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**Economic Commission for Europe****Inland Transport Committee****Working Party on Transport Trends and Economics****Twenty-ninth session**

Geneva, 5–7 September 2016

Item 11(a) of the provisional agenda

**Review of the transport situation, transport trends  
and economics in ECE region–****Transport Trends and Economics 2016–2017:****Achievement of Sustainable Development Goals  
through the development of Sustainable Transport****Transport Trends and Economics 2016–2017: Achievement  
of Sustainable Development Goals through the development  
of Sustainable Transport****Note by the secretariat****I. Mandate**

1. During its twenty fourth session (Geneva, 6–7 September 2011) the Working Party decided the transformation of the report of the review of the transport situation in the United Nations Economic Commission for Europe (UNECE) member countries and of emerging development trends to an annual publication on transport trends and economics in the ECE region (ECE/TRANS/WP.5/50, para 32). The Inland Transport Committee at its Seventy-fourth session (Geneva, 28 February – 1 March 2012) took note of Working Party's decision (ECE/TRANS/224, para 20).

2. This document suggests the theme of transport trends and economics of 2016–2017 to be the “Achievement of Sustainable Development Goals through the development of Sustainable Transport”.

## II. Sustainable Developments Goals (SDGs) and implications for transport

3. The SDG framework covers the three dimensions of sustainable development: economic, social and environmental. The framework will stimulate action in all countries over the next 15 years in the areas of critical importance for humanity: people, planet, prosperity, peace, and partnership.

4. Water and energy are the only infrastructure sectors represented by distinct SDGs. However the transport sector is mainstreamed into many of the SDGs, including energy as well as food security, health, infrastructure in general, urban development, and climate change. The mainstreaming of transport across the SDGs — in many cases explicitly through supporting targets — underscores its importance as a critical sector, an “enabler” of other sectors’ achievements. Indeed, in some cases, the largest benefits of action in transport are often visible only in other sectors. For example, the broadest gains from investing in vehicle and road safety will show up, without explicit regard to transport, in better health and economic outcomes. Thus, the broad economic and social influence of action in transport requires systemic thinking when defining and tracking “sustainable transport” in the context of the SDGs.

5. Of the SDG framework’s 169 targets, five are directly related to the transport sector:

(a) Target 3.6. By 2020, halve the number of global deaths and injuries from road traffic accidents.

(b) Target 7.3. By 2030, double the global rate of improvement in energy efficiency.

(c) Target 9.1. Develop quality, reliable, sustainable, and resilient infrastructure, including regional and trans-border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all.

(d) Target 11.2. By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities, and older persons.

(e) Target 12.c. Rationalize inefficient fossil-fuel subsidies that encourage wasteful consumption by removing market distortions, in accordance with national circumstances, including by restructuring taxation and phasing out those harmful subsidies, where they exist, to reflect their environmental impacts, taking fully into account the specific needs and conditions of developing countries and minimizing the possible adverse impacts on their development in a manner that protects the poor and the affected communities.

6. But transport is also a critical enabler of achievement in other sectors’ targets, such as agricultural productivity (Target 2.1), air pollution (3.9), access to safe drinking water (6.1.), sustainable cities (11.6), reduction of food loss (12.3), and climate change adaptation and mitigation (13.1).

7. With goals and targets set for the next 15 years, the question of indicators to measure progress now comes into focus. Indicators will be the main tool used by all stakeholders to measure and evaluate progress toward a specific target. The transport community should now concentrate its efforts on developing and promoting the transport indicators that will be most effective in creating economic, social and environmental benefits.

8. If the rural transport accessibility indicator — the share of the rural population within two kilometers of an all-weather road — is accepted as a tool to measure the SDG goal on food security (and the associated target on agricultural productivity), the enabling role of rural transport infrastructure and services will be fully acknowledged.

