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## Resolution adopted by the General Assembly on 19 December 2023

[on the report of the Second Committee (A/78/461, para. 53)]

### 78/148. Strengthening the links between all modes of transport to achieve the Sustainable Development Goals

*The General Assembly,*

*Recalling* the Rio Declaration on Environment and Development,<sup>1</sup> Agenda 21,<sup>2</sup> the Programme for the Further Implementation of Agenda 21,<sup>3</sup> the Johannesburg Declaration on Sustainable Development,<sup>4</sup> the Plan of Implementation of the World Summit on Sustainable Development (Johannesburg Plan of Implementation)<sup>5</sup> and the outcome document of the United Nations Conference on Sustainable Development, entitled “The future we want”,<sup>6</sup>

*Reaffirming* its resolution 70/1 of 25 September 2015, entitled “Transforming our world: the 2030 Agenda for Sustainable Development”, in which it adopted a comprehensive, far-reaching and people-centred set of universal and transformative Sustainable Development Goals and targets, its commitment to working tirelessly for the full implementation of the Agenda by 2030, its recognition that eradicating poverty in all its forms and dimensions, including extreme poverty, is the greatest global challenge and an indispensable requirement for sustainable development, its commitment to achieving sustainable development in its three dimensions – economic, social and environmental – in a balanced and integrated manner, and to

<sup>1</sup> *Report of the United Nations Conference on Environment and Development, Rio de Janeiro, 3-14 June 1992*, vol. I, *Resolutions Adopted by the Conference* (United Nations publication, Sales No. E.93.I.8 and corrigendum), resolution 1, annex I.

<sup>2</sup> *Ibid.*, annex II.

<sup>3</sup> Resolution S-19/2, annex.

<sup>4</sup> *Report of the World Summit on Sustainable Development, Johannesburg, South Africa, 26 August–4 September 2002* (United Nations publication, Sales No. E.03.II.A.1 and corrigendum), chap. I, resolution 1, annex.

<sup>5</sup> *Ibid.*, resolution 2, annex.

<sup>6</sup> Resolution 66/288, annex.



building upon the achievements of the Millennium Development Goals and seeking to address their unfinished business,

*Reaffirming also* the importance of timely implementation, in this decade of action and delivery for sustainable development, of the 2030 Agenda for Sustainable Development and the Addis Ababa Action Agenda of the Third International Conference on Financing for Development,<sup>7</sup> and reaffirming also the Paris Agreement,<sup>8</sup>

*Recalling* its resolutions [69/213](#) of 19 December 2014, entitled “Role of transport and transit corridors in ensuring international cooperation for sustainable development”, its resolution [70/197](#) of 22 December 2015, entitled “Towards comprehensive cooperation among all modes of transport for promoting sustainable multimodal transit corridors”, its resolution [72/212](#) of 20 December 2017, entitled “Strengthening the links between all modes of transport to achieve the Sustainable Development Goals”, its resolution [75/313](#) of 29 July 2021, entitled “Strengthening the links between all modes of transport to ensure stable and reliable international transport for sustainable development during and after the coronavirus disease (COVID-19) pandemic”, and its resolution [77/286](#) of 16 May 2023, entitled “World Sustainable Transport Day”,

*Recalling also* the first United Nations Global Sustainable Transport Conference, held in Ashgabat, Turkmenistan, on 26 and 27 November 2016, and the second United Nations Global Sustainable Transport Conference, held in Beijing, China, from 14 to 16 October 2021,

*Recalling further* the Ashgabat Declaration, adopted at the High-level International Conference on the Role of Transit Transport Corridors in Ensuring International Cooperation, Stability and Sustainable Development, held in Ashgabat on 3 and 4 September 2014,<sup>9</sup> in cooperation with the Economic Commission for Europe, the Economic and Social Commission for Asia and the Pacific and the International Road Transport Union,

*Reaffirming* its resolution [76/294](#) of 30 June 2022, entitled “Political declaration of the high-level meeting on improving global road safety”, in which it acknowledged the need to promote road safety and sustainable transport,

*Recalling* the proclamation of the period 2021–2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50 per cent from 2021 to 2030, in line with the pledge of the 2019 high-level political forum on sustainable development convened under the auspices of the General Assembly,

*Affirming* the importance of the spirit of peaceful cooperation, openness and inclusiveness, mutual learning and shared benefit in promoting infrastructure connectivity and sustainable transport, as well as regional and interregional economic integration and cooperation,

### **Transport and transit corridors**

*Noting* the need for continued international cooperation to address the issues relating to transport and transit corridors as an important element of sustainable development and connectivity, and in this regard noting the related intergovernmental deliberations in the relevant international bodies and forums,

<sup>7</sup> Resolution [69/313](#), annex.

