Economic and Social Commission for Asia and the Pacific
Fourth Ministerial Conference on Transport
Bangkok, 14–17 December 2021
Item 4 of the provisional agenda*

Supporting implementation of the next ministerial
declaration and the regional action programme for
sustainable transport development in Asia and the Pacific
(2022–2026)

Explanatory note on the draft regional action programme
for sustainable transport development in Asia and the Pacific (2022–2026)**

Summary

The senior officials will be invited to take note of the present information
document which contains information on the background, context, rationale and other
substantive details concerning the draft ministerial declaration on sustainable transport
development in Asia and the Pacific and the draft regional action programme for
sustainable transport development in Asia and the Pacific (2022–2026), which will be
considered under agenda item 9 during the ministerial segment.

I. Background

1. The Economic and Social Commission for Asia and the Pacific (ESCAP)
member States adopted, with resolution 73/4 of 23 May 2017, the Ministerial
Declaration on Sustainable Transport Connectivity in Asia and the Pacific,
including the Regional Action Programme for Sustainable Transport
Connectivity in Asia and the Pacific, phase I (2017–2021), which has been
implemented from 2017 to 2021. In the same resolution, the Executive Secretary
was requested to convene a Ministerial Conference on Transport in 2021, which
would consider a future programme of work. The Executive Secretary was also
requested, in the same resolution, to carry out an evaluation of the
implementation of the Regional Action Programme Phase I and submit a report
with recommendations to the Ministerial Conference.

2. For ease of reference, the Regional Action Programme for Sustainable
Transport Connectivity in Asia and the Pacific, phase I (2017–2021) comprised
7 thematic areas with corresponding objectives, outputs and indicators of
achievement. A schematic representation of the Regional Action Programme can
be found in annex I.
II. Context for the development of a new draft programme of work (2022–2026) for the consideration of the Fourth Ministerial Conference on Transport

A. Recommendations of the sixth session of the Committee on Transport

3. The sixth session of the Committee on Transport was held on 12 and 13 November 2020 in Bangkok. The Committee discussed emerging and cross-cutting issues in transport against the background of the coronavirus disease (COVID-19) pandemic, identified priority directions for the future programme of work and adopted six recommendations (see: www.unescap.org/sites/default/d8files/event-documents/CTR2020E.pdf).

4. Overall, the Committee, having reviewed the progress in the implementation of the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021), and having considered the proposed priority areas for the draft of the next phase of the regional action programme in the context of the pandemic and the decade of action for the Sustainable Development Goals, recommended that the traditional focus areas such as infrastructure and operational connectivity, road safety, urban transport and digitization of transport be maintained in the next regional action programme, while also considering a more holistic approach to strengthen the environmental and social dimensions of transport development and operations, and requested the secretariat to take the appropriate steps to convene substantive consultations with members and associate members on developing the draft of the next regional action programme in advance of the fourth Ministerial Conference.

5. In response to this request, the secretariat convened four regional preparatory meetings for the Fourth Ministerial Conference on Transport, held on 29–30 July, 29–30 September, 18–19 October and 26 October 2021. During those meetings, members and associate members of the Commission reviewed, revised and finalized the draft ministerial declaration and the draft regional action programme that will be tabled for adoption by the Ministerial Conference under item 9 of the provisional agenda. In line with the recommendations of the Committee, the draft regional action programme builds on the existing thematic areas of work and broadly covers economic, social and environmental aspects of transport and mobility.

B. Results and recommendations of the evaluation of the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021)

6. The evaluation of the Regional Action Programme, discussed under agenda item 2, revealed that the programme had been effective, well-implemented and designed to address the needs and priorities of the region at the time of its adoption. The evaluation also found that the programme demonstrated a thematic diversity and flexibility to cope with emerging needs and requirements of the member States. In conducting the evaluation survey and related interviews, there was a strong interest and support from the member States to continue with the formulation and implementation of a new regional action programme that would focus on cross-sectoral social, economic, and environmental agendas.

