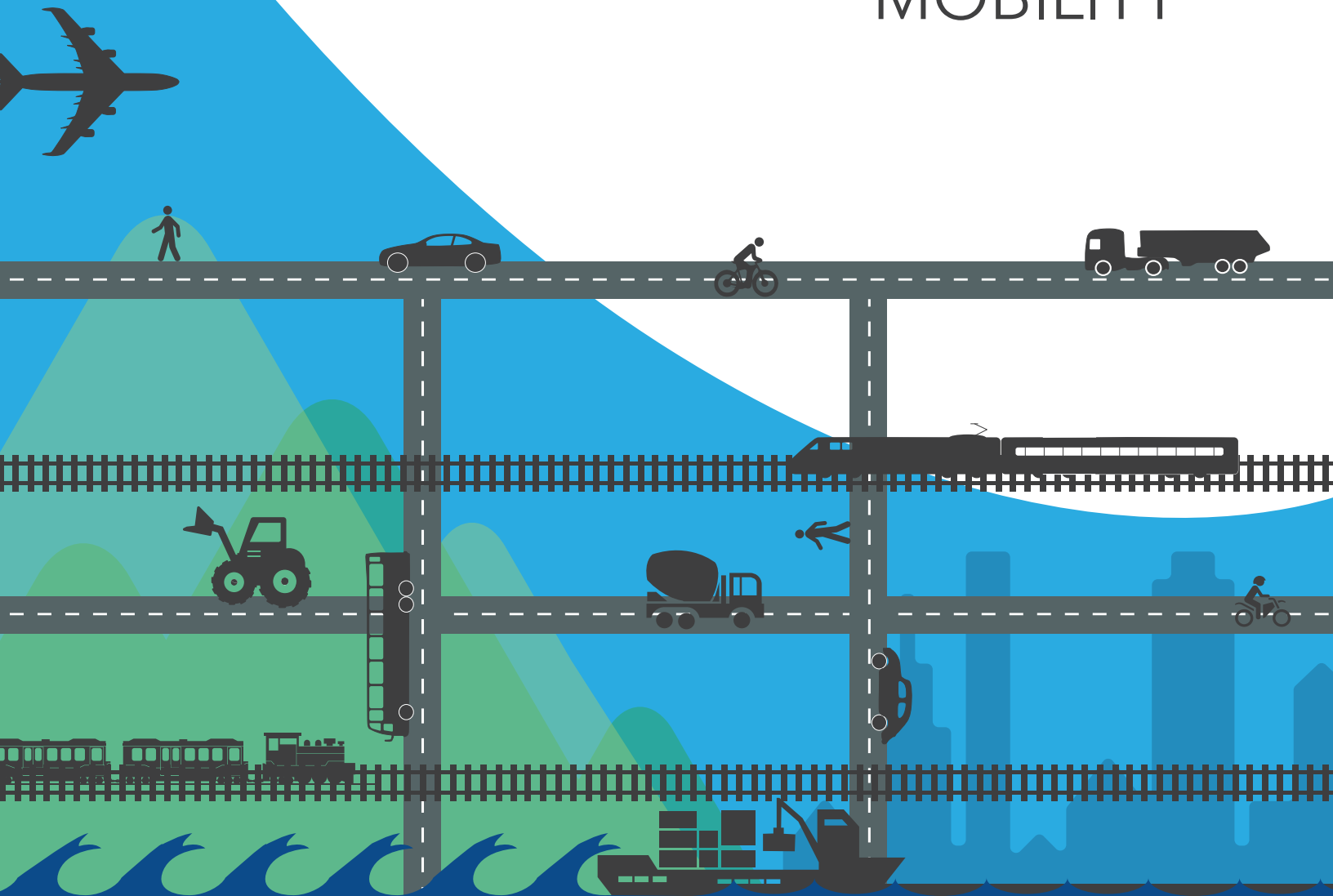


# A REVIEW OF INTERNATIONAL AGREEMENTS, CONVENTIONS AND OTHER INSTRUMENTS TO ACHIEVE SUSTAINABLE MOBILITY



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# TABLE OF CONTENTS

Foreword.....	3
<b>1. Introduction.....</b>	<b>4</b>
<b>2. International Legally Binding Instruments .....</b>	<b>5</b>
2.1 Efficiency.....	6
2.2 Safety .....	8
2.3 Green Mobility .....	9
2.4 Universal Access in Rural Areas.....	11
2.5 Universal Access in Urban Areas.....	11
2.6 Gender .....	11
<b>3. Other International Instruments and Nonbinding Rules and Standards.....</b>	<b>12</b>
3.1 Efficiency.....	13
3.2 Safety.....	14
3.3 Green Mobility.....	14
3.4 Universal Access in Urban Areas.....	15
3.5 Universal Access in Rural Areas.....	16
3.6 Gender .....	17
<b>4. Gaps .....</b>	<b>19</b>
<b>5. Moving Forward.....</b>	<b>20</b>
<b>6. Annex .....</b>	<b>21</b>
Table A1. Global and Regional Legally Binding Instruments Addressing Sustainable Mobility .....	21
Table A2. Stocktaking of Other Instruments and Nonbinding Rules and Standards Addressing Sustainable Mobility .....	28

# FOREWORD† ‡

The international community has adopted numerous instruments to shape the future of transport worldwide, ranging from legal agreements and conventions to declarations, resolutions, and programs of action. These instruments help policymakers framing policy action to achieve sustainable mobility. The nature and scope of these instruments vary widely: they can be binding or nonbinding for countries, global or regional, focus on specific modes of transport or tackle sector-wide issues.

The framework supported by the Sustainable Mobility for All (SuM4All) initiative can help make sense of all of this. Under the umbrella of SuM4All, global stakeholders have agreed on what sustainability means for transport and identified four policy goals to achieve sustainable mobility: universal access, efficiency, safety, and green mobility. This framework was presented in the 2017 Global Mobility Report (GMR), a report that examined all modes of transport, including road, air, waterborne, rail, and active modes.<sup>1</sup>

In the SuM4All Consortium Meeting in Bonn in November 2017, SuM4All agreed to undertake a stocktaking of international legal agreements, conventions and other instruments addressing sustainable mobility. The aim of this stocktaking is to identify policy actions and recommendations embodied in these documents to feed into the Global Roadmap of Action (GRA) to achieve sustainable mobility.

This paper provides an overview of the existing instruments—legally binding and nonbinding—that can be mapped into each global goal of SuM4All. It draws from the analysis on legal agreements of the Working Groups that led the development of the Global Roadmap of Action (GRA). This analysis was an important prerequisite to develop a Global Roadmap of Actions informed by the existing regulations, policy recommendations and commitments embodied in these instruments.

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† This document was co-prepared by the World Bank and UNECE under the SuM4All umbrella. Javier Morales Sarriera (World Bank) and Lukasz Wyrowski (UNECE) led the production of this review with inputs from Nancy Vandycke, Karla Gonzalez, Muneeza Alam, Hong Yang, Gurpreet Singh Sehmi, Ruifan Shi, and Yohan Senarath (World Bank); Georgios Georgiadis, Walter Nissler, Konstantinos Alexopoulos, Artur Bouten, Martin Dagan, Alibech Mireles Diaz, Francesco Di-onori, Rebecca Huang, Victoria Ivanova, Robert Nowak, and Nikola Sahovic (UNECE); Frida Youssef, Hassiba Benamara, Regina Asariotis, Anila Premti, and Poul Hansen (UNCTAD); Sheila Watson (FIA Foundation), Nhan Tram (WHO); Jasper Cook (ReCAP), Elizabeth Jones (DFID), Philip Turner (UITP), Jacob Mason (ITDP), Ariadne Abel (UNESCAP); Henry Gourdj, Jane Hupe, Thilly De Bodt, and Xiaoxi Sun (ICAO); Jane Karonga and Tama R. Lisinge (UNECA); Alejandra Cruz Ross (ILO); Patrick Oliva (PPMC), Dario Hidalgo (WRI), Nicolas Beaumont and Claire-Marie Bernard (Michelin); and Stefan Bakker, Heather Allen, William Denning, Carlosfelipe Pardo, Tyrrell Duncan, and Jeanne Breen (Independent consultants).

‡ This document was produced by the Sustainable Mobility for All Initiative. The findings, interpretations, and conclusions expressed in this paper do not necessarily reflect the views of the Boards of the SuM4All members or the governments they represent. SuM4All does not guarantee the accuracy of the data included in this work.

1 Sustainable Mobility for All (2017) Global Mobility Report 2017. Washington, DC. Retrieved from <http://www.sum4all.org/publications/global-mobility-report-2017>

# 1. INTRODUCTION

The international community recognizes that sustainability is essential to the future mobility the world wants and needs. The momentum of global action toward sustainable mobility has been building in recent years, including efforts aimed at strengthening the implementation of international legally binding instruments, and aimed at developing action plans and policy recommendations that address challenges in the transport sector. The Sustainable Mobility for All (SuM4All) initiative is working to bring coherence and scale to these efforts.

This paper presents a stocktaking of existing international instruments—whether legally binding or nonbinding and involving one or multiple modes of transport—and maps them vis-à-vis the four global goals. It also identifies potential gaps, and suggests effective approaches moving forward. The stocktaking seeks to inform the Global Roadmap of Actions, which is a menu of actions, principles, and best practices to enable the international community and its countries to achieve sustainable mobility. This paper is meant to inform the discussion about the paths that can help countries achieve sustainable mobility, rather than an exhaustive examination of all existing instruments.

Existing instruments addressing sustainable mobility can be divided into different categories, including: binding legal agreements and international conventions, which provide standards and regulatory frameworks; and nonbinding resolutions, statements, declarations, guidelines, and action plans, which provide policy recommendations based on international knowledge and best practices. All types of instruments, in distinct ways, play an important role in assisting countries in the path towards sustainable mobility.

Over 90 instruments have been identified and mapped across the four global goals, roughly half of which are legally binding. These binding and nonbinding instruments can be grouped by topic, for example, instruments that focus on border crossing facilitation and on international maritime and multimodal transport law (efficiency), traffic rules or technical standards for vehicle safety (safety), greenhouse gas emissions (green mobility), accessibility to vulnerable and disadvantaged groups (universal access), among many others.