9. Similarly, making vehicle fuel efficiency an indicator associated with the target on energy efficiency will show that a key to energy success lies within the transport sector. The list of indicators to support the SDG framework is expected to be finalized by March 2016. This does not leave much time for the transport community to engage with the United Nations Statistical Commission, the Inter-Agency and Expert Group on SDG Indicators, and the relevant stakeholders to get transport front and centre in the sustainable development agenda<sup>1</sup>.

### III. Analysis of the transport relevance of each of the 17 SDGs<sup>2</sup> including ECE Sustainable Transport Division's contribution

10. Goal 1 — End poverty in all its forms everywhere.

11. Transport is a necessary pre-requisite that enables inclusive economic growth, poverty reduction, social progress and an overall improved quality of life. For instance, in Ethiopia, access to all-weather roads in 15 villages has helped to reduce the incidence of poverty by 6.7%<sup>3</sup>.

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*Sustainable Transport Division contribution to SDG 1 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

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<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
• Transport for Sustainable Development: the case of Inland Transport	n/a	n/a	WP.5

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12. Goal 2 — End hunger, achieve food security and improved nutrition and promote sustainable agriculture.

13. The correlation between transport and food security is particularly visible in the context of rural accessibility<sup>4</sup>. Small-scale farmers with meagre quantities of surplus food often struggle to pay for the transport of their goods to the market (“stranded” harvests). In achieving target 2.3, transport infrastructure improvements, efficient logistical chains and affordable transport options as alternatives to head and back-loading – all impact on agricultural productivity and farmers’ income through time, energy and cost savings.

<sup>1</sup> [www.worldbank.org/en/topic/transport/brief/the-next-step-for-transport-in-the-sdgs-devising-the-right-indicators-shaping-transport-sdg-impact](http://www.worldbank.org/en/topic/transport/brief/the-next-step-for-transport-in-the-sdgs-devising-the-right-indicators-shaping-transport-sdg-impact)

<sup>2</sup> [sustainabledevelopment.un.org/content/documents/8656Analysis%20of%20transport%20relevance%20of%20SDGs.pdf](http://sustainabledevelopment.un.org/content/documents/8656Analysis%20of%20transport%20relevance%20of%20SDGs.pdf)

<sup>3</sup> [siteresources.worldbank.org/INTWDRS/Resources/477365-1327599046334/WDR\\_00\\_book.pdf](http://siteresources.worldbank.org/INTWDRS/Resources/477365-1327599046334/WDR_00_book.pdf)

<sup>4</sup> UN-Habitat/ODI (2014): Poverty and sustainable transport: How transport affects poor people with policy implications for poverty reduction. A literature review. (page 17–26)

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*Sustainable Transport Division contribution to SDG 2 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

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<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
<ul style="list-style-type: none"> <li>• Benchmarking Transport Infrastructure Construction Costs</li> </ul>	n/a	<ul style="list-style-type: none"> <li>• Perishable Foodstuffs (ATP)</li> </ul>	WP.5, WP.11

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14. Goal 3 — Ensure healthy lives and promote well-being for all at all ages.

15. The transport sector is a major source of air pollution in cities and often the largest source of small particulate matter (PM) and NO<sub>x</sub> emissions that drastically affect public health. Other air pollutants emitted by transport sector and affect public health includes, lead (Pb), carbon monoxide, benzene and volatile components (BTX), and heavy metals. There are many transport policies that can help achieve Targets 3.4 and 3.9. Some of the main policies that can reduce air pollution by up to 95% include (re)designing cities such that active and public transport is the main mode of transport; and providing cleaner fuels and implementing vehicle emission standards for light-duty and heavy-duty vehicles. Out of the 1.24 million people killed annually from road traffic accidents, 92% occur in low- and middle- income countries. Young adults and therefore income earners form the majority of victims – while vulnerable road users such as pedestrians and cyclists are at highest risk of fatality. Well-planned, integrated, transport networks have the potential to increase road safety, e.g. through people-centred planning or pedestrian-oriented development patterns. Other policies that can help achieve this target are the strict implementation of speed limits particularly in urban areas and traffic calming measures like speed tables. In developing countries, capacity building efforts on road engineering and traffic policies and implementation is a critical element in achieving this target.