7. In this context, the evaluation results highlighted the new challenges posed by the COVID-19 pandemic, the climate crisis and rising inequalities and the ways in which transport policies can address them. In this connection, the
evaluation recommendations mostly underscore the need to build on the good results achieved with the Regional Action Programme and to expand into the topical issues brought about by new challenges. This is consistent with the recommendations of the sixth session of the Committee on Transport.

8. Therefore, the key recommendations coming out of the evaluation, that have influenced the design of the new draft regional action programme (2022–2026), can be summarized as follows:

- It was recommended to design the regional action programme (2022–2026) along its existing thematic areas (regional transport infrastructure connectivity; regional transport operational connectivity; sustainable urban transport; and improving road safety) linked to sustainable transport and consider merging and clustering the thematic areas into higher level and broader themes corresponding to the pillars of sustainable development.

- It was recommended to add thematic areas related to environmentally sustainable transport and inclusive transport, linking better the transport sector to the achievement of the Sustainable Development Goals and the Paris Agreement.

- It was recommended to mainstream economic, social, and environmental aspects across the transport areas, focusing on the contribution to transport-related Sustainable Development Goals and keeping abreast of new development trends and emerging issues such as pandemic recovery.

- It was recommended to incorporate gender-responsive outputs and activities in the next regional action programme.

- It was recommended to continue awareness-raising and capacity-building activities, utilizing both physical and virtual modalities in appropriate combination that balance between cost-efficiency and impact-creation.

C. Considerations and lessons learned from the coronavirus disease pandemic

9. The COVID-19 pandemic brought about societal and economic shifts that are likely to persist long after the crisis is tackled. Two sets of considerations were put forward in this connection: (a) the impacts on cross-border and domestic transport in the region and lessons we can learn about connectivity gaps, resilience and new ways of doing business and (b) what the crisis has shown about how the United Nations system – ESCAP in this case, can adapt to better support the needs of member States at times when traditional methods of work are put to the test. Along those two parameters, future directions of work incorporate recovery strategies which can also, to some extent, ensure future resilience and preparedness to disruptions and crises, as well as exploit opportunities for building-back-better.

10. The COVID-19 pandemic exposed the limitations of contemporary supply chains. The established practices of freight consolidation, lean inventories and just-in-time delivery limited the resilience of international supply chains, leading to shortages of some critical goods and disbalances in freight delivery. The Asia-Pacific region made great efforts and did in large measure succeed in preserving transport connectivity during the pandemic, as well as showed early signs of recovery. Nevertheless, additional inspections, reduced hours of operation and road and border closures may have increased transport costs by as much as 25 per cent. It is estimated that those countries that
already suffer from lower levels of connectivity may be affected the most, further widening regional transport gaps.

11. In terms of passenger transport, the COVID-19 crisis has changed already people’s transport behaviours in dramatic ways, with large reductions in aviation and public transport use and significant growth in cycling uptake. Evidence from previous crises in various countries (such as health epidemics, terrorist attacks etc) shows that in the immediate aftermath of crisis events, transport behaviours change, as people reassess the costs and benefits of different transport modes. Decision-making is partly driven by people’s perceptions of risks, regardless of whether such perceptions are well founded or not, and some of these behaviours become permanent or, at least, lasting long after the crisis is over. As lockdowns are lifted, policy will be crucial in determining whether mobility changes triggered by the pandemic are positive or negative, in terms of their impacts on energy use, safety, inclusiveness and long-term environmental and health outcomes.

12. Importantly, across transport modes for both freight and passengers, opportunities came about notably for digitization and greater use of smart transport and contactless solutions, as well as for a more balanced and sustainable freight modal split. An example on this can be drawn from the way the use of rail grew to compensate for the interruptions in road transport operations. It follows that as future policy priorities incorporate pandemic recovery and crisis preparedness strategies, these are inherently part and parcel of economic, social and environmental sustainability.