<sup>8</sup> Adopted under the UNFCCC in [FCCC/CP/2015/10/Add.1](#), decision 1/CP.21.

<sup>9</sup> [A/68/991](#), annex.

*Recalling* the report of the Secretary-General on the role of transport and transit corridors in ensuring international cooperation for sustainable development,<sup>10</sup>

*Reiterating* the importance of transport and transit corridors in facilitating transport linkages on domestic routes and promoting urban-rural connectivity in order to boost economic growth at the local and regional levels, promote interconnections between cities, peoples and resources and facilitate intraregional and interregional economic and sustainable development, emphasizing that transport and transit corridors should be safe, affordable, accessible and sustainable, while reducing greenhouse gas emissions and environmental impacts,

*Reiterating also* that international transport corridors should be identified, designed and developed, keeping in mind the safety and protection of transport users and the competitive advantages of each mode of transport and addressing infrastructure needs and the regulatory and institutional framework for the services that those corridors provide, including the promotion of decent work and social dialogue, safety and health in the workplace and gender balance in the workforce to improve the quality of life,

### **Countries in special situations**

*Recognizing* the importance of addressing the particular vulnerability of landlocked countries, especially low- and middle-income countries, inter alia, by establishing and promoting efficient transit transport systems that link them to international markets, and in this regard reaffirming that the Almaty Declaration,<sup>11</sup> the Vienna Declaration and the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014–2024<sup>12</sup> constitute a fundamental framework for genuine partnerships between landlocked and transit developing countries and their development partners at the national, bilateral, subregional, regional and global levels,

*Noting* in this regard the Ministerial Transport Conference of Landlocked Developing Countries, held in Turkmenbashi, Turkmenistan, on 15 and 16 August 2022, and its outcome document, the Awaza summary statement,<sup>13</sup>

*Reaffirming* the importance of timely implementation of the outcomes of the Fifth United Nations Conference on the Least Developed Countries, held in New York and in Doha, Qatar,<sup>14</sup> and the SIDS Accelerated Modalities of Action (SAMOA) Pathway<sup>15</sup> for small island developing States for the remaining period,

*Stressing* the importance of enhancing inter-island connectivity and linking the economies of small island developing States to regional markets and global supply chains, including by integrating them into existing and emerging maritime and multimodal transport and economic corridors, and encouraging sustainable transport initiatives, including in the context of the Small Island Developing States Partnership Framework,

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<sup>10</sup> [A/70/262](#).

<sup>11</sup> *Report of the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, Almaty, Kazakhstan, 28 and 29 August 2003 (A/CONF.202/3)*, annex II.

<sup>12</sup> Resolution [69/137](#), annexes I and II.

<sup>13</sup> [A/77/343](#), annex.

<sup>14</sup> Doha Programme of Action for the Least Developed Countries (resolution [76/258](#), annex) and Doha Political Declaration (*Report of the Fifth United Nations Conference on the Least Developed Countries, New York, 17 March 2022, and Doha, 5–9 March 2023 (A/CONF.219/2023/3)*, chap. I, resolution 2).

<sup>15</sup> Resolution [69/15](#), annex.

