resolution UNEP/EA.5/Res.9) set out ten guiding principles that policymakers can follow to help integrate sustainability into infrastructure planning and delivery:

1. Strategic planning;
2. Responsive, resilient, and flexible service provision;
3. Comprehensive lifecycle assessment of sustainability;
4. Avoiding environmental impacts and investing in nature;
5. Resource efficiency and circularity;
6. Equity, inclusiveness, and empowerment;
7. Enhancing economic benefits;
8. Fiscal sustainability and innovative financing;
9. Transparent, inclusive, and participatory decision-making;
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1. **Country or organization:** Sweden, Ministry of Enterprise and Innovation
2. **Title of the action (referencing in parenthesis the number of the related focus area(s)ⁱⁱ that the initiative will contribute to):** Strategy for sustainable tourism and a growing tourism industry (4, 7, 9)
3. **Description of the action:** The strategy is a national road-map for all actors involved in promoting sustainable development in the tourism industry – such as national authorities, regional and local actors, industry representatives and research.

The national tourism industry policy is to be in line with the 2030 Agenda and its 17 SDGs. Sustainable tourism is explicitly part of Goal 8 Decent work and economic growth, Goal 11 Sustainable cities and communities, Goal 12 Sustainable consumption and production and Goal 14 Life below water.

Wise and responsibly managed tourism can, for example, contribute to preserving natural and cultural environments, promoting innovation, trade and exchanges across borders, switching to sustainable consumption and creating sustainable cities and communities. At the same time, growing tourism can mean greater pressure on shared resources, more greenhouse gas emissions and a negative impact on local communities. There are conflicts between the goals, but tourism that makes the transition to long-term sustainability in every respect will bring major competitive advantages.

An economically sustainable tourism industry is competitive, responsible, and engages in long-term and adaptive resource management. A socially sustainable tourism industry contributes to the vitality of cities, towns, and sparsely populated and rural areas, taking into account both tangible and intangible cultural heritage, Sami culture, local business and civil society.

An environmentally sustainable tourism industry reduces its climate impact and takes responsibility for managing resources and for the ecosystems of locations. Tourism cannot be developed sustainably without fossil-free, eco-friendly transport. Emissions from the transport sector, like emissions from the tourism sector in general, need to fall at a much faster rate.

Environmentally sustainable tourism also means that destinations based on shared resources must be protected. National parks, other protected and valuable natural and cultural environments, world heritage sites and hiking and cycling trails enable access to unique sites. Hunting and fishing tourism and other nature tourism that takes place on public and private land and water needs to be managed sustainably in dialogue with the owners of the land and water concerned.

A large number of visitors can cause excessive wear and tear on the landscape and infrastructure, so undermining the natural and cultural assets on which the tourism industry is basing its product. The government have therefore made the commitment to both improve access and reduce excessive wear on the landscape with measures the coming years:

- a) Until 2024, the Swedish Agency for Economic and Regional Growth run a program that provides support to develop the infrastructure for recreation and tourism in rural areas. The purpose is to use rural resources to create opportunities for recreation for the public and to improve opportunities for tourism. The support is distributed via calls for proposals. Infrastructure for hiking and mountain biking is prioritized by the Agency for Growth. The support totalling 98,5 MSEK is allocated within the framework of the EU rural development program. The priority is visitor destination development within nature and cultural tourism, with a particular focus on the

development of trails for hiking and mountain biking. The prioritization is motivated by the fact that the interest in hiking and mountain biking is large and growing, both among domestic and international visitors, while the infrastructure for these activities is relatively weak in Sweden. In order for more nature tourism companies to want, be able and dare to develop activities, there needs to be quality-assured, safe and attractive trails and infrastructure that meet visitors' needs and expectations. Sustainable trails need governance with stamina to be durable over time and take into account the carrying capacity where built.