13. Looking more specifically at the next regional action programme (2022–2026), considerations of resilience and adaptability are equally important to include in the methods of work and means of delivery. As almost all travel came to a halt in 2020 and 2021, traditional methods of work had to be swiftly replaced with virtual means, with corresponding challenges on data collection and analysis, technical assistance activities and decision-making processes. Thus, an important component of the regional action programme (2022–2026) will also be to see adaptability in the delivery of the services of the secretariat to its member States.

D. The regional action programme (2022–2026) and the 2030 Agenda for Sustainable Development

14. The Asia-Pacific region concentrates two thirds of the global seaborne trade and is home to nine out of ten world’s busiest container ports. The region is currently responsible for more than 40 per cent of the global surface freight transport flows and by 2050 the continent’s demand for freight transport could triple. Against this background, the contribution of Asia-Pacific region to attaining the Sustainable Development Goals is critical and the role of transport can be instrumental.

15. The transition to low-carbon and resilient transport systems remains slow, while advancements in decoupling transport growth from environmental degradation have been insufficient; these challenges need to be addressed to enhance the environmental performance of transport systems and services in the region. At the same time, while progress has been made towards well-connected and efficient transport across Asia and the Pacific, the region is advancing unevenly in terms of its connectivity, thus restricting the potential of several countries to fully access economies of scale and sustained economic growth. Furthermore, gender gaps, road traffic fatalities, and inequalities in terms of access to transport and related opportunities persist, further inhibiting the
capacity of the sector to equally address the social dimensions of sustainable development.

16. The COVID-19 pandemic abruptly disrupted implementation towards many of the Sustainable Development Goals and, in some cases, reversed decades of progress. The United Nations decade of action to deliver the Sustainable Development Goals calls for mobilizing regional action, raising the ambition and identifying solutions, offering further impetus and opportunity to reconsider the transport priorities in the region and to accelerate impactful change toward sustainability while “building back better” in the aftermath of the pandemic.

17. Some Sustainable Development Goals are directly connected to sustainable transport through targets and indicators, such as target 3.6 on road safety, 9.1 on infrastructure and 11.2 on providing access to safe, affordable, accessible and sustainable transport systems for all and expanding public transport. Many others are also connected through the enabling role of sustainable transport across the 2030 Agenda for Sustainable Development. The integrated nature of the Sustainable Development Goals means that achieving significant progress towards sustainable transport will require complementary progress in other areas and vice-versa.

18. In this context, the draft regional action programme (2022–2026) draws concrete links to directly and indirectly relevant Sustainable Development Goals and targets and aims to emphasize the ways in which transport is not just an enabler of the Sustainable Development Goals but, in many ways, a pre-requisite of success. For example, one cannot consider effectively reaching carbon-neutrality in climate action (Sustainable Development Goal 13) without addressing emissions from transport. With this in mind, the draft regional action programme seeks cross cutting impacts and mainstreams common elements across three overarching objectives directly linked to the Sustainable Development Goals.

III. Overview of the draft regional action programme (2022–2026)

19. Drawing from above information, the proposed draft regional action programme (2022–2026) clusters seven priority areas of work under three overarching objectives. The three overarching objectives are geared towards:

(a) Efficient and resilient transport and logistics network and mobility for economic growth;
(b) Environmentally sustainable transport systems and services;
(c) Safe and inclusive transport and mobility.