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*Sustainable Transport Division contribution to SDG 3 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

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<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
<ul style="list-style-type: none"> <li>• Diesel Engine Exhausts</li> <li>• Intelligent Transport Systems Strategy</li> <li>• THE PEP</li> <li>• Road Safety papers</li> </ul>	<ul style="list-style-type: none"> <li>• Support to Special Envoy on Road Safety</li> <li>• Promoting Road Safety</li> <li>• Road Safety films</li> <li>• SAFEFITS</li> <li>• United Nations Development Account Road Safety Management Project</li> </ul>	<ul style="list-style-type: none"> <li>• Road signs and signals</li> <li>• Road traffic rules</li> <li>• Drivers fatigue</li> <li>• United Nations Vehicle Agreements</li> <li>• Dangerous Goods</li> <li>• GHS recommendations</li> <li>• CTU Code</li> </ul>	WP.5, WP.1, WP.29, WP.15, WP.6, WP.24, SC.1

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16. Goal 4 — Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all.

17. Reliable, less cumbersome (in terms of physical effort), low-cost transport can positively contribute to access to formal education and the achievement of targets 4.2 and 4.3, with impacts on subsequent livelihood opportunities. The provision of equal access to safe and reliable transport can promote equality and equitable educational opportunities for all. In many parts of the world, pro-male school enrolment still prevails. Actions have to be designed for increased accessibility of education facilities for female students – to achieve target 4.5.

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*Sustainable Transport Division contribution to SDG 4 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

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<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
<ul style="list-style-type: none"> <li>• Transport for Sustainable Development: the case of Inland Transport</li> <li>• Sustainable Urban Mobility and Public Transport</li> </ul>	n/a	n/a	WP.5

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18. Goal 5 — Achieve gender equality and empower all women and girls.

19. Transport is a key enabler for women to access opportunities such as health services, education facilities, jobs or for participation in politics and social activities. Hence, safe, reliable and sustainable transport interventions can make a big difference in increasing women's education, productivity, health and promote gender equality - hence illustrating a strategy to achieve targets 5.5 and 5.6. Basic mobility needs of women and men are different and grounded on the gender-based division of labour within the family and community. It is therefore essential to integrate women into research, planning, decision-making and policy formulation of any transport interventions.

20. Goal 6 — Ensure availability and sustainable management of water and sanitation for all.

21. Against the background of targets 6.1 and 6.2, reliable, low-cost and efficient transport infrastructure and services can improve physical access to water and sanitation facilities - particularly in rural areas. Transport helps to reduce the burden of accessing water supply and sanitation services in these areas – particularly for women and girls. Safe transportation (e.g. well-lit streets) can furthermore enhance women's access to water and sanitation facilities.

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*Sustainable Transport Division contribution to SDG 6 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

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<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
<ul style="list-style-type: none"> <li>• Transport for Sustainable Development: the case of Inland Transport</li> <li>• Sustainable Urban Mobility and Public Transport</li> </ul>	n/a	n/a	WP.5

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22. Goal 7 — Ensure access to affordable, reliable, sustainable, and modern energy for all.

23. Transportation accounts for approximately 25% of the world's energy demand and for about 61.5% of all the oil used each year. Motorization is still in a high trajectory in developing countries, where private car use for daily travel is the main mode of transport, causing major vehicle traffic, increasing fuel use and emissions. By 2030, many developing countries will have higher GDP per capita, and several will have doubled their vehicle fleet. In order to achieve Goal 7, economic development will have to be de-coupled from energy use and emissions. There are various types of actions that can be taken to improve the efficiency of transport fuel use, like improving road conditions, providing high quality fuels, promoting eco-driving, better vehicle technologies including promoting electric

vehicles, and over-all improvement of urban transport systems. For example, providing innovative solar power generating facilities and charging stations for electric 2-wheelers can provide a sustainable transport option in urban and rural areas, especially where access to electricity.