**The objective of this exercise is to inform the Global Roadmap of Actions by:**

- Taking stock of existing binding and nonbinding instruments across all modes
- Mapping them vis-à-vis the four objectives
- Identifying potential gaps
- Suggesting a way forward

## Legally Binding Instruments

- Include UN Conventions, Agreements and Regulations, EU Directives and Regulations.
- Serve as benchmarks for normative or regulatory frameworks
- Facilitate international coordination and cooperation

## Nonbinding Instruments

- Reflect the vision of sustainable mobility of groups of countries, agencies, entities
- Provide policy recommendations
- Include action plans, statements, declarations

## 2. INTERNATIONAL LEGALLY BINDING INSTRUMENTS

Within the umbrella of the United Nations (UN), there are numerous legal instruments for transport with a global or regional scope, administered by UN Regional Commissions and UN agencies, which directly relate to at least one global goal framing sustainable mobility. They provide benchmarks for establishing normative and regulatory frameworks at the country level. They also facilitate cooperation and coordination among countries in international transport, by various modes and for both passengers and freight. These legal instruments are often updated through amendments and continue to be highly relevant for addressing transport and mobility challenges in a transforming world. Hence, they play an important role in helping countries worldwide to achieve the 2030 Agenda. In addition to international legal instruments developed under the auspices of the United Nations, the European Union (EU) develops regulations and directives, which are legally binding for its Member States.

Countries become contracting parties by ratifying or acceding to the instruments and undertake to observe and implement their provisions. Such instruments may include: commitments to create grids of reference infrastructure; to introduce agreed standards, uniform rules, or systems; and to simplify transport operations or promote international trade—each mapped to universal access (including access in urban areas, access in rural areas, and gender), efficiency, safety, green mobility.

For inland transport, legally binding instruments with a global scope that cover among other areas efficiency, safety and environmental performance are under the purview of the United Nations Economic Commission for Europe (UNECE), who is an important body for the United Nations to develop transport-related treaties and has been a pioneer in the development of transport environmental standards. UNECE is the custodian for 58 of these instruments, some of which also have regional applications. UNECE also hosts and manages several environmental

conventions and protocols that influence and contribute to making transport operations more environmentally friendly.



For international aviation, the International Civil Aviation Organization (ICAO) is a specialized agency of the United Nations that manages the administration and governance of the Convention on International Civil Aviation. It develops policies, and Standards and Recommended Practices (SARPs) for a safe, efficient, secure, economically sustainable and environmentally responsible international civil aviation sector.

For maritime transport, the International Maritime Organization (IMO) is a specialized agency of the United Nations responsible for regulating shipping. The IMO's primary purpose is to develop and maintain a comprehensive regulatory framework for shipping that includes safety, environmental concerns, legal matters, technical co-operation, maritime security and the efficiency of shipping.

Other legally binding instruments with a regional focus are administered by the United Nations Economic Commission for Asia and the Pacific (UNESCAP), the United Nations Economic and Social Commission for Western Asia (UNESCWA), and the United Nations Economic Commission for Africa (UNECA).

As for other UN agencies, the United Nations Conference on Trade and Development (UNCTAD) has been extensively involved in rule-making and standard setting in the field of maritime law, with emphasis on the economic and commercial aspects of shipping. A number of international conventions, mainly in the field of commercial maritime law, were negotiated and adopted by consent at international conferences under the auspices of UNCTAD. Worth highlighting in this context is UNCTAD's particular focus on developing countries. In addition, several sets of non-mandatory rules and standards were adopted and have contributed to shaping and harmonizing the international commercial maritime transport law framework. All these instruments contribute

**Figure 1:** Main areas addressed by *UN legally binding instruments*, mapped across the four global goals

<b>Grouped by Topic:</b> <b>UN Legally Binding Instruments</b> <b>(Agreements and Conventions)</b>	 UNIVERSAL ACCESS	 EFFICIENCY	 SAFETY	 GREEN
<i>Additional information about each instrument is provided in the annex (Table A1)</i>				
Infrastructure	✓	✓	✓	
Transit Facilitation		✓		
Carriage of Dangerous Goods		✓	✓	✓
Road Traffic and Signs		✓	✓	
Vehicle Regulations			✓	✓
Environmental Conventions				✓
International Civil Aviation Instruments		✓	✓	✓
Maritime Instruments	✓	✓	✓	✓
Unimodal/Multimodal Transport Conventions	✓	✓	✓	
Paris Climate Agreement	✓	✓		✓
Conventions on Gender Equality	✓			
ILO Labor Conventions		✓	✓	

towards improving the efficiency of and facilitating maritime transport operations. The International Labour Organization (ILO) administers conventions with a focus on decent work conditions through a sectoral lens for ports, shipping, inland waterways and road transport. Finally, at the regional level, the EU has developed regulations and directives that address sustainable mobility across transport modes within EU member countries.

## 2.1 Efficiency

Coordination among countries is crucial for developing efficient transport systems. To this end, legal instruments have addressed such aspects as standards harmonization, energy efficiency, liability for multimodal transport, and logistics performance.

A number of these agreements focus on efficiencies of infrastructure, i.e. the identification, design, development, construction, and signage of international transport networks and the creation of mode-specific or multimodal transport facilities, such as terminals and border-crossing points. These agreements contribute to transport efficiency by enhancing in-

frastructure quality and connectivity within and between countries. Examples of binding infrastructure agreements include UNECE, which defines European road, rail, inland waterway, and combined transport networks and sets standards for their design, construction and maintenance; UNESCWA, which is responsible for agreements relating to the road and railway networks in the Arab Mashreq countries; UNECA, which supports the implementation of the Intergovernmental Agreement on the Trans-African Highways; and UNESCAP, which handles the inter-governmental agreements on the Asian Highway Network, on the Trans-Asian Railway Network, and on regional Dry Ports. These three agreements under UNESCAP form the basis for comprehensive infrastructure planning in Asia and the Pacific, with the overarching objective of developing creating infrastructure that can support intra- and inter-regional integrated intermodal transport and logistics systems there.

Other binding conventions are intended to increase transportation efficiency by facilitating transport operations and related international trade procedures. Facilitation of transport is inextricably linked to the reform and standardization of physical infrastructure



and facilities, including border and transport facilities, the use of international standards, Information Communication Technology and best practices to rationalize, simplify and harmonize border procedures, formalities, documents, regulations and laws related to transport, import, export and transit of goods. Among these, the Trade Facilitation Agreement administered by the World Trade Organization (WTO) merits special attention because it contains provisions for expediting the movement, release and clearance of goods, including goods in transit. It also sets out measures for cooperation between customs and other appropriate authorities on trade facilitation and border compliance issues.

Global agreements administered by UNECE prescribe detailed operational and procedural norms that are consistent with the objectives of the WTO Trade Facilitation Agreement and providing tools for its practical implementation. Among these, notably the Convention on International Transport of Goods Under Cover of TIR Carnets (TIR Convention) aims to facilitate the international carriage of goods by road vehicles or containers across one or more borders through the establishment of a simplified border crossing procedure and an international guarantee chain. It establishes a system to: (i) ensure streamlined border crossing procedures, allowing customs clearances to also take place at internal customs points instead of at congested borders; (ii) enhance security in the supply chain by using approved carriers and vehicles; and (iii) permit transit through any country without re-inspection of the goods due to an internationally valid guarantee. Seventy-three parties have acceded to the TIR convention, including the European Union.

Other UNECE conventions with a global scope to facilitate cross-border transport include: (i) the Convention on Harmonization of Frontier Controls of Goods, which reduces formalities such as medico-sanitary and phytosanitary inspections and increases coordination and cooperation; (ii) the Customs Convention on Containers, which facilitates the temporary use of containers in international transport; (iii) the Convention on the Contract for the International Carriage of Goods by Road (CMR), which standardizes the conditions governing the contract for the international carriage of goods by road, including documentation and liability; and (iv) the e-CMR additional protocol, which helps contracting parties transition to using electronic rather than paper consignment notes. In addition, there are also binding agreements related to the international carriage of dangerous goods and perishable food by differ-

ent modes of transport. They include the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), which is open to all UN member states, and Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP). In total, 58 UN conventions/agreements have been formulated to cover various aspects of cross-border movements of freight and passenger by road, rail, inland waterway, and their combination.

UNCTAD has been extensively involved in rule-making and standard setting in the field of maritime law, with emphasis on the economic and commercial aspects of shipping. A number of international conventions, mainly in the field of commercial maritime law, were negotiated and adopted by consent at international conferences under the auspices of UNCTAD. Worth highlighting in this context is UNCTAD's particular focus on developing countries. In addition, several sets of non-mandatory rules and standards were adopted and have contributed to shaping and harmonizing the international commercial maritime transport law framework. All these instruments contribute towards improving the efficiency of and facilitating maritime transport operations.

International conventions developed and/or adopted under the auspices of UNCTAD, broadly distinguished by areas of subject matter, deal with: a) economic aspects of shipping - including setting out an international legal framework for liner shipping conferences, and conditions for registration of ships; b) liability for carriage of goods by sea and multimodal transport, aiming to provide an internationally uniform and modern liability framework for international transport; and c) enforcement of maritime claims - including the recognition and enforcement of maritime liens and mortgages at the international level, and circumstances under which ships may be arrested or released from arrest. In addition, UNCTAD has adopted different sets of model rules and non-mandatory standards, which may also be used by countries as a basis for their national law, and/or may be voluntarily adopted by industry organizations and bodies, or incorporated into commercial contracts. All these instruments help increase efficiency of and facilitate cross-border transport operations.

In international aviation, the Convention on International Civil Aviation together with its nineteen annexes provides States and industry stakeholders with the necessary regulatory framework and guidance to develop and enhance their international aviation

sector. In particular, the Convention on International Civil Aviation provides measures to facilitate air navigation by aircraft between the territories of contracting States, setting efficient practices, among many other provisions.

A number of ILO conventions focus on decent work conditions through a sectoral lens for ports, shipping, inland waterways and road transport. These conventions address operational efficiency through skills development and industrial harmony, avoiding disruptions, workforce shortages and increased costs. The promotion of fundamental principles and rights at work coupled with standards on occupational safety and health, recruitment, non-discrimination and working conditions provide a basis for upping the quality of employment and attract and retain workers. For example, the 2006 Maritime Labor Convention is a unique instrument that revised 37 Conventions and replaced 31 Recommendations.

At the regional level, the EU has developed transport policies and legislation that address numerous aspects of efficiency. First, it has adopted directives that encourage transport pricing based on external costs, which can guarantee an optimal use of resources. An example is a directive from 1999 (amended in 2011) on the charging of heavy goods vehicles for the use of certain infrastructures. This directive aims at optimizing the use of infrastructure by putting a price on the air and noise pollution, climate change and congestion imposed by heavy goods vehicles.<sup>2</sup>

The EU also focuses on a coordinated and effective deployment of Intelligent Transport Systems (ITS). For example, a directive on ITS provides the legal framework for EU-wide multimodal travel information services and for the provision of EU-wide real-time traffic information services. Along the same lines, the EU adopted another directive that aims at the interoperability of electronic toll systems within the internal market and the introduction of a European electronic toll services covering the entire Community road network on which tolls should be charged.

## 2.2 Safety

Regarding the safety global goal, several UN legally binding instruments provide a harmonized legal framework across countries that may relate particularly to road, aviation, and maritime safety. They also provide a framework for establishing national legislation and technical standards.