20. Priority areas from the previous Regional Action Programme such as regional infrastructure and operational connectivity, urban transport and road safety remain prominent, while other previously stand-alone thematic areas have been merged under broader headings. This approach aims to allow for a rounded approach to all dimensions of sustainable development during the implementation of the programme, as recommended by the sixth session of Committee on Transport and by the evaluation of the Regional Action Programme, as well as to address the demand for more comprehensively incorporating the 2030 Agenda in the programme of work. At the same time, the activities proposed in all priority areas incorporate the concepts of post-pandemic recovery and building back better.
21. It should be noted that it is not realistically possible to squarely place any single policy intervention or tool or area of work under one singular objective. For example, automation and smart transport could transform economic efficiency but could also significantly contribute to carving a low-carbon development path for transport and create negative social impacts on the transport workforce. These interactions cannot be clearly separated in the Regional Action Programme in a way that each priority area can be directly attributed only to one dimension namely either economic, environmental or social sustainability. Conversely, the Regional Action Programme attempts to pragmatically categorize various activities in terms of which economic, environmental and social impacts are quantifiable and measurable at the level of indicators of achievement.

22. The seven priority areas can be non-exhaustively summarized as follows:

(a) **Regional land transport connectivity and logistics.** This priority area encompasses both infrastructure and operational transport connectivity along the regional land transport network, as well as selected aspects of rural connectivity. Building on the Intergovernmental Agreements on the Asian Highway, Trans-Asian Railway and Dry Ports, as well as relevant regional frameworks on transport facilitation, the activities and intended outcomes under this area will utilize regional and multi-stakeholder cooperation, relevant data analysis and normative and technical assistance tools to (i) expand and further improve upon overall regional land transport connectivity and supply chain efficiency, (ii) enhance resilience and sustainability of land transport systems and supply chains to external shocks, crises and disruptions (iii) improve connectivity and access to markets for countries in special situations for equitable development, thus, leaving no one behind.

(b) **Maritime and interregional transport connectivity.** This priority area focuses on key mechanisms for connecting the region to global supply chains. Activities and intended outcomes under this area will utilize regional and multi-stakeholder cooperation, relevant data analysis and normative and technical assistance tools to address (i) strengthening port-hinterland transport connections and strategically locating intermodal and logistics facilities, to capitalize on the competitive strength of each mode in interregional transport, with special emphasis on strengthening capacities of countries in special situations; (ii) enhancing efficient multimodal operations (iii) supporting a shift to sustainable and resilient port development; (iv) contributing to sustainable shipping and port operations practices, including reducing emissions and pollutants from shipping and port operations and developing green port infrastructure and (v) the connectivity challenges faced by Small Island Developing States.

(c) **Digitalization of transport.** This priority area focuses on the digital transformation of transport in Asia and the Pacific. The activities and intended outcomes under this area will utilize technology, innovation, automation, digitalization, regional and multi-stakeholder cooperation, relevant data analysis and technical assistance tools to address: (i) wider deployment of smart transport systems to improve efficiency, resilience as well as social and environmental sustainability of transport, (ii) increased awareness on innovative technologies and use of big data to improve traffic and other urban transport issues, (iii) interconnection of maritime and port systems, (iv) a shift towards regional transport networks with smart transport systems, among others.

(d) **Low-carbon mobility and logistics.** This priority area focuses on promoting low-carbon mobility, clean energy technologies and logistics. Activities and intended outcomes under this area will utilize regional and multi-
stakeholder cooperation, relevant data analysis and technical assistance tools to address (i) low carbon transport including the accelerating shift to electric mobility, (ii) wider application of smart and green transport to contribute to reducing emissions, (iii) environmental performance of freight transport to support rapid decarbonization, including through sustainable freight practices and optimized modal split, and (iv) transport-related actions towards meeting the regional and global environmental commitments.

(e) **Urban transport.** This priority area focuses on urban transport planning and public transport that can provide for accessibility, reliability of service and safety, as well as promote use of clean and energy-efficient vehicles. Activities and intended outcomes under this area will utilize regional and multi-stakeholder cooperation, relevant data analysis and technical assistance tools to address: (i) integrated urban and transport planning; (ii) efficient, sustainable and resilient urban transport systems; (iii) active mobility and non-motorized transport, in particular following the paradigm shift of the pandemic; (iv) transition to low-carbon public transport; and (iv) first and last-mile accessibility for public transport users.