*Reiterating* the importance of actively supporting private sector investment, including through public-private partnerships and grant/loans blending, for infrastructure development and maintenance in communications and in multimodal transport such as railways, roads, waterways, warehouses and port facilities in the least developed countries,

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*Recognizing* the important role of safe, affordable, accessible and sustainable transport systems for all in supporting sustainable economic growth, improving the social welfare of people and enhancing international cooperation and trade among countries,

*Noting* the importance of promoting the integration of science, technology and innovation into sustainable, integrated, multimodal and intermodal transport systems by tapping into technological opportunities in the decades to come to bring about fundamental, transformative changes to transport systems, including accelerated digitalization, energy efficiency and energy storage technologies and low-emission fuel technologies, and to strengthen capacity-building support to developing countries,

*Recognizing* that increasing investment in infrastructure is critical to integrate global economies, which can drive growth and help to achieve the Sustainable Development Goals, while the need for infrastructure is still enormous and pressing and will continue to grow, realizing that filling the huge gap in infrastructure financing will require public and private financing as well as technologies, know-how and operational efficiencies, as well as an enabling domestic environment, and in this regard affirming the need to enhance infrastructure investment and experience-sharing, and that infrastructure must be high-quality, reliable, sustainable and resilient in order to support economic development and human well-being,

*Emphasizing* the need to promote harmonization, simplification and standardization of rules and documentation, including the full and effective implementation of international conventions on transport and transit as well as bilateral, subregional and regional agreements for parties thereto,

### **Multimodal transportation**

*Noting* that, in developing multimodal transport systems, it is necessary to take into account street, road, including public transport systems, rail, maritime, inland shipping, ferry and air transport, as well as non-motorized transport such as cycling and walking, and emphasis should be placed on low-emission, energy-efficient, quality, reliable, sustainable and resilient modes of transport and an increased reliance on interconnected transport networks, including public transport systems, for seamless and “door-to-door” mobility and connectivity of people and goods,

*Noting also* the importance of cooperation in enhancing transport connectivity through an integrated intermodal transport system by exchanging best practices to optimize the development of interconnected highways, roads, streets, railways, waterways, areas of modal transfer and ports, and by encouraging the construction of quality, reliable, sustainable and resilient infrastructure and operations to minimize consumption of energy, land and other resources, generate lower emissions of greenhouse gases, ozone-depleting substances and other pollutants and ensure a positive social impact,

*Recalling* the importance of international collaboration in furthering the work of the International Maritime Organization, the International Civil Aviation Organization and the International Road Transport Union to enhance the sustainability of international shipping, aviation, and road transport,

## Social aspects

*Noting* the importance of supporting efforts to provide communities in rural areas, especially in developing countries, with access to major roads, streets, rail lines and public and non-motorized transport options and areas of modal transfer that enable access to economic and social activities and opportunities in cities and towns and that unleash the productivity and competitiveness of rural entrepreneurs and smallholder farmers, which will be important steps needed to achieve the 2030 Agenda for Sustainable Development and its promise to “leave no one behind”,

*Reaffirming* its commitment to promote access for all to safe, age- and gender-responsive, affordable, accessible and sustainable urban mobility and land and sea transport systems, enabling meaningful participation in social and economic activities in cities and human settlements, by integrating transport and mobility plans into overall urban and territorial plans and promoting a wide range of transport and mobility options,

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*Welcoming* the efforts of the relevant organizations of the United Nations system, other international, regional and subregional organizations, in particular the World Bank, the regional development banks, the World Customs Organization, the World Trade Organization, the International Road Transport Union, the International Union of Railways and the International Transport Forum, within their respective mandates, to develop and operationalize international and regional transport and transit corridors,

*Underscoring* the need to mobilize, as appropriate, additional financial resources for the development of quality, reliable, sustainable and resilient transport and mobility infrastructure and services, including through the promotion of public-private partnerships, where conceivable and practicable, so as to achieve inclusive and sustainable development,

*Recognizing* the need for continued cooperation and coordination between the United Nations and existing partnerships on sustainable transport issues, such as the Global Partnership for Sustainable Transport, the Sustainable Mobility for All partnership, the Partnership on Sustainable Low Carbon Transport (SLOCAT) and the Group of Friends of Sustainable Transport,

1. *Commits* to enhancing the role of sustainable transport and mobility in job creation, mobility facilitation and improvement of the efficiency of logistics chains in connecting people and communities to jobs, schools and health care and in the delivery of goods and services to rural and urban communities, thus providing all with equal opportunities and leaving no one behind;