One important area in which these instruments are highly relevant is road safety. UNECE administers seven core global UN conventions on road safety<sup>3</sup> and several other related legal instruments. These conventions include uniform traffic rules, a uniform system of signs, signals, symbols, markings, and technical regulations, harmonized vehicle regulations and rules for the inspection of vehicles, and rules for the transport of dangerous goods. UNECE administers an agreement concerning technical safety prescriptions for wheeled vehicles, equipment, and parts, known as “UN Vehicle Regulations,” which determines a common set of technical prescriptions and protocols for the approval of vehicles and their components. In turn, the Convention on Road Traffic establishes uniform rules for road traffic and sets up requirements for admission of vehicles in traffic and for drivers of these vehicles.

Regarding international civil aviation, the Convention on International Civil Aviation and the majority of its nineteen annexes, provides for international safety standards in relation to aircraft, personnel, aerodromes and airways. In particular, Annex 19 of this convention contains all safety management processes under the direct responsibility of States, including the State Safety Programme (SSP) framework, which is an integrated set of regulations and activities aimed at improving safety. It also includes the Safety Management System (SMS), which is a systematic approach to managing safety including organizational structures, accountabilities, policies and procedures.

Regarding maritime safety, IMO is the main standard-setting authority, and administers legal instruments specifying the minimum standards for

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2 Directive 2011/76/EU amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures, and Directive 92/106/ECC on the establishment of common rules for certain types of combined transport of goods between Member States.

3 Core UN Road Safety Conventions: 1949 Convention on road traffic; 1968 Convention on road traffic; 1968 Convention on road signs and signals; 1958 Agreement on UN Regulations for vehicle type-approval; 1997 Agreement on periodic technical inspection; 1998 Agreement on UN Global Technical Regulations on vehicle construction; 1957 European Agreement on transport of dangerous goods by road.

construction, equipment, and the safe operation of ships. The main convention addressing safety is a revised version of the International Convention for the Safety of Life at Sea (SOLAS) in 1974, and it specifies minimum standards for the construction, equipment and operation of ships, compatible with their safety. It prescribes that flag States must be responsible for ensuring that ships under their flag comply with its requirements, including provisions on life-saving appliances and arrangements, radiocommunications, safety of navigation, carriage of dangerous goods, etc. IMO has other 10 additional conventions relating to maritime safety and security and ship/port interface. These additional conventions address, for example, the prevention of collisions at sea, safe containers, search and rescue, among many other areas within maritime transport.

Regarding rail safety, it is not yet covered by global conventions. However, a body of regional regulation is emerging through the auspices of the European Union. A mandatory EU requirement is for rail operators to have safety system management based on risk management.

## 2.3 Green Mobility

On the green mobility goal, legal instruments contribute to minimizing the impact of transport on air quality, climate change, and the environment, and ensure the involvement of public. They include: (i) commitments toward reducing GHG emissions and air pollution, (ii) assurance of information to and public participation in decision making procedures with regard to transport-related activities, plans, programmes, policies and legislation that may have effect on the environment; (iii) obligation to conduct environmental impact assessment for transport-related projects and strategic environmental assessment for transport plans and programmes, (iv) vehicle emissions standards; (v) regulations on the carriage of dangerous goods; and (vi) regulations addressing noise and GHG emissions from the international civil aviation sector.

The green mobility goal is reflected in the Paris Climate Agreement under the UN Framework Convention on Climate Change (UNFCCC). This Agreement has a combination of provisions that create binding legal obligations and other provisions that cre-

ate nonbinding commitments. It aims at a “net zero emission economy” by 2050 to limit temperature increase and decarbonize the planet within the next 30-50 years. Each individual country party to the treaty must commit nationally by 2020 to so-called Nationally Determined Contributions (NDCs), which are the list of measures and policies they intend to roll out addressing both mitigation and adaptation. These NDCs set forth by each individual country represent a unique opportunity to increase bold mitigation and adaptation measures in transport. A publication by the NDC Partnership has shown that among the first 160 submitted NDCs, 75 percent explicitly addressed the transport sector.<sup>4</sup>

Emissions from international aviation are addressed separately by ICAO and its Member States. The 2010 General Assembly of International Civil Aviation Organization (ICAO) set the collective global aspirational goals for the sector of two per cent of annual fuel efficiency improvements, and carbon neutral growth from 2020. To achieve these goals, ICAO is pursuing the implementation of a basket of measures that includes technological and operational improvements, sustainable aviation fuels, and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

ICAO and its 192 Member States develop and maintains the internationally-harmonized environmental Standards and Recommended Practices (SARPs), as contained in Annex 16 – Environmental Protection, Volumes I, II, III and IV to the Convention on International Civil Aviation and other guidance material to address the impacts of international aviation on the environment.

ICAO regularly provides information to the UNFCCC process on the ICAO’s developments related to international aviation and climate change.<sup>5</sup>

In international shipping, the International Maritime Organization (IMO) adopted in April 2018 its initial strategy on reduction of GHG emissions from ships. It identifies levels of ambition as follows: at least 40% carbon intensity reduction by 2030, pursuing efforts towards 70% by 2050, compared to 2008; and at least 50% total annual GHG reduction by 2050 compared to 2008 levels, while pursuing efforts towards phasing them out in line with an overall vision to phase out GHG emissions “as soon as possible this

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4 [http://ndcpartnership.org/sites/default/files/NDCP\\_Expert\\_Perspectives\\_SLoCaT\\_Transport\\_v4.pdf](http://ndcpartnership.org/sites/default/files/NDCP_Expert_Perspectives_SLoCaT_Transport_v4.pdf)

5 <https://www.icao.int/environmental-protection/Pages/statements.aspx>

century”<sup>6</sup>. Before that in 2011, IMO had already adopted a mandatory regime aimed at improving the energy efficiency of new ships (Energy Efficiency Design Index - EEDI) and existing ships (Ship Energy Efficiency Management Plan - SEEMP). In 2013, IMO also adopted regulations on fuel oil consumption data collection and reporting to analyze ships’ energy efficiency: from January 2019 “ships of 5,000 gross tonnage and above are required to collect consumption data for each type of fuel oil they use, as well as other, additional, specified data including proxies for transport work.”<sup>7</sup> Finally, a set of short-, mid- and long-term candidate measures is identified under IMO’s initial GHG reduction strategy. With regard to mid-term measures, new/innovative emission reduction mechanism(s), possibly including market-based measures to incentivize GHG emissions reduction have been identified. The initial IMO Strategy lays the foundation for future work at IMO on reduction of GHG emissions from ships. Regarding other air pollutants, MARPOL (International Convention for the Prevention of Pollution from Ships) Annex VI is the relevant instrument, regulating e.g. Ozone depleting substances, sulphur content of bunker fuels, NOx emissions, shipboard incineration as well as energy efficiency of ships.

As far as mitigation of emissions from domestic aviation and maritime transport are concerned, they are considered under the UNFCCC and, as such, included in the Paris Agreement. Consequently, parties have the possibility of addressing these emissions in their NDCs, as part of their actions aiming at reducing GHG emissions from domestic sources.

Other instruments related to inland transport with a focus on emissions standards, noise, and carriage of dangerous goods are administered by UNECE. The provisions include environmental performance requirements, such as GHG and air pollutant emissions and noise reduction. For example, UNECE administers global instruments for wheeled vehicles (their equipment and parts) and for carriage of dangerous goods. UNECE also manages environmental conventions and protocols that have impact on transport, such as the UNECE Convention on Long-range Transboundary Air Pollution sets emission reduction targets for several transport-related pollutants, and sets emission limit values for mobile sources and provides guidance on emission control techniques

for mobile sources, with particular reference to best available techniques (BAT). The UNECE Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters (Aarhus Convention) provides solid frameworks to assist countries in achieving the green mobility goal by ensuring: (a) public disclosure of information on emissions and other transport-related environmental information, (b) public participation in decision-making procedures with regard to transport-related activities, plans, programmes, policies and legislation that may have effect on the environment; and (c) timely and effective access to administrative and judicial review procedures by members of the public in environmental cases. The Protocol on Pollutant Release and Transfer Registers (Protocol on PRTRs) promotes the establishment of a coordinated reporting system on the release of hazardous chemical substances (including from the diffuse sources such as transportation and traffic) as well as easy online access to the reporting system and other environmental information. It also supports public participation and access to justice. The UNECE Convention on Environmental Impact Assessment in a Transboundary Context (Espoo Convention) sets out the obligations of Parties to assess the environmental impact of certain activities, including transport activities, at an early stage of planning. It also lays down the general obligation of States to notify and consult each other on all major projects, including transport project, under consideration that are likely to have a significant adverse environmental impact across boundaries. The Protocol on Strategic Environmental Assessment ensures that individual Parties integrate environmental assessment into their plans and programmes at the earliest stages – so helping to lay the groundwork for sustainable development, including in the transport sector.

The EU has adopted numerous directives and regulations aiming at reducing CO2 emissions from transport within the region. These instruments include: (i) setting emission performance standards for new passenger cars, (ii) setting a 10 percent target for the use of renewable energy sources in transport energy consumption, (iii) establishing a common framework of measures for the deployment of alternative fuels infrastructure, such as electricity, hydrogen, biofuels, natural gas, and liquefied petroleum gas, (iv) promoting fuel-efficient and safe tires with low

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6 <http://www.imo.org/en/MediaCentre/PressBriefings/Pages/06GHGinitialstrategy.aspx>

7 <http://www.imo.org/en/MediaCentre/PressBriefings/Pages/04MARPOLamendments.aspx>

noise levels; (v) ensuring minimum levels of environmental protection from the use of petrol and diesel fuels in transport; (vi) stipulating minimum rates for excise duties for petrol and diesel used in transport, and (vii) supporting the shift from long distance road transport to long distance rail, inland waterways and maritime transport within the EU. Regarding noise pollution, the EU has adopted a directive mandating the assessment and management of environmental noise, which includes transport as a major source of noise pollution.

## 2.4 Universal Access in Rural Areas

While providing access in rural areas is critical for inclusive development and poverty reduction, it has received comparatively little attention in international agreements and commitments on transport. There are infrastructure instruments administered by UN Regional Commissions—which determine international road networks and minimum standards—which in addition to increasing transport efficiency are also mapped to the universal access goal. Moreover, a number of international Conventions are relevant to the issue of universal access to shipping networks and global markets for all producers including small farmers.

## 2.5 Universal Access in Urban Areas

In a similar way to universal access in rural areas, and in contrast with the other policy goals, there are no legal instruments that directly address universal access in urban areas. One exception is the Paris Climate Agreement, which is focused on the green mobility goal, but includes a strong urban transport component, and establishes a clear link between lower greenhouse gas (GHG) emissions and increased access to public and active modes of transport.