(f) **Road safety.** This priority area focuses on reducing the number of fatalities and injuries from road traffic crashes by 50 per cent by 2030. Activities and intended outcomes under this area will utilize technology, innovation, automation, digitization, regional and multi-stakeholder cooperation, relevant data analysis and technical assistance tools to address: (i) the plan of action for the Second Decade of Action for Road Safety; (ii) safe system interventions and key risk factors; (iii) improved road crash data management systems; and (iv) vulnerable road users, among others.

(g) **Inclusive transport and mobility.** This priority area focuses on developing the knowledge basis for designing transport policies that can measurably contribute to poverty and inequality reductions. Activities and intended outcomes under this area will utilize technology, innovation, automation, digitization, regional and multi-stakeholder cooperation, relevant data analysis and technical assistance tools to assess and address: (i) transport challenges faced by vulnerable people including in response to climate change impacts and related adaptive capacities, particularly but not limited to, rural areas; (ii) gender sensitive transport policies; and (iii) the changes to the sector’s workforce and to the supply and demand for transport skills and expertise, among others.
23. The corresponding contributions of these priority areas to the Sustainable Development Goals can be broadly categorized as follows:

**Links of the regional action programme (2022–2026) to the Sustainable Development Goals (Regional Action Programme Matrix)**

<table>
<thead>
<tr>
<th>Overarching objectives</th>
<th>Relevant Sustainable Development Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Towards efficient and resilient transport and logistics network and mobility for economic growth</td>
<td><img src="image1" alt="" /></td>
</tr>
<tr>
<td>Towards environmentally sustainable transport systems and services</td>
<td><img src="image2" alt="" /></td>
</tr>
<tr>
<td>Towards safe and inclusive transport and mobility</td>
<td><img src="image3" alt="" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Thematic areas</th>
<th>Classification of contribution*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional land transport connectivity and logistics</td>
<td>Direct impact</td>
</tr>
<tr>
<td>Maritime and interregional transport connectivity</td>
<td>Direct impact</td>
</tr>
<tr>
<td>Digitalization of transport</td>
<td>Direct impact</td>
</tr>
<tr>
<td>Low-carbon mobility and logistics</td>
<td>Direct impact</td>
</tr>
<tr>
<td>Urban transport</td>
<td>Direct impact</td>
</tr>
<tr>
<td>Road traffic safety</td>
<td>Indirect impact</td>
</tr>
<tr>
<td>Inclusive transport and mobility</td>
<td>Indirect impact</td>
</tr>
</tbody>
</table>

* The Sustainable Development Goals indicated in this table are listed in annex II, together with some explanations of relevance.

24. As per past practice, the regional action programme (2022–2026) will be tabled for adoption by means of a Ministerial Declaration that will provide context to the decision to endorse the new programme and outline the high-level political ambitions and expectations for the sector. In this context, it will be important to highlight the key policy insights/drivers that will guide the delivery of the regional action programme (2022–2026):

- Persisting connectivity variations and gaps, exacerbated by the COVID-19 pandemic, point to the need to reinforce the focus of regional policies on leaving no one behind in achieving the Sustainable Development Goals. Activities to address the needs of countries in special situations will be further reinforced in tandem with all transport development areas as a cross-cutting issue. Equal priority will be accorded to both infrastructure development as well as institutional, legal and regulatory interventions that can alleviate bottlenecks, especially in countries in special situations.

- The pandemic has highlighted the need to build on the intergovernmental agreements on the Asian Highway, Trans-Asian
Railway networks and dry ports as regional public goods that provide a comprehensive framework that raises the capacity of the networks to function as an integrated infrastructure system and reduce the risks and negative externalities of disproportionate reliance on one transport mode (resilience).