*Sustainable Transport Division contribution to SDG 7 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
<ul style="list-style-type: none"> <li>• Diesel Engine Exhausts</li> </ul>	<ul style="list-style-type: none"> <li>• Promoting Vehicles Regulations</li> <li>• Periodical Technical Inspections</li> </ul>	<ul style="list-style-type: none"> <li>• Intermodal Transport &amp; Logistics</li> <li>• United Nations Vehicle Agreements</li> </ul>	WP.5, WP.29, WP.24

24. Goal 8 — Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.

25. Quality and cost of transport have a major impact on economic growth, on the ability of businesses to compete, on the movement of freight and on personal productivity. Efficient transport (transport activity, logistics chain, reduction of trade barriers) is fundamental for a more efficient economy particularly for developing countries –hence representing a critical element in achieving target 8.2. Improved public and non-motorized transport options and travel demand management/pricing mechanisms help to manage congestion and increase economic growth in city contexts. Traffic congestion imposes a heavy burden on the economy due to time wasted in slow traffic, fuel wastage and increased emissions (up to 10 % in Lima, Peru).

*Sustainable Transport Division contribution to SDG 8 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
<ul style="list-style-type: none"> <li>• Mutual recognition of boat masters certificates</li> <li>• Work of Crews of Vehicles engaged in International Road Transport</li> </ul>	<ul style="list-style-type: none"> <li>• Harmonization of professional requirements in Inland Navigation</li> </ul>	<ul style="list-style-type: none"> <li>• Work of Crews of Vehicles engaged in International Road Transport (AETR)</li> <li>• Code of Practice on the Packing of Containers</li> </ul>	WP.24, SC.3, SC.1

26. Goal 9 — Resilient Infrastructure, sustainable industrialization and innovation.

27. In order to achieve sustainable industrialization, trans-border connections and transport development corridors for spatial inclusion of and connectivity between economic hubs play a crucial role. A robust and resilient transportation infrastructure is an essential element for a resilient supply chain as disruption to the global, interregional, national and local trade lanes could impact development, as transport costs could be increased and delivery of products delayed. Reliable transport can enhance social and economic resilience as well as meeting security and emergency response needs. Serious disruption to transportation infrastructure can have catastrophic impacts on the ability of the community, business and economy to prepare and recover from a disaster. The importance of transportation networks in pre- and post-disaster evacuation becomes obvious and might be of life-saving nature.

*Sustainable Transport Division contribution to SDG 9 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
<ul style="list-style-type: none"> <li>• ITS Strategy</li> <li>• Border Crossing facilitation papers</li> <li>• Climate Change Adaptation</li> </ul>	<ul style="list-style-type: none"> <li>• Financing Transport Infrastructure</li> <li>• TEM&amp;TER and EATL projects</li> <li>• Border Crossings Facilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Border Crossings Facilitation (TIR, Harmonization Convention, etc.)</li> <li>• Infrastructure Agreements (AGR, AGC, etc.)</li> <li>• United Nations Vehicle Agreements</li> </ul>	<ul style="list-style-type: none"> <li>WP.30, SC.3, SC.1, SC.2,</li> <li>WP.5, WP.29, WP.24,</li> <li>WP.6</li> </ul>

28. Goal 10 — Reduce inequality within and among countries.

29. Economic growth and social development is highly related to improved access of people and goods (through transport) to the core economies and other opportunities. Sustainable transportation can enhance accessibility if the planning is based on the principles of inclusion and equality. Inadequate transport remains a key reason for the persistence of poverty and inequality among countries, regions and cities. Particularly the poor and most vulnerable are disproportionately impacted by the transport systems with poor road and public transport options and unsafe vehicles, along with poor infrastructure provision for pedestrian, cyclist and motorcyclist journeys. This also impacts access to markets, services and opportunities further entrenching inequality.

