Sustainable urban transport and mobility: Policies and practices on the basis of UNECE Environmental Performance Reviews

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Transport Conventions key facts & figures

- 75% of countries are contracting parties to at least 1 UN Transport Convention
- 9% of countries are contracting parties to at least 30 UN Transport Conventions
- 25% of countries are not contracting parties to a single UN Transport Convention
- Luxembourg and Netherlands – both participants in National Voluntary Reviews on SDGs – are contracting parties to the highest number of UN Transport Conventions
- All UNECE member States have acceded to at least 2 Road Safety Related Convention

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Transport for Sustainable Development

**Sustainable transport**: safe, high quality and accessible to all, ecologically sound, environmentally viable and a positive contribution to national and international sustainable development.

**Includes:**
- improved service quality and quality of access to goods and services,
- decreased inland transport accident and crime rates,
- improved air quality, reduced air and noise pollution and greenhouse-gas emissions,
- protection of natural habitat and open space,
- increased social equity and economic development.

These goals are commonly known and grouped as the **five dimensions of sustainable transport**:

- Access
- Affordability
- Environment
- Safety
- Security
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Goals
• Access to markets
• Access to basic social services
• Access to international trade routes

Situation
More than 900 million people worldwide do not have access to an all-season road within 2 kilometers of their residence.

Challenges
• Rural accessibility and insufficient access to public transport in many urban areas
• Persons with reduced mobility and other vulnerable groups
• Underdeveloped transport links and high burden of border crossing undermining competitiveness
**Goals**
- Affordable access to employment and education opportunities
- Affordable access to basic social services
- Long-term economically sustainable investments in transport infrastructure

**Situation**
The poor spend disproportionally on mobility (above 20% of monthly income)

**Challenges**
- Capacity to offer affordable public transport is diminished by lack of public funds;
- Rigorous assessment of feasibility of infrastructure projects is warranted;
- Transport expenses represent a high proportion of household expenditures of the middle class and even higher of low income groups;
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Goals
• Transport that is sustainable with respect to energy use, emission and land use
• Transport infrastructure that is resilient to natural disasters

Situation
Between 1992 and 2012 inland transport share of total energy consumption increased by 2.5% and inland transport CO2 emissions increased by 6%.

Challenges
• Energy consumption and pollutant emissions from transport are increasing;
• Modal split is not in favour of environmentally friendly modes;
• Impact of climate change on transport infrastructure;
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Goals
- Safe transport for individuals and increase in human and cultural capital safety
- Safe transport to avoid costs of traffic accidents

Situation
Between 1996 and 2012 the global motorization rate increased by 64% and road fatalities increased by 117% (per unit of population)

Challenges
- Overall improvement of transport safety is slow, underreporting of statistic is an issue;
- High rate of fatalities and injuries, particularly among vulnerable groups;
- Inadequate recognition of the need for a high level of safety in transport of dangerous goods;
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**Security**

**Goals**
- Secure transport for individuals and improvement in human and cultural capital safety
- Secure transport to avoid losses in infrastructure, goods and human capital

**Situation**
17 major terrorist attacks were inflicted on inland transport systems between 2000 and 2015 – Angola, India (6), Philippines, Russia (6), Spain, Sri Lanka and the United Kingdom

**Challenges**
- High rate of transport related crime in many parts of the world;
- Achieving balance between collective security and personal freedoms;
- Strengthening analytical and statistical information on transport related crime
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**Tools of the United Nations in overcoming the challenges**

- The UN Transport Conventions and other legal instruments (but need to ensure full implementation)
- Together with the SG’s Special Envoy for Road Safety, act as a catalyst to improve road safety across the world
- Promote sustainable transport through policy dialogue, capacity building and regulation. (THE PEP)
- Support governments in developing sustainable mobility strategies supported by tools (ForFITS / SafeFITs)
- Policy development on Urban Transport and assessment of urban performance
- Transport statistics and SDG monitoring
- Facilitate connectivity through harmonized infrastructure development
Thank you for your attention

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