## 2.6 Gender

Key international binding instruments that focus on gender equality also address the right of women and girls to mobility and access to safe spaces. There are a large number of international policy conventions and frameworks that pertain to the societal needs of women. A growing number promote equity through women empowerment measures to achieve long term gender equality goals. The most well-known, which sets the global standard, is the Universal Declaration of Human Rights. Mobility rights or the right to travel is considered to be an essential element of basic human rights. Another example is the UN Convention on the Elimination of all forms of Discrimination Against Women, which defines what constitutes discrimination against women and sets up an agenda for national action to end such discrimination. This convention is connected to women's freedom of movement and are therefore of importance when considering their mobility. One example of a regional binding instrument is the Inter-American Convention on the Prevention, Punishment and Eradication of Violence Against Women, by the OAS, which addresses the empowerment of women economically, politically and socially. With respect to mobility, the convention ensures that women and girls can travel freely and safely, contributing to more inclusive and equitable societies. Over the past 20 years there have been a number of milestone acts to end discrimination against women which are not directly related to transport but are connected to women's freedom of movement and are therefore of importance when considering their mobility. The Convention on the Elimination of all forms of Discrimination Against Women, 2008 (CEDAW) is ratified by all countries, except six UN member states<sup>8</sup> and The Beijing Platform of Actions (1995) has 189 countries signed on to making improvements for women in 12 areas, ranging from poverty and human rights to health and education.

The International Labor Organization (ILO) is working on a forthcoming convention on violence and harassment in the world of work, scheduled to be concluded in 2019 and one of the ILO's centenary initiatives is women at work. Transport is a sector that is cited as being particularly male dominated and where sexual harassment and violence is widespread.

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8 Iran, Palau, Somalia, Sudan, Tonga, and the United States).

### 3. OTHER INTERNATIONAL INSTRUMENTS AND NONBINDING RULES AND STANDARDS

Over the last decade, the international community has been increasingly mobilized on the sustainable mobility agenda, and it has adopted numerous resolutions, statements, and programs of action with the objective of making transport more sustainable worldwide. Different entities have come together, including international organi-

zations, national and local governments, private sector, civil society, academia, and non-governmental organizations. These non-binding instruments can be mapped into the four goals framing sustainable mobility, and some of these nonbinding instruments also address gender.

**Figure 2:** Main areas addressed by other international instruments and nonbinding rules and standards, mapped across the four global goals

<b>Grouped by Topic:</b> <b>(Declarations, Action Plans, Resolutions)</b>	 UNIVERSAL ACCESS	 EFFICIENCY	 SAFETY	 GREEN
<i>Additional information about each instrument is provided in the annex (Table A2)</i>				
Sustainable Development Goals	✓	✓	✓	✓
<b>Programs of Action</b> for Landlocked Developing Countries, Least Developed Countries, and Small Island Developing States		✓		
<b>Plans of Action</b> for Sustainable Transport Connectivity and Freight Transport	✓	✓	✓	✓
<b>UNGA Resolutions</b> on Road Safety / Decade of Action			✓	
<b>UNGA Resolutions</b> on Transit Corridors and Multimodal Transport		✓		
<b>Declarations and UNGA Resolutions</b> on Sustainable Transport	✓	✓	✓	✓
ICAO Assembly Resolutions	✓	✓	✓	✓
UNCTAD Model Rules and Non-Mandatory Standards in the field of transport		✓	✓	
IMO Maritime Transport Non-Mandatory Instruments		✓	✓	
<b>Plans of Action and Declarations</b> on Energy Efficiency		✓		✓
<b>Declarations and Resolutions</b> on Urban Areas and Public Transport	✓	✓	✓	✓
IMO <b>Strategy</b> on GHG emissions		✓		✓
<b>EU Resolutions, Strategies and Recommendations</b>	✓	✓	✓	✓

### 3.1 Efficiency

On transport efficiency, most of the recent efforts provide policy recommendations pertaining to: international transport policies, trade facilitation, and transport infrastructure investment; maintenance, including multimodal systems; and the promotion of regional integration in countries that lack access to global markets and are burdened by prohibitive transport costs. Some of these instruments focus on landlocked developing countries (LLDCs), least developed countries (LDCs), and small island developing states (SIDS). They result of the knowledge sharing in the form of best practices and recommendations by different entities, including international organizations, private sector, civil society, academia, and other non-governmental organizations

The UN General Assembly (UNGA) has also underscored the importance of transport efficiency by adopting three resolutions on sustainable mobility between 2014 and 2017.<sup>9</sup> These resolutions call for more international cooperation, harmonization and improvement of transport and border-crossing infrastructure, facilities and services, and for stronger links between all modes of transport. In addition, the Ashgabat Statement, endorsed by the participants of the United Nations Global Sustainable Transport Conference in 2016, addresses the efficiency themes of the Sustainable Development Goals by calling specifically for action related to transport corridors, border crossings, multimodality, and also energy efficiency.

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The United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS) facilitates the coordinated implementation of the respective Programmes of

Action, which were adopted by the U.N. General Assembly. These action plans integrate policy recommendations for enhancing transport efficiency for three groups of nations, with an emphasis on connectivity and trade integration. Some examples of policy recommendations include infrastructure development across all modes, support for public-private partnerships, access to and from the sea, and simplification of border-crossing procedures, among many others. A similar tool for addressing connectivity issues from a regional perspective is the UNESCAP Action Programme for Sustainable Transport Connectivity in Asia and the Pacific (Phase I, 2017-2021) which sets a number of targets on: (i) regional transport infrastructure connectivity; (ii) regional transport operational connectivity; (iii) Euro-Asian transport connectivity; (iv) transport connectivity for Least Developed Countries (LDCs), LLDCs, and SIDS; (v) sustainable urban transport; and, (vi) rural transport connectivity to wider networks. Air transport efficiency is addressed through the Global Air Navigation Plan (GANP) supported by Planning and Implementation Regional Groups (PIRGs) that develop regional plans for air navigation systems.

The SDGs identify important characteristics that define a sustainable world, including targets that embody the efficiency dimension of mobility. For example, target 7.3 on doubling the global rate of improvement in energy efficiency, target 9.1 on upgrading infrastructure to make it sustainable, target 9.4 on increasing resource use efficiency, target 12.c on rationalizing fuel subsidy, target 12.3 on reducing food loss and waste, target 12.17 on strengthening country level mechanisms to enhance policy coherence, and target 14.c, which refers to implementing international law as reflected in the United Nations Convention on the Law of the Sea, which addresses aspects of maritime transport.

The EU develops and implements nonbinding policy recommendations, resolutions, and strategies for its member countries, with over 10 of those addressing transport efficiency. In 2011, the European Commission (EC) adopted the transport roadmap towards a competitive and resource efficient transport system, which includes policies on pricing, funding and financing, instruments to promote behavior change, as well as policies towards energy efficiency. Another notable example is the Freight Transport Logistics Action, which includes short- to medium-term

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9 UN General Assembly Resolutions 69/213, 70/197, and 72/212.

actions pertaining to standards, benchmarks, and datasets for transport corridors, freight vehicles, and urban freight.

## 3.2 Safety

On the safety goal, the UNGA has been active since 2003 in addressing the global epidemic of road injuries and fatalities. A total of 10 UNGA resolutions have been adopted on improving global road safety. In these resolutions, the General Assembly: (i) seeks to raise awareness of the road safety problem; (ii) urges governments to continue to enforce traffic laws; (iii) provides policy recommendations; (iv) calls for accession to the United Nations road safety legal instruments administered by UNECE; and (v) calls for actions to increase international efforts to address road traffic fatalities and injuries. Within this framework, the UNGA invited the World Health Organization (WHO), in close collaboration with United Nations Regional Commissions, to work as an international coordinator on road safety. The 2011–2020 Decade of Action for Road Safety was also a product of the UNGA resolutions. Furthermore, the momentum built around road safety led it to become part of the Sustainable Development Goals: two SDG targets are directly associated with road safety: halving the number of global deaths and injuries from road traffic accidents and improving road safety in cities, notably by expanding public transport. The UN resolutions and the decade of action have made it crucial to involve various stakeholders, such as civil society and the private sector, in the road safety agenda. This has led to greater consumer information such as new car assessment programs (these rate the safety of new car models to assist fleet and car buyers using state of the art crash tests and protocols), product liability legislation and manufacturing initiatives which make a substantial contribution to road safety.

Transport safety is also addressed in documents from: (i) UNESCAP, which provides a guideline for policy formulation and implementation as part of the Regional Road Safety Goals; (ii) ICAO, calling for robust and sustainable regional and state civil aviation safety systems, through the Global Aviation Safety Plan (GASP), supported by regional safety activities coordinated by the regional aviation safety groups; (iii) UN-Habitat, underlining the importance of protecting vulnerable road users, including pedestrians and bicyclists, and promoting legislation and policies on motorcycle safety with the New Urban Agenda; (iv) UNCTAD, which covers maritime and supply chain security, as well as piracy as part of its mandat-

ed work and has prepared a number of relevant analytical studies and reports, as well as a recent report on road safety in support of the SDGs; and (iv) EU, for example in the Roadmap to a Single European Transport Area, in which the EU aims, among others, to be the a world leader in safety and security in all modes of transport.

## 3.3 Green Mobility

In recent years, several nonbinding instruments have addressed green mobility, focusing on specific transport modes or focusing specifically on urban areas. These efforts are mostly targeted at curbing the level of carbon emissions and implementing climate change mitigation interventions.

First, green mobility filters into many SDG targets, such as integrating climate change measures into national policies, strategies and planning, strengthening resilience and adaptive capacity to climate-related hazards and natural disasters, addressing the impact of air pollution on health and cities, among others. Transport has a key role to play in achieving these goals.

Second, other instruments include action plans, policies and tools, such as developed by the EU. For example, the 2016 EU Strategy on the Transition to Low-Emission Mobility, which focuses on multi-modality, transport mode shift, and technical innovations to reduce emissions. Such action plans share the objective of decarbonizing freight transport and building strong and sustainable adaptation policies for road networks.

Third, instruments include tangible commitments to stabilize and then reduce carbon emissions in the rail, aviation, and maritime sectors from the International Railway Association (UIC), ICAO, the International Maritime Organization (IMO) and the Air Transport Action Group (ATAG). One example is the work of ICAO to limit or reduce the impact of international civil aviation greenhouse gas emissions on the global climate by providing aspirational goals for improving fuel efficiency at a two percent annual rate, and carbon neutral growth (i.e., keeping CO<sub>2</sub> emissions from international aviation level) from 2020 onward. Following the ICAO Assembly's agreement in 2010, Member States have been voluntarily developing and submitting their State Action Plans to reduce international aviation CO<sub>2</sub> emissions, which are a planning and reporting tool for States to communicate information on their selected measures to reduce aviation CO<sub>2</sub> emissions. To date, 109 Member



States submitted and have been updating their action plans, which enable ICAO to compile progress towards meeting the global aspirational goals set by the Assembly. ICAO's aspirational goals ambitions are also supported by the industry represented in the Air Transport Action Group (ATAG), leading up to formalizing the Collaborative Aviation Climate Action, developed together with ATAG in 2014 and, which includes a variety of commitments to reduce aviation CO<sub>2</sub> emissions, in line with the ICAO Basket of Measures. Another example regarding international shipping, the IMO adopted an initial strategy on reduction of GHG emissions from ships, which aims to reduce carbon intensity by at least 40% by 2030, and by at least 70% by 2050, compared to 2008 levels. In addition, it aims to reduce by at least 50% total annual GHG reduction by 2050 compared to 2008 levels. Some of the policy instruments IMO has developed to reach these targets are the robust mandatory regime for new and existing ships, regulations on fuel and oil consumption data collection and reporting, and a set of measures was identified under IMO's initial GHG reduction strategy. An example of a mid-term measure are market-based measures providing incenting to reduce GHG emissions.