- b) The Swedish Environmental Protection Agency has been tasked with developing work with the country's hiking trails and mountain trails. The assignment includes connecting hiking trails, developing hiking trails in protected areas and in protected forests close to the mountains, continuing the upgrading of the state trail system in the mountains and, to the extent possible, extending the Kungsleden through the mountain region. The state trail system of hiking trails and mountain trails shall be upgraded. The state trail system in the mountains is an important prerequisite for outdoor life and tourism in the mountains and is an important part of mountain safety. The government is investing SEK 50 million per year 2022–2027 to strengthen efforts for hiking trails and mountain trails.

The two above mentioned activities are examples of actions taken to improve sustainable tourism in Sweden.

4. **Timeframe/milestones for the action, as appropriate:** 10 year
5. **Type of actionⁱⁱⁱ:** Mainly (c) but can also be (a) and (b)
6. **Economic sectors^{iv}:** (c) tourism
7. **Reference instruments and sources, as appropriate:**
8. **Expected co-benefits and impact of the outcome:** Strengthen common knowledge and cooperation for sustainable tourism.

Signs of progress can be: a) Tourism helps to create attractive places for visitors, residents, businesses and investment. b) Cooperation on place-based development between the public sector, civil society and the private sector is long-term, founded on mutual respect and draws on local conditions and needs. c) Natural and cultural assets are identified, protected and developed respectfully. d) hiking and mountain biking trails are developed to create opportunities for rural nature and cultural tourism. e) Hiking trails and mountain trails in national parks developed and has improved protection to wear and tear.
9. **SDGs target(s) that the action may contribute to implement:** The strategy as a whole tie in with the 2030 Agenda and the UN's Sustainable Development Goals (SDGs). In particular target 8.9, 8.3, 11.4, 12.1 and 12.2.
10. **Implementation of Environmental Performance Review (EPR) Recommendations, as appropriate:**
11. **Objectively verifiable indicators, as appropriate:** Indicators for sustainable tourism will be developed relating to the national strategy and a new goal for the Swedish Tourism policy. This will be developed and presented in the Budget Bill for 2024.
12. **Partners:**
13. **Contact points:** Ministry of Enterprise and Innovation, Anna Hag, anna.hag@gov.se; Swedish Agency for Economic and Regional Growth, Christina Brorsson Juopperi, kicki.juopperi@tillvaxtverket.se; Swedish Environmental protection Agency, Lisa Diehl, lisa.diehl@naturvardsverket.se

Additional information on the Nicosia focus of the action:

- o **Is the action related to the Nicosia environmental theme I: “Greening the economy in the pan-European region: working towards sustainable infrastructure”?** (NO)

- *If yes, please indicate below to which “International Good Practice Principles for Sustainable Infrastructure^v” does the action contribute:*
- **Is the action related to the Nicosia environmental theme II: “Applying principles of circular economy to sustainable tourism”? (YES)**

ⁱ Based on the “Pan-European Strategic Framework for Greening the Economy” (ECE/BATUMI.CONF/2016/6, appendix).
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ⁱⁱ Nine integrated focus areas were identified in the Strategic Framework are:

- 1: Improve the measurement and valuation of natural capital;
- 2: Promote the internalization of negative externalities and the sustainable use of natural capital;
- 3: Enhance ecosystems and ecosystem services as part of ecological infrastructure;
- 4: Shift consumer behaviours towards sustainable consumption patterns;
- 5: Develop clean physical capital for sustainable production patterns;
- 6: Promote green and fair trade;
- 7: Increase green and decent jobs, while developing the necessary human capital;
- 8: Improve access to services, healthy living and well-being;
- 9: Promote public participation and education for sustainable development.

ⁱⁱⁱ In accordance with the Strategic Framework, the following three types of actions are suggested:

- (a) legal, regulatory and policy instruments;
- (b) economy and fiscal instruments; and
- (c) information, education-based, capacity-building and voluntary instruments.

Countries and organizations should refer to any of these three types, as appropriate and relevant.