- The environmental impact of the dominantly road-centric and fossil fuel dependent transport sector under suboptimal connectivity conditions is systematically exacerbating the contribution of the sector to climate change, making the regional transport system more vulnerable to climate and hazard-related disasters and is rapidly placing the region among the highest carbon dioxide (CO₂) emitting regions in the world, especially when taking into account projected growth through 2050. This points to the need for rapid decarbonization of the regional networks and related operations, including urban and public transport. ESCAP provides regular platforms for addressing these questions at the regional and subregional levels.

- 60 per cent of global road crash fatalities occur in the Asia and Pacific region with analysis indicating that progress in high-income countries is not enough for reaching the global reduction target. Accordingly, measures to accelerate improvement of road safety in the most impacted regions is urgently called for. Education and awareness raising play a significant role in road safety in addition to strengthened legislation and enforcement. In addition to institutional and regulatory measures, strengthened localized, participatory and needs-based capacity building by development actors will be critical moving forward.

- The aspects of transport and mobility related to accessibility, inclusion and inequality also need to gain further prominence in current transport policies at the national and regional levels. The link between transport and social development issues, while easy to ascertain, upon closer inspection is not being sufficiently addressed. Redressing this implies significant, persistent and regionally coordinated efforts to incorporate social development considerations into the initial phases of policy definition and decision-making processes.

- The changing environment, socio-economic pressures, demographic factors and increasing urbanization are among the critical regional issues impacting public transport. Technology and digitalization, climate change, and the demand for individual and new means of transport are all driving change across the transport sector. Public transport is at a turning point in a mobility market that is experiencing an important transition in the aftermath of the pandemic, which reaffirms the significance of Sustainable Development Goal 11.2 as a central guiding framework towards safe, affordable, accessible and sustainable transport systems in Asia and the Pacific.

- Technology and innovation will play a key role in the future development of the transport sector. Policy and regulation should ideally be at pace with technological development and incentivize its introduction, adoption and wide-spread use by the industry.

- The private sector, such as logistics and freight forwarding sectors also have an important role to play in the sustainability of transport. On the other hand, more conducive public policies are necessary to incentivize a change in the prevailing business practices and cultures towards the attainment of the Sustainable Development Goals. In that regard, greater engagement of the private sector, civil society and academia in the policy discussions can make a difference in the impact of policies.
Annex I

### Schematic representation of the Regional Action Programme for Sustainable Transport Connectivity in Asia and the Pacific, phase I (2017–2021)

<table>
<thead>
<tr>
<th>Category</th>
<th>Activities</th>
</tr>
</thead>
</table>
| Regional transport infrastructure connectivity | • Sessions of the Working Groups.  
• Study Papers.  
• Progress report in transport infrastructure connectivity in the region.  
• Workshop/seminar/meeting/advisory service on transport infrastructure connectivity. |
| Regional transport operational connectivity | • Studies, workshops, trainings, and advisory services.  
• Updating of transport facilitation tools. |
| Euro-Asian transport connectivity | • Study papers.  
• Establishment of an interregional coordination committee on transport between Asia and Europe.  
• Report on progress in enhancing transport connectivity between Asia and Europe.  
• Workshop/seminar/meeting/advisory services. |
| Transport connectivity for Least developed countries, landlocked developing countries and small island developing States | • Study papers.  
• Technical assistance to landlocked developing countries and their neighbouring developing countries.  
• Regional inputs to the global report.  
• Workshop/seminar/meeting/advisory service. |
| Sustainable urban transport | • Study paper.  
• Regional framework and tools on deployment of intelligent transport systems.  
• Guide to national policy frameworks on sustainable urban transport development.  
• Report on regional progress on improvement of urban transport systems.  
• Workshop/seminar/meeting/advisory services. |
| Rural transport connectivity to wider networks | • Study papers.  
• Regional strategy/master plan/policy framework to improve rural transport connectivity.  
• Report on regional progress on the improvement of rural transport connectivity.  
• Workshop/seminar/meeting/advisory services. |
| Improving road safety | • Study papers.  
• Report on progress on the improvement of road safety in the region.  
• Road safety tool/handbook for improving road safety at the national level.  
• Workshop/seminar/meeting/advisory services. |
Annex II