In terms of rail transport, the International Railway Association (UIC) adopted the Low Carbon Rail Transport Challenge - Action Plan in 2014, at the UN Climate Summit. This calls for a change in "business as usual" pattern and highlights the need for a more sustainable direction, shifting activity away from high-carbon modes through medium-long term investments in rail and public transport. The challenge includes three sets of voluntary targets: to improve rail efficiency, to decarbonize electricity supply, and to achieve a more sustainable balance of transport modes. Signatories commit to a reduction in specific average CO<sub>2</sub> emissions per traffic unit from train operations of 50 percent by 2030 and 75 percent by 2050 (all relative to a 1990 baseline). In 2015, UIC has also launched the Modal Shift Challenge calling for investments that encourage a shifting towards rail transport and away from more carbon intensive transport options. The goal of this action is to achieve a 50% increase in the share of rail in passenger transport (in passenger-km) by 2030 compared to 2010, followed by a 100% increase by 2050. For land-based freight transport, the target is to achieve the same level of rail activity (in tonne-km) as the road transport sector by 2030, achieving a share that is 50% greater than 2010 levels by 2050. One key component of the Modal Shift Challenge is the Railway Climate Responsibility Pledge (signed by more

than 60 UIC members, representing the majority of global rail activity), which sets out industry actions to complement the targets set for railways world-wide.

Fourth, there are also efforts to reduce emissions in cities. For example, the C40 Cities Climate Leadership Group has pledged to only procure zero-emissions buses, and to ensure zero emissions in large areas of their cities. Another document that involves green mobility in urban areas is the Habitat-III New Urban Agenda, which places significant focus on carbon emissions, air pollution, and noise reduction at the city level. In addition, the European Commission has issued a series of proposals about greener mobility: the "Mobility Package" which is a collection of three rounds of initiatives concerning the governance of road transport in the European Union: the first wave in June 2017 (8 proposals) has been complemented over the last 12 months by the second draft in November 2017 and the third one in May 2018. These proposals will among other things, reduce CO<sub>2</sub> emissions, improve air quality and public health by targeting improvements in transport.

### 3.4 Universal Access in Urban Areas

In 2017, the United Nations Conference on Housing and Sustainable Urban Development (UN-Habitat) developed the New Urban Agenda (NUA), endorsed by the UN General Assembly through resolution 66/207. The NUA represents the most significant effort to ensure that the urban population can benefit from economic and social opportunities through access to safe and good quality means of transport. This document provides a call for action and policy recommendations that involve attending to the needs of different groups—considering gender, persons with disability, and vulnerable and marginalized persons. It provides a vision, principles, and tested practices for better and more sustainable cities worldwide. Its successful implementation is a critical step towards the realization to the 2030 Agenda for Sustainable Development, including addressing the need to develop quality, reliable, sustainable, and resilient infrastructure, as well as safe, affordable and sustainable public transport systems for all.

The NUA is a policy-oriented document that addresses various aspects of urbanization in an integrated and coordinated manner, emphasizing the participation of global, regional, national, subnational, and local actors. On transport specifically, the NUA calls for action on accessible mobility for passengers and

freight in urban areas, promoting inclusive public spaces, and access for persons with disabilities. It also brings financing to the forefront, encouraging the development and expansion of new financing instruments for infrastructure. Overall, the NUA is a commitment towards (i) ensuring coherence between goals and sectoral policies, including mobility policies; (ii) the integration of urban and territorial planning; (iii) adopting, implementing, and enforcing safety policies and measures including pedestrians, bicyclists, and motorcyclists; and (iv) strengthening the coordination between transport, urban, and territorial planning departments.

The Paris Agreement of 2016 provides a strong commitment to action towards sustainable urbanization through the Nationally Determined Contributions (NDCs). Although the Paris Agreement has a focus on green mobility, an analysis by UN-Habitat showed that the majority of NDCs (113 of 164) has a strong to moderate urban content, particularly in regions of Africa and Asia, clearly establishing an association between urbanization and climate change. The transport sector is the most referred to when it comes to urban climate action, including improved roads, efficient and reliable public transport, mass transit systems, and railway lines.

The Ashgabat Statement, endorsed by the participants of the United Nations Global Sustainable Transport Conference in 2016, emphasizes that public transport services and infrastructure contributes to the vitality of cities and are critical to enabling the mobility of people and goods, in particular considering the needs of vulnerable groups (women, children, youth, persons with disabilities, people living with HIV/AIDS, older persons, indigenous peoples, refugees and internally displaced persons and migrants).

In 2014, the International Association of Public Transport (UITP) committed to doubling the market share of public transport worldwide by 2025 with the UITP Declaration on Climate Leadership. This Declaration puts public transport systems at the forefront, emphasizing planning for long-term improvements in public transport systems and the need for a modal shift to low carbon public transport within cities. It also calls for cities to “design public policies that limit urban sprawl and allow integrated public transport systems to expand in parallel with urban development”, and to “support the development and use of technological innovations in the public transport sector that lay the foundations for the sustainable smart city.”

Similar principles for urban mobility are laid out in the Regional Action Programme for sustainable transport connectivity in Asia and the Pacific, phase I (2017-2021), by the United Nations Economic Commission for Asia and the Pacific (UNESCAP). While urban transport is one of the many areas addressed by this document, this action program indicates that countries and cities of the region must “initiate and implement innovative policies and frameworks to assess, plan, develop, improve and maintain sustainable urban transport systems and services.” It proposes guides, frameworks and studies as the specific outputs of this action plan.

The EU has adopted the Action Plan on Urban Mobility, which includes twenty measures to encourage and to help local, regional and national authorities in achieving their goals for sustainable urban mobility. For example, one of the goals is to improve accessibility for persons with reduced mobility. Another instrument is the EU Declaration on Cycling as a climate friendly Transport Mode, which aims at the integration of cycling as a multimodal transport policy.

### 3.5 Universal Access in Rural Areas

The Ashgabat Statement provides commitments and policy recommendations on sustainable transport was endorsed by more than 50-member countries attending the first-ever UN Secretary-General’s Global Conference on Sustainable Transport held in Ashgabat, Turkmenistan in November 2016. It referred to the integrated and cross-cutting nature of sustainable transport solutions and the multiple roles of transport in supporting the SDGs, including leaving no one behind, securing prosperity, enabling access to services and protecting the environment. Regarding:

*“... support efforts to provide communities in rural areas in developing countries with access to major roads, rail lines, and public transport options that enable access to economic and social activities and opportunities in cities and towns and that unleash productivity and competitiveness of rural entrepreneurs and smallholder farmers.”*

The Vientiane Declaration on Sustainable Rural Transport is a voluntary declaration adopted by representatives of 23-member countries and 14 observ-

er countries at the 10th Regional Environmentally Sustainable Transport Forum in Asia, convened by the UN Centre for Regional Development on 14-16 March 2017 in Vientiane, Lao PDR. The declaration shows a commitment to promote the principles of universal access to rural communities. Participants expressed their commitment to (i) inclusive, affordable, accessible and sustainable rural transport infrastructure and services, (ii) climate adaptive rural infrastructure, (iii) environmentally sustainable and low carbon rural transport, (iv) transport contributing to integrated rural development, (v) efficient rural access, rural-urban connectivity and sustainable freight movement, (vi) national strategies and policy frameworks to improve rural transport connectivity, (vii) rural transport safety, (viii) environmental and social impact assessment, (ix) take-up of innovative approaches to improving rural access, and (x) capacity building and technology transfer.

The Ashgabat Statement and the Vientiane Declaration on Sustainable Rural Transport provide a useful outline of the role of rural access in sustainable development and identify some of the most important challenges for achieving universal rural access. Being voluntary and non-binding in nature, they have no legal force and do not establish commitments to take follow-up actions.

### 3.6 Gender

Gender is addressed in a number of international transport action plans, statements, and resolutions that include gender-specific provisions, from the perspectives of gender-responsive infrastructure, safety, equality in access, women empowerment, and gender balance in the workforce.<sup>10</sup>

First, gender equality and empowerment are a standalone goal in the SDGs and is also an integral part of other goals and targets. SDG 5 addresses women empowerment, and the need to eliminate all forms of violence against all women and girls in the

public and private spheres. SDG 9 refers to resilient infrastructure, promoting inclusive and sustainable industrialization, recognizing that the process is not gender neutral. SDG 11 includes the target of providing access to safe, affordable, accessible and sustainable transport systems for all, with special attention to the needs of those in vulnerable situations, including women.

In terms of gendered aspects of transport, Goal 3.6 establishes a specific target for improving road safety. Young males under the age of 25 are almost three times more likely to be killed in a car crash than females of the same age<sup>11</sup>, however the majority of victims are not those who are behind the wheel but are pedestrians and cyclists. Low income countries bear a disproportionate burden of injuries and fatalities<sup>12</sup>, and as women (and children) walk and use public transport most they also bear a higher burden of morbidity and mortality from road traffic injuries from accidents, illustrating transport inequities. In addition, the burden of care falls on squarely women (especially mothers or wives) as in many cases, they lose the family bread-winner<sup>13</sup>, or they have to care for those that have been injured. The gender aspect of road safety (including monitoring differences in road accidents<sup>14</sup>) is frequently overlooked and the focus remains on the collection of statistics of fatalities and accidents, and rarely include how they impact people's lives.

Specifically, SDG target 9.1 addresses the need to develop quality, reliable, sustainable, and resilient infrastructure, with a focus on affordable and equitable access for all, and SDG target 11.2 looks at the need for access to safe, affordable, accessible, and sustainable transport systems for all, stating that 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 women, children, persons with disabilities, and older persons. Both bring in gendered aspects of mobility and require reforming the collection of data in order to be

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10 This approach differs from transport binding instruments, which do not address gender in the regulations and standards they provide.

11 <http://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries>

12 Road traffic injury database of the WHO World Health Report for 1999 supplemented by the WHO Global Burden of Disease Study 2000 report - Fatality rates for 0-4 and 5-14 year olds in low- and middle-income regions, measured as deaths per 100,000 population, were six times the rates for high-income regions, women's data is not available.