^{iv} In accordance with the Strategic Framework, the following three clusters of sectors are suggested:

- (a) economy-wide;
- (b) cities; and
- (c) sectors, including: agriculture, forestry and fishing; energy; mining; manufacturing; transport; water; waste; tourism; and housing, buildings and construction.

^v The “International Good Practice Principles for Sustainable Infrastructure” (as reflected in a subsequent UNEA Resolution UNEP/EA.5/Res.9) set out ten guiding principles that policymakers can follow to help integrate sustainability into infrastructure planning and delivery:

1. Strategic planning;
2. Responsive, resilient, and flexible service provision;
3. Comprehensive lifecycle assessment of sustainability;
4. Avoiding environmental impacts and investing in nature;
5. Resource efficiency and circularity;
6. Equity, inclusiveness, and empowerment;
7. Enhancing economic benefits;
8. Fiscal sustainability and innovative financing;
9. Transparent, inclusive, and participatory decision-making;
10. Evidence-based decision-making.

Web link: <https://www.unep.org/resources/publication/international-good-practice-principles-sustainable-infrastructure>

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1. **Country or organization:** Sweden, Ministry of Finance
2. **Title of the action (referencing in parenthesis the number of the related focus area(s)ⁱⁱ that the initiative will contribute to):** Council for Sustainable Cities (Focus areas 2, 3, 5, 8, 9)
3. **Description of the action:** The Council for Sustainable Cities is established with a mandate to contribute to the long-term development of sustainable cities and to support implementation of the Government's policy for sustainable urban development. The responsibility for implementing the policy for sustainable urban development lies with several authorities and the council assembles them to drive SDG 11 including promoting sustainable infrastructure. The target group for the council is Swedish municipalities.

The council provides capacity building and collects knowledge and information on financing for sustainable urban development. One of the main activities is to run the website www.hallbarstad.se which strengthens knowledge exchange and is a go to for sustainable city (infrastructure) development. The council organises conferences and is an arena for transport efficient city planning, smart city development and support for socially sustainable cities. The council provides a guideline for municipal green planning.
4. **Timeframe/milestones for the action, as appropriate:** The current mission is decided to proceed until 2030.
5. **Type of actionⁱⁱⁱ:** Information, education-based, capacity-building and voluntary instruments.
6. **Economic sectors^{iv}:** Cities
7. **Reference instruments and sources, as appropriate:** Continuous follow-up and evaluation made by the council.
8. **Expected co-benefits and impact of the outcome:** The government wants to strengthen the cities' conditions for developing into vibrant, green, healthy and safe places where people meet and innovations are created. The work with sustainable cities creates a holistic approach to how the city can and should develop and become socially, environmentally and economically sustainable.
9. **SDGs target(s) that the action may contribute to implement:** SDG 11.1, 11.2, 11.6 and 11.7
10. **Implementation of Environmental Performance Review (EPR) Recommendations, as appropriate:** -
11. **Objectively verifiable indicators, as appropriate:** -
12. **Partners:**
 - Swedish National Board of Housing, Building and Planning
 - Swedish Energy Agency
 - Public Health Agency of Sweden
 - Swedish Research Council for Environment, Agricultural Sciences and Spatial Planning
 - County Administrative Boards
 - Swedish Agency for Participation
 - Swedish Environmental Protection Agency
 - Swedish National Heritage Board
 - Swedish Centre for Architecture and Design
 - Public Art Agency Sweden
 - Swedish Association of Local Authorities and Regions

- Swedish Agency for Economic and Regional Growth
- Swedish Transport Administration
- Swedish Governmental Agency for Innovation Systems

13. Contact points: Ministry of Finance, Mr. Ludvig Lundgren
(ludvig.lundgren@gov.se)

Additional information on the Nicosia focus of the action:

- **Is the action related to the Nicosia environmental theme I: “Greening the economy in the pan-European region: working towards sustainable infrastructure”?**
- YES
 - *If yes, please indicate below to which “International Good Practice Principles for Sustainable Infrastructure^v” does the action contribute: 1 and 10*
- **Is the action related to the Nicosia environmental theme II: “Applying principles of circular economy to sustainable tourism”?** - NO

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- 7: Increase green and decent jobs, while developing the necessary human capital;
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- (a) legal, regulatory and policy instruments;
- (b) economy and fiscal instruments; and
- (c) information, education-based, capacity-building and voluntary instruments.