30. Goal 11 — Make cities and human settlements inclusive, safe, resilient and sustainable.

31. Transport ensures access to services, goods and opportunities. Compact city planning can reduce the need to travel. When combined with an inclusive and efficient public transport system including more attractive and safer options for active mobility, namely walking and cycling, integrated land-use and transport planning can improve accessibility and contribute to environmental sustainability. Affordability of transport for the urban poor and accessibility of all, including for people with disabilities, women, the elderly and other vulnerable groups are essential for the city to be inclusive. Women are known to have experienced violence and harassment while moving around in cities. Their travel needs are also different from those of men. To make cities more inclusive, women need to be involved more in the planning and implementation of transport interventions.

*Sustainable Transport Division contribution to SDG 11 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
<ul style="list-style-type: none"> <li>• Sustainable Urban Mobility and Public Transport</li> <li>• ITS Strategy</li> <li>• Transport for Sustainable Development: the case of Inland Transport</li> </ul>	<ul style="list-style-type: none"> <li>• Urban Mobility and Public Transport</li> <li>• FoRFITS</li> <li>• SAFEFITS</li> <li>• THE PEP</li> </ul>	<ul style="list-style-type: none"> <li>• United Nations Vehicle Agreements</li> <li>• Dangerous Goods Conventions (ADR, AND, etc.)</li> <li>• GHS Recommendations</li> <li>• United Nations Road Safety Conventions</li> </ul>	<ul style="list-style-type: none"> <li>WP.15, WP.29, WP.1, SC.1, SC.2, WP.24, WP.5</li> </ul>

32. Goal 12 — Ensure sustainable consumption and production patterns.

33. Applying green technologies and processes in transport and logistics will be a crucial component of comprehensive strategies towards more sustainable ways of consumption and production of goods and services in the entire economy. The shortage of reliable rural transport services has been quoted repeatedly as being responsible for food crops not reaching the market at all and holding back farmers to expand food production for the market. In other cases the poor quality of transport services accounts for waste happening during transport to the market.

*Sustainable Transport Division contribution to SDG 12 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
<ul style="list-style-type: none"> <li>• TEM&amp;TER, EATL projects</li> <li>• ATP Roadmap</li> <li>• Border Crossing Facilitation Papers</li> </ul>	<ul style="list-style-type: none"> <li>• Transport Corridors along Europe-Asia</li> <li>• Promoting Vehicles Regulations</li> </ul>	<ul style="list-style-type: none"> <li>• United Nations Vehicle Agreements</li> <li>• Dangerous Goods Conventions (ADR, AND, etc.)</li> <li>• GHS Recommendations</li> <li>• United Nations Road Safety Conventions</li> <li>• Perishable Foodstuffs</li> </ul>	WP.15, WP.29, WP.1, WP.11, WP.30, WP.5

34. Goal 13 — Take urgent action to combat climate change and its impacts.

35. Sustainable transport solutions offer significant mitigation potential and are essential in meeting the 2 degree Celsius goal to minimize the impacts of climate change. GHG emissions from the transport sector have more than double since 1970 – increasing at faster rate than any other energy end-use sector. Some transport-related gases also deplete the stratospheric ozone (O3) layer which naturally screens the earth’s surface from ultraviolet radiation. Short-lived climate forcers, particularly Black Carbon from diesel vehicle emissions also impact climate change in addition to increasing risk for premature deaths. Actions also have to be prioritized towards adaptation or enhancing the resilience of transport infrastructure and services. Resilient infrastructure and services can combat the impacts of climate change, including preparedness, protection, response, and recovery.