List of Sustainable Development Goals and targets relevant to the regional action programme (2022–2026)

Sustainable Development Goal 1: End poverty in all its forms everywhere

Note: Well-functioning and accessible transport systems and networks are a direct enabler of economic growth. Beyond this, inclusive transport systems provide for better access to opportunities and income

Sustainable Development Goal 2: End hunger, achieve food security and improved nutrition and promote sustainable agriculture

Note: Beyond food production, distribution is enabled by well-functioning transport systems. Important examples of this became evident during the pandemic

Sustainable Development Goal 3: Ensure healthy lives and promote well-being for all at all ages

3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents

Note: This is a direct transport related Goal, target and indicator

Sustainable Development Goal 5: Achieve gender equality and empower all women and girls

5.1 End all forms of discrimination against all women and girls everywhere

5.2 Eliminate all forms of violence against all women and girls in the public and private spheres, including trafficking and sexual and other types of exploitation

5.5 Ensure women’s full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic and public life

Note: Transport systems can address gender gaps enable access of women and girls to education, healthcare and employment. Transport systems designed to empower women and girls also ensure the protection of women and girls from harassment and violence during transport. Finally, relevant policies can promote and support gender equality in the transport sector as an employer of women.

Sustainable Development Goal 8: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

8.2 Achieve higher levels of economic productivity through diversification, technological upgrading and innovation, including through a focus on high-value added and labour-intensive sectors

8.3. Promote development-oriented policies that support productive activities, decent job creation, entrepreneurship, creativity and innovation, and encourage the formalization and growth of micro-, small- and medium-sized enterprises, including through access to financial services

8.8. Protect labour rights and promote safe and secure working environments for all workers, including migrant workers, in particular women migrants, and those in precarious employment
Note: Transport is a labor-intensive sector that is undergoing enormous technological transformations. This is bringing about opportunities and challenges for workers that policies can address. A large proportion of transport workers are informal. Furthermore, the pandemic demonstrated that transport workers are critical personnel requiring special protection and measures to enable them to deliver essential goods.

**Sustainable Development Goal 9:** Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

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

9.a Facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, least developed countries, landlocked developing countries and small island developing States

Note: This Goal is directly related to transport and corresponding targets and indicators.

**Sustainable Development Goal 10:** Reduce inequality within and among countries

10.2 By 2030, empower and promote the social, economic and political inclusion of all, irrespective of age, sex, disability, race, ethnicity, origin, religion or economic or other status

10.3 Ensure equal opportunity and reduce inequalities of outcome, including by eliminating discriminatory laws, policies and practices and promoting appropriate legislation, policies and action in this regard

Note: Transport policies can take due account of inclusion from the use perspective. Importantly, inequalities on connectivity levels and infrastructure levels or even in institutional and normative frameworks have a direct impact on access to markets and international trade.

**Sustainable Development Goal 11:** Make cities and human settlements inclusive, safe, resilient and sustainable

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

Note: This Goal is directly linked to transport with corresponding target and indicator.

**Sustainable Development Goal 13:** Take urgent action to combat climate change and its impacts

13.1 Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries

13.2 Integrate climate change measures into national policies, strategies and planning
13.3 Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning

13.b Promote mechanisms for raising capacity for effective climate change-related planning and management in least developed countries and small island developing States, including focusing on women, youth and local and marginalized communities […]

Note: The transport sector is a major contributor to climate change and environmental degradation, as well as one of the sectors most at risk from climate change impacts and natural disasters. Accelerating decarbonization and increasing adaptive capacities are pivotal steps towards meeting climate goals.

Sustainable Development Goal 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development

14.1 By 2025, prevent and significantly reduce marine pollution of all kinds […]

Note: Maritime transport can become greener and more sustainable.