13 This affects women even if this loss is temporary and they often have to not only find immediate funds to pay for medical treatment but also for basic family needs.

14 Gender differences in Road Accidents, Danish Road Directorate (2017) [www.vejdirektoratet.dk](http://www.vejdirektoratet.dk)

able to provide evidence of progress from a gender perspective.

The New Urban Agenda, for example, stresses that policies applied to cities must help achieve gender equality and the empowerment of women and girls. To reach this target, planning and investment must be gender-responsive, in other words, must consider the different women's transport needs and patterns. The New Urban Agenda also supports the provision of safe spaces for all, free from any sexual harassment and gender-based violence. The Ashgabat Statement, in addition, also emphasizes that public transport services must consider the needs of

women.

There are other nonbinding instruments that also address gender specific policies. For example, the Istanbul Program of Action on Least Developed Countries and the SIDS Accelerated Modalities of Action Pathway seek to achieve equal access of women and girls to education, basic services, health care, economic opportunities, and decision-making at all levels, ensuring that "no one is left behind". UN General Assembly Resolutions on corridors and multimodal transport stress that services provided within international transport corridors should promote gender balance in the workforce.<sup>15</sup>

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15 UNGA Resolutions on Transport and Transit Multimodal Corridors (69/213 and 70/197).

## 4. GAPS

**B**inding and nonbinding instruments help to improve efficiency, universal access, safety, and green transport. Separately, they serve specific purposes, and collectively they help to achieve sustainable transport and mobility—but only if fully implemented by countries. This analysis allows us to draw several conclusions regarding implementation:

- There is a wealth of knowledge provided within the existing international legal framework that can help countries move toward sustainable mobility. However, this knowledge is used only to a limited extent globally. This limits the potential benefits—both within countries and globally—that were expected to be achieved by adopting these instruments. The possible reasons for this are:
  - The UN legal instruments are not widely known in all cases, and thus not acceded to and applied.
  - The UN legal instruments and other instruments are known, but implementation capacity is missing at the country level, and as a result the legal instruments are not acceded to and applied.
  - The UN legal instruments and other instruments are implemented but to a limited degree because of available government capacity, undermined good governance, or limited finances.
  - The application of some UN legal instruments is limited to a specific region, and similar instruments are not available for accession for all groups of countries worldwide.
- Even if the knowledge from binding and non-binding instruments is significant, there are gaps in the way the topics are addressed. Therefore, more knowledge can and should be offered:
  - Universal access is addressed by the least number of instruments—with the notable exception of the UN Habitat III New Urban Agenda, the Vientiane Declaration, and the EU Action Plan on Urban Mobility. This is because the universal access goal does not require the same level of international coordination, standard setting or regulatory frameworks as compared to other goals.
  - Within the global goals to which more focus has been devoted, such as green mobility or safety, not all the topics covered are equally addressed—for example, noise and air pollution, or safety across modes of transport.
  - Gender has been addressed in nonbinding instruments on transport, and in binding instruments that address gender equality and discrimination against women, however, no specific international instruments focus on gender and transport.
  - The level of implementation could improve if tailor-made recommendations were issued at the country or city levels, considering the needs and challenges, and prioritizing actions that offer the greatest impact.
- A comprehensive but simple tracking framework on transport and mobility should be offered to countries. It should be designed to be used at both the country and city levels to measure progress and identify necessary adjustments—especially in the use of nonbinding instruments. Where concrete targets are not available or are defined only at a general level, they may need to be set or detailed to guide actions.

## 5. MOVING FORWARD

With a wide range of instruments, the international community has laid the foundation to advance sustainable mobility globally. They create useful frameworks, with legal instruments that provide detailed regulations and standards, and with other instruments that provide policy recommendations.

Moving forward, the international community needs to continue to help countries in the path towards achieving global sustainable mobility by 2030. Despite the wealth of knowledge available from current instruments, best practices are not always used worldwide. This should change. Within the current framework, on the one hand, countries should be assisted in a coordinated way to apply the wealth of knowledge contained in the instruments. On the other hand, more evidence on the cost-effectiveness and the broader impact of specific transport interventions is needed to identify streams of action for various settings. It will also be crucial to address any critical synergies and tradeoffs among the four goals. Tracking progress should be of the utmost importance at the country or local levels, as it will help identify any needs for adjustments of transport actions.

The work ahead should be done with the close involvement of private sector and local governments, bringing these actors into the dialogue on the application of the global and regional instruments. Private sector participation is key, not only to help bridge investment gaps, but also to roll out sustainable interventions, including new technologies, that will drive change on the ground.

Therefore, within the menu of possible actions, emphasis should be put on:

- Raising awareness about the knowledge available within existing transport instruments, and promoting the accession to and the effective implementation of legally binding transport instruments.
- Transferring knowledge between regions when transport instruments are limited to a specific geographical region and assisting in developing local policies based on those instruments.
- Increasing in a coordinated way the capacity to act upon existing knowledge and assisting the implementation of the provisions of the legally binding instruments, nationally and locally.
- Building good governance, without which any approach to sustainable development may be undermined.
- Finding sources of funding, including innovative sources, to support implementation work nationally and locally.
- Developing knowledge in the fields of transport and mobility where it is still scarce, with an emphasis on cost-effectiveness, technological progress, and impact evaluation.
- Developing and sharing knowledge on effective implementation of legal and regulatory instruments and specific transport and mobility policies, and on identifying approaches for cost-effective implementation in light of technological progress.
- Further refining the tracking framework that exists within current instruments, and making it available to countries so they can measure their progress toward sustainable transport and mobility.

## 6. ANNEX

**Table A1. Global and Regional Legally Binding Instruments Addressing Sustainable Mobility<sup>16</sup>**

Name of Instrument	Organization	Year Signed	Universal Access	Efficiency	Safety	Green Mobility	Gender	Objective
Convention on International Civil Aviation and its 19 Annexes	ICAO	1944		X	X	X		Provides for the safe and orderly development of international civil aviation, the establishment of international air transport services on the basis of equality of opportunity, as well as the sound and economic operation of such services. The framework contained in Annex 19 is also the basis of over 12,000 Standards, Recommended Practices and Procedures (SARPs) managed by the International Civil Aviation Organization (ICAO).
United Nations Convention on International Multimodal Transport of Goods	UNCTAD	1980		X				Provides for an internationally uniform liability framework for multimodal transportation. Aimed at unifying, standardizing, and codifying private law rules and practices of the maritime industry in multimodal transport, providing equitable rules regarding the liability of a multimodal transport operator for loss, damage or delay of cargo, and facilitating the integration of developing countries into these new practices for the transport of goods.
Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention)	UNECE	1975		X				Provision of an effective framework for facilitating the international carriage of goods by road vehicles or containers across one or more borders through the establishment of a simplified border crossing procedure and an international guarantee chain.
International Convention on the Harmonization of Frontier Controls of Goods	UNECE	1982		X				Provision of an effective framework for facilitating border crossing in the international transport of goods through the harmonization and reduction of the requirements for completing formalities as well as the number and duration of controls at borders.

<sup>16</sup> This table is organized by global and then regional instruments. Within global instruments, it shows first legally binding instruments addressing Civil Aviation, then Inland Transport/Multimodal Transport, Maritime Transport, followed by others.

Customs Convention on Containers	UNECE	1972		X			Provision of an effective framework for facilitating the temporary use of containers in international transport.
Convention on the Contract for the International Carriage of Goods by Road (CMR), Protocol to the CMR, and the Additional Protocol to the CMR Concerning the Electronic Consignment Note (e-CMR)	UNECE	1956		X			Provision of an effective frameworks for facilitating international road freight transport by standardizing conditions governing the contract for the international carriage of goods by road. The e-CMR additional protocol provides the option of computerizing the current system of paper consignment notes.
Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP)	UNECE	1970		X			Provision of effective framework intended to ensure that foodstuffs are transported efficiently, safely and hygienically and do not pose a danger to human health. It also helps countries avoid the wastage of food through spoilage caused by poor temperature control.
Convention on Road Traffic	UNECE	1968			X		Provision of uniform traffic rules.
Convention on Road Signs and Signals	UNECE	1968			X		Provision of uniform system of road signs, signals and symbols and road markings.
Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions	UNECE	1958			X	X	Provision of procedures for uniform prescriptions about new motor vehicles and motor vehicle equipment and for reciprocal acceptance of approvals issued under the UN Regulations annexed to the Agreement. The Agreement addresses safety requirements, and environmental performance requirements.
Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections	UNECE	1997			X	X	Provision of the legal framework and procedures for the adoption of uniform UN Rules for carrying out technical inspections of vehicles in use and delivering international certificates of inspection for vehicles to meet safety and environmental requirements
Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or be used on Wheeled Vehicles	UNECE	1998			X	X	Provision of a framework to continuously improve global safety, and decrease environmental pollution and consumption of energy and improve anti-theft performance of vehicles and related components and equipment.
Convention relating to the Unification of Certain Rules concerning Collisions in Inland Navigation	UNECE	1960		X			Introduces liability in case of damages due to collision of vessels and the principles for compensation of damages
Protocol on Combined Transport on Inland Waterways to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)	UNECE	1997		X			Provision of the framework to lay down a coordinated international plan for the development of combined transport services related to inland waterway network and the infrastructure necessary for their operation.
Convention on the Measurement of Inland Navigation Vessels, of 15 February 1966	UNECE	1966		X			Introduces a universal means for determining the carrying capacity of an inland navigation vessel
Convention on the Registration of Inland Navigation Vessels, of 25 January 1965	UNECE	1965		X			Establishes a common legal basis for inland navigation vessels' registration and recording



Trade Facilitation Agreement (TFA)	WTO	2013			X		Provides a framework for expediting the movement, release and clearance of goods, including goods in transit, and capacity building, and to set out measures for effective cooperation between customs and other appropriate authorities on trade facilitation and customs compliance issues.
Convention on Facilitation of International Maritime Traffic (FAL)	IMO	2017		X			Introduces new definitions for Cargo Transport Unit (CTU), clearance, freight container, the International Ship and Port Facility Security (ISPS) Code, master, ship agent, shipper and single window.
International Convention for the Safety of Life at Sea	IMO	1974			X		Specifies minimum standards for the construction, equipment and operation of ships, compatible with their safety.
Convention on the International Regulations for Preventing Collisions at Sea (COLREG)	IMO	1972			X		Aims at preventing collisions at sea.
International Convention for the Prevention of Pollution from Ships (MARPOL)	IMO	1973 /1978				X	Aims at prevention of pollution of the marine environment by ships from operational or accidental causes.
International Convention on Arrest of Ships, 1999	UNCTAD / IMO	1999		X			Regulates the circumstances under which ships may be arrested or released from arrest. Aims at striking a balance between the interests of owners and claimants, bearing in mind the different approaches adopted by various legal systems.
International Convention on Maritime Liens and Mortgages, 1993	UNCTAD / IMO	1993		X			Regulates the recognition and enforcement of maritime liens and mortgages at the international level. Its main aims are to improve conditions for ship financing and the development of national merchant fleets, and to promote international uniformity in the field of maritime liens and mortgages.
United Nations Convention on Conditions for Registration of Ships	UNCTAD	1986	X	X	X		Establishes details of registration as well as special rules to enable the State of registration to exercise effective control over ships flying its flag by ensuring that those who are responsible for the management and operation of a ship on its register, are readily identifiable and accountable. Aims to tighten the conditions under which states would be allowed to register ships, including by establishing the minimum elements of the 'genuine link' between the vessel and the state of registration.
United Nations Convention on the Carriage of Goods by Sea (Hamburg Rules)	UNCTAD	1978		X			Aims to modernize the existing international liability framework for carriage of goods by sea, as contained in the Hague Rules, 1924 and its 1968 Visby-Protocol (Hague-Visby Rules, 1968), in particular in the light of technological developments and changes to commercial practices associated with containerization; and to strike a fairer balance between the interests of carriers and shippers/ consignees in the allocation of risks, rights and obligations with regard to cargo-liability.
United Nations Convention on a Code of Conduct for Liner Conferences	UNCTAD	1974	X	X			Aimed to give developing countries the right to carry a proportion of their own trade, to participate in the liner conference system and to reduce some of the adverse practices such as loyalty ties, arbitrary imposition and increase of freight rates."