*Sustainable Transport Division contribution to SDG 13 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
<ul style="list-style-type: none"> <li>• Climate Change Impacts and Adaptation for Transport Networks and Nodes</li> </ul>	<ul style="list-style-type: none"> <li>• FoRFITS</li> <li>• Non Road Mobile Machinery project</li> </ul>	<ul style="list-style-type: none"> <li>• United Nations Vehicle Agreements</li> </ul>	WP.29, WP.24, WP.5

36. Goal 14 — Conserve and sustainably use the oceans, seas and marine resources for sustainable development.

37. Maritime transport is the backbone of international trade and the global economy. According to UNCTAD<sup>5</sup>, around 80% of the global trade by volume and over 70% of the global trade by value are carried by sea and being handled by ports worldwide. These shares are even higher in the case of most developing countries. Although entirely necessary for the efficient functioning of the world's economy, these transport activities are

<sup>5</sup> United Nations Conference on Trade and Development



a source of pollution. Ballast water discharges, wildlife collisions, marine debris or oil spills negatively affect the environment and human health. There is need for sustainable solutions, global regulations, implementation and enforceability of measures. In-land and coastal shipping have a key role in economic development facilitating passenger and freight movements; and can facilitate or hinder use of oceans, seas and marine resources.

*Sustainable Transport Division contribution to SDG 14 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
• Ports Hinterland Connections	• Inland Waterways and coastal shipping	• Transport of Dangerous Goods / ECOSOC recommendations	WP.15, SC.3, WP.5, ECOSOC

38. Goal 15 — Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.

39. Road and rail expansion and construction have a severe impact on the landscape, and can result in the destruction of the surrounding ecosystems and interactions, in land take or land degradation. The need for construction materials and the development of land-based transportation has led to deforestation, degradation of wet lands and reduction in biodiversity. New plant species have been introduced along transport corridors, while many animal species are becoming extinct as a result of changes in their natural habitats and reduction of spatial movement. Well-planned infrastructure and corridors for NMT or collective means of transport can reduce negative impacts as well as the infrastructure footprint.

40. Goal 16 — Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels.

41. Transport as an enabler of economic growth, regional cooperation and economic integration – also across jurisdictional borders – can help to increase economic equality and thus political stability. International transport corridors play an important role. Border zones are a common conflict trigger. Hence, cross-border collaborative trade and transport solutions are required such as alignment of toll charges, border control procedures or harmonized security measures for transport operations.

42. Goal 17 — Strengthen the means of implementation and revitalize the global partnership for sustainable development.

43. Future actions as part of the Sustainable Transport Agenda will depend on the formulation of strong and action-oriented means of implementation. There is need for translating transport policy recommendation into action plans. Strong local and national institutions and other developmental partners should be responsible for local action and implementation - which is key to enhancing progress towards sustainable development globally. Collaborative action towards the envisaged common sustainable transport development objectives on global level have to be enhanced.

*Sustainable Transport Division contribution to SDG 17 through servicing the ITC, ECOSOC Committee, THE PEP and the Special Envoy for Road Safety*

<i>Analytical Work</i>	<i>Capacity Building</i>	<i>Regulatory Work</i>	<i>Working Parties</i>
• TEM&TER, EATL projects	• Innovative ways to finance Transport	• Work on Unified Railway Law	WP.24, WP.30, SC.1, SC.2, SC.3, WP.5