Countries and organizations should refer to any of these three types, as appropriate and relevant.

^{iv} In accordance with the Strategic Framework, the following three clusters of sectors are suggested:

- (a) economy-wide;
- (b) cities; and
- (c) sectors, including: agriculture, forestry and fishing; energy; mining; manufacturing; transport; water; waste; tourism; and housing, buildings and construction.

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5. Resource efficiency and circularity;
6. Equity, inclusiveness, and empowerment;
7. Enhancing economic benefits;
8. Fiscal sustainability and innovative financing;
9. Transparent, inclusive, and participatory decision-making;
10. Evidence-based decision-making.

Web link: <https://www.unep.org/resources/publication/international-good-practice-principles-sustainable-infrastructure>

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1. **Country or organization:** Sweden, Ministry of Environment / Swedish Environmental Protection Agency
2. **Title of the action (referencing in parenthesis the number of the related focus area(s)ⁱⁱ that the initiative will contribute to):** Littering fee
3. **Description of the action:** Producers should take responsibility for the life cycle of their products. According to the polluter pays principle, Sweden has, as a part of the implementation of the EU's Single Use Plastic directive, implemented a littering fee for producers. The purpose of the fee is to reduce the negative environmental impact of littering from single use plastic products. This is to be achieved by producers taking the financial responsibility. Certain products (for example single use plastic cups, plastic bottles, tobacco products with filters) are therefore subject to a littering fee which the producers must pay. The Swedish EPA will carry out litter measurements, the results of which will be the basis for the size of the product fee. The litter measurements must take place on two different occasions and the measurements must then be repeated every two years. In 2023, the Swedish EPA will carry out the first litter measurements.

A significant amount of single-use plastic is used in the tourism industry, as well as for daily consumption of food and beverages. By introducing littering fees Sweden takes a step to improve sustainability in the hospitality and restaurant sector, encourage circularity in material use.
4. **Timeframe/milestones for the action, as appropriate:** The first part of the regulation enters into force on 1st of January 2023 and the second part of the regulation on 1st of January 2024.
5. **Type of actionⁱⁱⁱ:** (a) Legal
6. **Economic sectors^{iv}:** (c) waste
7. **Reference instruments and sources, as appropriate:**
8. **Expected co-benefits and impact of the outcome:** Producers of single-use plastics etc will be encouraged to contribute to sustainable recycling and collection of solutions in order to reduce littering and to keep the littering fees low. Businesses in the restaurant and hospitality sector will be encouraged to source more sustainable products they offer to customers in order to avoid littering fees. By introducing littering fees society also sends a clear signal that certain products are not sustainable and should be phased out, contributing to changing attitudes for sustainable production and consumption.

The long-term aim is to reduce littering of plastic products.
9. **SDGs target(s) that the action may contribute to implement:** SDG target 14.1, 12.5, 12.1 and 11.6
10. **Implementation of Environmental Performance Review (EPR) Recommendations, as appropriate:**
11. **Objectively verifiable indicators, as appropriate:**
12. **Partners:**
13. **Contact points:** Ministry of Environment, Chemicals Division / Swedish Environmental Protection Agency, Petra Selander, petra.selander@naturvardsverket.se

Additional information on the Nicosia focus of the action:

- **Is the action related to the Nicosia environmental theme I: “Greening the economy in the pan-European region: working towards sustainable infrastructure”? (NO)**
 - *If yes, please indicate below to which “International Good Practice Principles for Sustainable Infrastructure^v” does the action contribute:*

- **Is the action related to the Nicosia environmental theme II: “Applying principles of circular economy to sustainable tourism”? (YES)**

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