United Nations Convention on the Law of the Sea	UNGA	1982		X	X	X		Lays down a comprehensive regime of law for the world's oceans and seas establishing rules governing all uses of the oceans and their resources. It contains provisions of relevance for coastal transport infrastructure: it establishes/ delimits Maritime Zones; prescribes transboundary obligations; provides for a global framework to manage the seas and oceans and establishes guidelines and/or procedures for economic and commercial activities, among other provisions.
1979 Convention on Long-range Transboundary Air Pollution and 8 protocols, among which: The 1998 Protocol on Heavy Metals and its 2012 amended version; The 1998 Protocol on Persistent Organic Pollutants (POPs) and its 2009 amended version; and The 1999 Protocol to Abate Acidification, Eutrophication and Ground-level Ozone and its 2012 amended version	UNECE	1979					X	Sets emission reduction targets for several transport-related pollutants (sulphur oxides, nitrogen oxides, ammonia, volatile organic compounds, persistent organic pollutants, heavy metals, and particulate matter, including black carbon); sets emission limit values for mobile sources and provides guidance on emission control techniques for mobile sources, with particular reference to best available techniques (BAT).
Convention on Access to Information, Public Participation in Decision-making and Access to Justice in Environmental Matters	UNECE	1998					X	Establishes a common legal basis for public rights to: access information on emissions and other transport-related environmental information; participate in decision-making; and access to justice, in relation to a wide range of matters related to transport that may have effect on the environment.
Protocol on Pollutant Release and Transfer Registers	UNECE	2003					X	Sets legal obligation to establish a coordinated reporting system on pollutant release and transfer registers, including from the diffuse sources such as transportation and traffic and promote easy online access to it.
Convention on Environmental Impact Assessment in a Transboundary Context (Espoo Convention)	UNECE	1991					X	Sets out the obligations of Parties to assess the environmental impact of certain activities at an early stage of planning. It also lays down the general obligation of States to notify and consult each other on all major projects under consideration that are likely to have a significant adverse environmental impact across boundaries.
Protocol on Strategic Environmental Assessment	UNECE	2003					X	Sets the requirement for individual Parties to integrate environmental assessment into their plans and programmes at the earliest stages - so helping to lay the groundwork for sustainable development. It also provides for extensive public participation in the governmental decision-making process.
Paris Climate Agreement	UNFCCC	2016	X	X		X	X	Builds upon the outcome of the UNFCCC and brings all nations into a common cause to undertake ambitious efforts to combat climate change and adapt to its effects.
Convention on the Elimination of all forms of Discrimination Against Women	UNGA	1979					X	Aims to end discrimination against women, connected to women's freedom of movement and are therefore of importance when considering their mobility.
Protection against Accidents (Dockers) Convention	ILO	1932		X	X			Protects against accidents of workers working in loading or unloading ships, whether engaged inland navigation or in maritime.

Dock Work Convention	ILO	1973		X	X			Sets forth regulations on social repercussions of new methods of cargo handling in docks.
Occupational Safety and Health (Dock Work) Convention	ILO	1979		X	X			Sets forth regulations on occupational safety and health in dock work.
Hours of Work and Rest Periods (Road Transport) Convention	ILO	1979		X	X			Sets forth regulations on hours of work and rest periods for road transport workers applied to drivers engaged professionally in the internal or international transport by road of goods or passengers
Seafarers' Identity Documents Convention	ILO	2003		X				Sets forth regulations on the issuance of seafarer identity documents, addressing maritime security by ensuring that seafarers have documents enabling their "positive verifiable identification".
Maritime Labour Convention	ILO	2006		X	X			Sets forth requirements for seafarers to work on a ship; conditions of employment; accommodation, recreational facilities, food and catering; health protection, medical care, welfare and social security protection; compliance and enforcement.
Intergovernmental Agreement on the Trans-African Highways	UNECA	2014	X	X	X			Aims to contribute to the facilitation of safe movement of goods and persons and reduction of transport cost; ensures road transport facilities between important areas of production and consumption; sets-up common minimum norms and standards for road design and maintenance.
The European Agreement on Main International Traffic Arteries (AGR)	UNECE	1975	X	X	X			Provision of formation of a grid system of reference roads to facilitate international travel. Provision of the right basis for construction and maintenance of road infrastructure to make it safe for travel.
The European Agreement on Main International Railway Lines (AGC)	UNECE	1985		X				Provision of the right basis for development and construction of railway lines adjusted to the requirements of future international traffic.
The European Agreement on Important International Combined Transport Lines and Related Installations (AGTC)	UNECE	1991		X				Provision of the framework to lay down a coordinated international plan for the development of combined transport services and the infrastructure necessary for their operation based on internationally agreed performance parameters and standards.
The European Agreement on Main Inland Waterways of International Importance (AGN)	UNECE	1999		X				Provision of the right basis to facilitate and develop international transport by inland waterways in Europe, promoting its economic and ecological advantages.
The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)	UNECE	2000		X		X		Provision of an effective framework for facilitating transport operations and promoting international trade, and an effective framework for preventing any pollution resulting from accidents or incidents.
European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)	UNECE	1957		X	X	X		Provision of an effective framework for facilitating transport of dangerous goods internationally and for increasing the safety of international transport of dangerous goods by road.
Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage (ATP)	UNECE	1970		X				Provision of effective framework intended to ensure that foodstuffs are transported efficiently, safely and hygienically and do not pose a danger to human health. It also helps countries avoid the wastage of food through spoilage caused by poor temperature control.

Intergovernmental Agreement on the Asian Highway Network	UNESCAP	2003	X		X		Provides harmonized minimum standards for the construction, improvement and maintenance of road infrastructure along identified cross-border highway routes of international importance, to facilitate regional economic integration.
Intergovernmental Agreement on the Trans-Asian Railway Network	UNESCAP	2006			X		Provides harmonized standards and technical characteristics for railway lines of international importance, to promote a modal shift of passengers and goods from roads to railways, facilitates regional economic integration and support intermodal transport.
Intergovernmental Agreement on Dry Ports	UNESCAP	2013			X		Supports the coordinated development of dry ports of international importance, as a means for achieving the most environmentally sound, socially inclusive and economically efficient integrated intermodal transport and logistics system.
The Agreement on International Roads in the Arab Mashreq	UNESCWA	2001	X	X	X		Aims at identifying an international road network to link Arab Mashreq countries of 35,900 km.
The Agreement on International Railways in the Arab Mashreq	UNESCWA	2003			X		Aims at identifying an international railway network to links Arab Mashreq countries. The network is expected to reach 20,896 km of rail track.
Directive 2014/94/EU on the deployment of alternative fuels infrastructure	EU	2014		X	X		Establishes a common framework of measures for the deployment of alternative fuels infrastructure in the EU to minimize dependence on oil and mitigate the environmental impact of transport.
Directive 2014/52/EU amending Directive 2011/92/EU (EIA Directive) on the assessment of the effects of certain public and private projects on the environment	EU	2011				X	Requires Environmental Impact Assessment for infrastructure projects and requires consideration of climate change (both effects and impacts).
Directive 2011/76/EU amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures	EU	2011		X			Encourages differentiated charging based on external costs as a means towards sustainable transport.
Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport	EU	2010		X	X		Ensures a coordinated and effective deployment of ITS within the EU, specifications, including, where appropriate, standards, defining further detailed provisions and procedures should be introduced.
Regulation 443/2009 on setting emission performance standards for new passenger cars as part of the Community's integrated approach to reduce CO2 emissions from light-duty vehicles	EU	2009		X		X	Sets emission performance standards for new passenger cars as part of the communities integrated approach to reduce co2 emissions from light duty vehicles.
Directive 2009/28/EC on the promotion of the use of energy from renewable sources and amending and subsequently repealing Directives 2001/77/EC and 2003/30/EC	EU	2009		X		X	Aims to achieve a 10 % share of energy from renewable sources in each Member State's transport energy consumption by 2020. It aims at facilitating cross-border support of energy from renewable sources without affecting national support schemes.

Regulation 1222/2009 on the labelling of tires with respect to fuel efficiency and other essential parameters	EU	2009		X		X		Aims to increase the safety, and the economic and environmental efficiency of road transport by promoting fuel-efficient and safe tires with low noise levels.
Directive 2004/52/EC on the interoperability of electronic road toll systems in the Community	EU	2004		X				Aims at the interoperability of electronic toll systems in the internal market and the introduction of a European electronic toll service covering the entire Community road network on which tolls are charged
Directive 2003/96/EC on restructuring the Community framework for the taxation of energy products and electricity	EU	2003		X				Stipulates minimum rates for excise duties for unleaded petrol and diesel used in transport
Directive 2002/49/EC relating to the assessment and management of environmental noise	EU	2002				X		Provides an instrument to identify noise pollution levels and to trigger the necessary action both at Member State and at EU level.
Directives relating to the quality of petrol and diesel fuels	EU	1993 to 2015		X		X		Ensures a single market for fuel for road transport and non-road mobile machinery, and to establish minimum specifications for petrol and diesel fuels for use in road and non-road mobile applications for health and environmental reasons.
Directive 92/106/ECC on the establishment of common rules for certain types of combined transport of goods between Member States	EU	1992		X		X		Aims to reduce the negative side-effects of goods transport on environment and on society (such as, congestion, accidents, noise) by supporting the shift from long distance road transport to long distance rail, inland waterways and maritime transport.
Inter-American Convention on the Prevention, Punishment and Eradication of Violence Against Women	OAS	1994		X		X	X	Defines violence against women, connected to e ensuring that women can travel freely and safely, making transport safer for women and girls.