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- Transport for Sustainable Development
  - Infrastructure
    - Public Private Partnerships and Railways
  - Infrastructure Agreements
    - Border Crossings Facilitation Conventions
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		Sustainable Transport Division				
SDGs Targets		Analytical work	Capacity Building	Regulatory Work		
1	1.4. ...ensure that all men and women...have access to basic services 1.5. ...reduce their exposure and vulnerability to climate-related extreme events	1	Transport for Sustainable Development: The case of Inland transport		WP.5	
2	2.1. ...access to food all year round 2.a. ...increase investment...in rural infrastructure...	2	Benchmarking transport infrastructure construction costs	Perishable Foodstuffs (ATP)	WP.5, WP.11	
3	3.6. ...halve the number of global deaths and injuries from road traffic accidents 3.9. ...reduce the number of deaths from...hazardous chemicals and air pollution...	3	a. Diesel Engine Exhausts b. Intelligent Transport Systems Strategy c. THE PEP d. R.S. papers	a. Support to Special Envoy on Road Safety b. Promoting R.S. c. R.S. films d. SAFEFITS e. UNDA Road Safety Mgt Project	a. Road signs and signals b. Road Traffic rules c. Drivers' fatigue d. UN Vehicle Agreements e. Dangerous goods f. GHS recommendations g. CTU Code	WP.1, WP.29, WP.5, WP.15, WP.6, WP.24, SC.1
4	4.3. ...ensure equal access for all women and men to ...education	4	a. Transport for Sustainable Development b. Sustainable Urban Mobility and Public Transport			WP.5
6	6.1. ... achieve universal and equitable access to safe and affordable drinking water for all	6				WP.5
7	7.3. ...improvement in energy efficiency...	7	a. Diesel Engine Exhausts	a. Promoting Vehicles Regulations b. Periodical technical inspections	a. UN Vehicle Agreements b. Intermodal Transport & Logistics	WP.29, WP.5, WP.24
8	8.8. Protect labour rights and promote safe and secure working environments for all workers	8	a. Mutual recognition of boat masters certificates b. Work of Crews of Vehicles Engaged in Intl Road Transport	Harmonization of professional requirements in inland navigation	a. Work of Crews of Vehicles engaged in International Road Transport (AETR) b. Code of Practice on the Packing of Containers	WP.24, SC.3, SC.1
9	9.1. Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure	9	a. ITS Strategy b. Border Crossing Facilitation Papers c. C.C. Adaptation	a. Financing Infrastructure b. TEM & TER and EATL projects c. B/C Facilitation	a. Border crossings facilitation (TIR, Harmonization etc); b. Infrastructure (AGR, AGC etc) c. UN Vehicle Agreements	WP.30, WP.6 SC.1, SC.2, SC.3, WP.24, WP.5, WP.29
11	11.2. Provide access to safe, affordable, accessible and sustainable transport systems for all	11	a. Sustainable Urban Mobility and Public Transport b. Transport for Sustainable Development c. ITS Strategy	a. Urban Mobility and Public Transport b. ForFITS c. SAFEFiS d. THE PEP	a. UN Vehicle Agreements b. Dangerous Goods Conventions (ADR, ADN) c. GHS Recommendations d. UNRS Conventions	WP.29, WP.15, WP.1 WP.5, SC.1, SC.2, WP.24
12	12.3. ...reduce food losses along production and supply chains... 12.c. ...fuel subsidies 12.4. ...achieve the environmentally sound management of chemicals ...	12	a. EATL, TEM, TER projects b. ATP Roadmap c. Border Crossing Facilitation Papers	a. Transport Corridors b. promoting Vehicles Regulations	a. UN Vehicle Agreements b. Perishable Foodstuffs c. Transport of Dangerous Goods d. GHS recommendations e. UNRS Conventions	WP.29, WP.5, WP.15, WP.11, WP.1 WP.30
13	13.1. Strengthen resilience and adaptive capacity to climate-related hazards 13.3. / 13.a Climate Change Mitigation	13	a. C.C. Adaptation b. C.C. adaptation & Transport	a. ForFITS b. Non road mobile machinery project	a. UN Vehicle Agreements	WP.29, WP.5, WP.24
14	14.1. ...prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities.....	14	a. Ports Hinterland Connections	a. Inland Waterways and coastal shipping	a. Transport of Dangerous Goods / ECOSOC recommendations	SC.3, WP.15, ECOSOC, WP.5
17	17.5. Adopt and implement investment promotion regimes; 17.11 Significantly increase the exports of developing countries 17.17 Encourage and promote public-private partnerships	17	a. EATL, TEM, TER projects b. Transport for Sustainable Development	a. Innovative ways to finance Transport infrastructure b. PPPs and Rail	a. Work on Unified Railway Law b. Infrastructure c. B/C Facilitation	SC.1, SC.2, SC.3, WP.24, WP.5, WP.30

Research Paper / Publication  
 Convention/Agreement  
 Workshop  
 Tool