**Table A2. Stocktaking of Other Instruments and Nonbinding Rules and Standards Addressing Sustainable Mobility**

Name of Instrument	Organization	Year Signed	Universal Access	Efficiency	Safety	Green Mobility	Gender	Objective
ICAO Assembly Resolution on Aviation Contribution towards the United Nations 2030 Agenda for Sustainable Development	ICAO	2016	X	X	X	X		Presents the contributions enabled by States' safe, efficient, secure, economically viable and environmentally sound air transport systems towards the realization of the SDGs. It also provides a report on activities undertaken by ICAO aimed at assisting its Member States in enhancing their air transport systems.
ICAO Assembly Resolution on No Country Left Behind (NCLB) Initiative	ICAO	2016	X	X	X	X		Aims at providing support for States in the effective implementation of ICAO's SARPs, policies, plans and programmes in a globally-harmonized manner; promoting the resolution of significant safety concerns and significant security concerns.
ICAO 2017-2019 Global Aviation Safety Plan (GASP)	ICAO	2016			X			Guides the harmonized development of regional and State safety planning, supported by regional safety activities coordinated by the regional aviation safety groups (RASGs). Seeks to assist States and regions in their respective safety policies, planning and implementation.
ICAO 2016-2030 Global Air Navigation Plan (GANP)	ICAO	2016			X			Presents all States with a comprehensive planning tool supporting a harmonized global Air Navigation system, and identify all potential performance improvements available today, and provides the investment certainty needed for States and Industry to make strategic decisions.
ICAO Assembly Resolution A39-1 on consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality	ICAO	2016				X		Presents the actions to be taken by States and ICAO on environmental protection, in particular on reducing noise from aircraft and improving local air quality.
ICAO Assembly Resolution A39-2 on consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change	ICAO	2016				X		Presents the aspirational goals of ICAO relating to improvements in fuel efficiency and carbon neutral growth, and other actions on climate change including the State Action Plans.
ICAO Assembly Resolution A39-3 on consolidated statement of continuing ICAO policies and practices related to environmental protection – Global Market-based Measure (MBM) scheme	ICAO	2016				X		Aims at implementation of a GMBM scheme in the form of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) to address any annual increase in total CO2 emissions from international civil aviation above the 2020 levels.

Collaborative Aviation Climate Action	ICAO and ATAG	2014		X		X		Takes proactive and concrete actions to achieve common goals to further improve air transport fuel efficiency and stabilize the sector's CO2 emissions from 2020.
Resolution adopted by the Subcommittee on Wages of Seafarers of the Joint Maritime Commission	ILO	2016		X				Sets the minimum monthly basic pay or wage figure for able seafarers on a global basis, used as a reference.
Resolution on tripartite sectoral meeting on safety and health in road transport	ILO	2016		X	X			Identifies the need for fair and safe remuneration systems for road transport drivers; emphasizes safety and health issues of road freight and passenger transport workers; acknowledges the industry and road safety can be negatively impacted by supply and contracting chains.
Initial IMO strategy on the reduction of GHG emissions from ships	IMO	2018			X	X		Aims at phasing GHG emissions from international shipping out as soon as possible in this century.
Revised list of certificates and documents required to be carried on board ships	IMO	2017		X				Provides the list of certificates and documents required to be carried on board ships.
Communications between maritime administrations and ports/terminals	IMO	1997		X				Aims at improving communications between administrations and ports/terminals in general.
Communications between maritime administrations and port authorities	IMO	1996		X	X			Addresses the improvement of safety of ships carrying solid bulk cargoes at the ship/port interface.
Guidelines for Packing of Cargo Transport Units	IMO, ILO and UNECE	2014		X				Gives advice on the safe packing of cargo transport units to those responsible for the packing and securing of the cargo and by those whose task it is to train people to pack such units, and outlines theoretical details for packing and securing.
Low Carbon Rail Transport Challenge - Action Plan	UIC	2014		X		X		Sets targets for improvement of rail sector energy efficiency, reductions in GHG emissions and a more sustainable balance between transport modes.
UITP's Declaration on Climate Leadership	UITP	2014	X			X		Aims at increasing the market share of public transport and at addressing climate change.
Sustainable Development Goals	UN	2015	X	X	X	X	X	Provides a universal call to action to end poverty, with transport is reflected in important targets of the SDGs, such as health (road safety), energy, decent work and economic growth, resilient infrastructure, sustainable cities (access), sustainable consumption and production (fossil fuels), and ocean and marine resources; the SDGs puts vulnerable groups such as women, persons with disabilities, children, and the elderly at the forefront.

Bangkok Declaration for 2020-Sustainable Transport Goals for 2010-2020	UNCRD	2010	X	X	X	X	X	Aims at the adoption of sustainable actions and measures for achieving safe, secure, quick, reliable, affordable, efficient and people-centric and environment friendly transport in rapidly urbanizing Asia.
Vientiane Declaration on Sustainable Rural Transport	UNCRD, UNESCAP, UNOSD, SLoCaT	2017	X	X	X	X		Reaffirms the significance of sustainable rural transport and the multiple benefits of rural access in the effective implementation of the SDGs.
UNCTAD Model Clauses on Marine Hull and Cargo Insurance	UNCTAD	1989		X				Aimed to serve as a guide and a core model for insurance markets, particularly those in developing countries, when drawing up their own marine insurance policies.
UNCTAD Minimum Standards for Shipping Agents	UNCTAD	1988		X				Intended to serve as guidelines for national authorities/professional associations in establishing and maintaining a sound shipping agency system.
UNCTAD/ICC Rules for Multimodal Transport Documents	UNCTAD / ICC	1992		X				Establishes the rules as a basis for multimodal transport contract in the absence of an international convention in force to govern liability arising from multimodal transport and in response to commercial needs, aimed to provide a set of standard contractual terms for incorporation into commercial contracts.
Regional Action Programme for sustainable transport connectivity in Asia and the Pacific, phase I (2017-2021)	UNESCAP	2016	X	X	X	X		Sets the foundations for the development of a sustainable integrated international intermodal transport and logistics system.
The [updated] Regional Road Safety Goals and Targets for Asia and the Pacific 2016-2020	UNESCAP	2016			X			Aims at achieving a 50 per cent reduction in fatalities and serious injuries on the roads of Asia and the Pacific by 2020
UNGA Resolutions on Transport and Transit Multimodal Corridors (69/213 and 70/197)	UNGA	2014 to 2015		X			X	Address the role of transport and transit corridors among all modes of transport in ensuring comprehensive international cooperation for sustainable development, and seeks to harmonize and improve transport and border-crossing infrastructure and facilities and services along the international transport and transit corridors.
UNGA Resolutions on Road Safety (57/309, 58/9, 58/289, 60/5, 62/244, 64/255, 66/260, 68/269, 70/260, 72/271)	UNGA	2003 to 2018			X		X	Increase awareness at a high level of the magnitude of the road traffic injury problem. Outlines international efforts thus far to address road traffic fatalities and injuries, and highlights several issues that need to be addressed/kept in mind moving forward.
Ashgabat Statement / UNGA Resolution 72/212	UNGA	2016	X	X	X	X		Reaffirms commitment on sustainable transport across modes.
UNGA Resolution 66/288 - The Future We Want	UNGA	2012	X	X	X	X		Emphasizes that that transportation and mobility are central to sustainable development, among other objectives.



Universal Declaration of Human Rights	UNGA	1948	X				X	Aims to affirm individual rights, connected to the right of individuals to travel from place to place within a city or a country and the right to visit places away from a person's residence.
Small Island Developing States Accelerated Modalities of Action (SAMOA) Pathway	UNGA, UN-OHRLLS	2014		X	X	X	X	Supports the efforts of SIDS to develop and implement strategies for the conservation and sustainable use of maritime areas and resources and supports their efforts to conserve their valuable underwater cultural heritage.
New Urban Agenda	UN-Habitat	2016	X	X	X	X	X	Provides a vision, principles, and tested practices to achieve better and more sustainable cities.
Vienna Programme of Actions on Landlocked Countries for the Decade 2014-2024	UN-OHRLLS	2014		X	X	X		Addresses the challenges faced by landlocked countries, aiming to contribute to the eradication of poverty stemming from their landlocked-ness.
Istanbul Program of Action on Least Developed Countries	UN-OHRLLS	2011		X			X	Provides the international community's vision and strategy for the sustainable development of the Least Developed Countries.
C40 Fossil-Fuel-Free Streets Declaration	C40	2017		X		X		Aims at transforming cities into greener, healthier, and more prosperous places to live.
C40 Clean Bus Declaration	C40	2015		X		X		Aims at reducing emissions from the transportation sector and improving air quality.
Europe on the move: The Mobility Package	EU	2017 /2018	X	X	X	X		The EU Commission's agenda for safe, clean and connected mobility to allow all European to benefit from safer traffic, less pollution vehicles and more advanced technological solutions, including measures for infrastructures safety and the first ever CO2 standards for heavy-duty vehicle.
2016 EU Strategy on the Transition to low-emission mobility	EU	2016		X		X		Aims to reduce the adverse effects of mobility by promoting co-modality, technical innovations and a shift towards the least polluting and most energy efficient modes of transport—especially in the case of long distance and urban travel.
Declaration on Cycling as a climate friendly Transport Mode	EU	2015	X	X		X		Aims to integrate cycling into multimodal transport policy, to develop an EU level strategic document on cycling, and to set up a European focal point for cycling.
European transport-technology strategy for Europe's future sustainable mobility	EU	2013	X	X	X	X		Aims to ensure a coherent approach across various funding sources for research and innovation in transport, outlining priority fields for research and innovation, addressing the efficiency of the innovation chain and proposing specific actions for deployment.

Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system	EU	2011	X	X	X	X		Aims at creating a Single European Transport Area with more competition and a fully integrated transport network which links the different modes and allows for a profound shift in transport patterns, putting forward 40 concrete initiatives for the next decade.
A sustainable future for transport (EP Resolution)	EU	2010	X	X	X	X	X	Aims at defining a clear and coherent vision of the future of transport as a core sector, guaranteeing free movement of persons and goods and ensuring territorial cohesion throughout Europe.
Towards a European road safety area: policy orientations on road safety 2011-2020	EU	2010			X			Aims to provide a general governance framework and challenging objectives which should guide national or local strategies.
Action plan on urban mobility	EU	2009	X	X	X	X		Aims to set out a coherent framework for EU initiatives in urban mobility, including governance issues and the links between cities and their surrounding areas, the interdependence between modes, the limitations within urban space and the role of urban systems.
Freight Transport Logistics Action Plan	EU	2007		X		X		Aims to improve the efficiency and sustainability of freight transport in Europe by presenting short- to medium-term actions that will help address current and future challenges and ensure a competitive and sustainable freight transport system.



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