2. *Calls upon* Member States to maintain the continued functioning and strengthening of the transport system and transport infrastructure in all relevant aspects necessary for sustainable development, recognizing in this regard the importance of an enabling domestic environment and adequate domestic financing for the transport sector that does not undermine a country’s debt sustainability in order to ensure stable and reliable domestic and international transport;

3. *Encourages* national, regional and global plans, policies and programmes on transport and mobility to take into account the needs of women and girls, persons with disabilities, older persons and those in vulnerable situations;

4. *Emphasizes* the contribution of low-emission, energy-efficient, quality, reliable, sustainable and resilient modes of transport to climate change mitigation and adaptation and the achievement of the Sustainable Development Goals, as well as the

importance of long-term strategies and multi-stakeholder partnerships in delivering such sustainable modes of transport;

5. *Calls for* efforts to promote regional and interregional economic integration and cooperation, including by improving the planning of transportation infrastructure mobility and logistics;

6. *Recognizes* the importance of cooperation in establishing safe, affordable, accessible and sustainable transport networks supported by inclusive and sustainable industrialization, and commits to enhancing the role of sustainable transport in job creation, mobility facilitation and improvement of the efficiency of logistics chains in connecting people and communities, particularly people in vulnerable situations, thus providing all with equal opportunities and leaving no one behind;

7. *Underlines* the importance of international cooperation between relevant modes of transport and transport-related industries to mitigate the consequences of the COVID-19 pandemic, including by exchanging information, scientific knowledge and best practices, as well as sharing experiences from the implementation of national transport development programmes and strategies as appropriate;

8. *Suggests* that, with the further development of quality, reliable, sustainable and resilient infrastructure and multimodal transport corridors, the use of electronic unified transport documents based on the digital transmission of relevant data could be considered for their potential, as they could minimize human involvement in transport and border crossing processes and thus could enhance the resilience of transport and logistics chains;

9. *Emphasizes* the importance of support for the ongoing development of the existing required institutional, legal, technical and administrative capacity of developing countries to ensure consistent application of internationally agreed standards, as applicable, and an efficient multimodal transport system;

10. *Invites* all States that have not yet done so to consider signing, ratifying or acceding to the United Nations conventions and agreements on transport and transit facilitation, including the International Convention on the Harmonization of Frontier Controls of Goods<sup>16</sup> and the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention);<sup>17</sup>

11. *Reaffirms* the importance of a worldwide effort to address and raise awareness of road safety for developing sustainable multimodal transport systems, encourages Member States to improve road safety and integrate it into sustainable active mobility and transportation infrastructure planning and design, and calls upon all relevant stakeholders to continue the activities aimed at supporting the implementation of the objectives of the Second Decade of Action for Road Safety 2021–2030 and the road safety-related targets in the 2030 Agenda for Sustainable Development;<sup>18</sup>

12. *Encourages* States to maximize synergies in transport corridors and infrastructure planning and development by taking into account relevant international standards and by aiming to harmonize rules and technological standards, as applicable;

13. *Invites* the organizations of the United Nations system and other international organizations, relevant international financing institutions, multilateral and bilateral donors and the private sector to further coordinate their efforts and to

<sup>16</sup> United Nations, *Treaty Series*, vol. 1409, No. 23583.

<sup>17</sup> *Ibid.*, vol. 1079, No. 16510.

<sup>18</sup> Resolution 70/1.

collaborate in mobilizing financial and technical assistance to developing countries for strengthening the links between all modes of transport to achieve the Sustainable Development Goals;

14. *Decides* to proclaim the United Nations Decade of Sustainable Transport for the 10-year period beginning on 1 January 2026, within existing structures and available resources, and calls upon the Department of Economic and Social Affairs of the Secretariat, in collaboration with the United Nations regional economic commissions, within their respective mandates, to prepare an implementation plan for the Decade in consultation with Member States, specialized agencies, funds, programmes and bodies of the United Nations, as well as other intergovernmental organizations, non-governmental organizations and relevant stakeholders;

15. *Invites* the Secretary-General to consider convening the third United Nations Global Sustainable Transport Conference, for ensuring the implementation of the objectives of the first and second United Nations Global Sustainable Transport Conferences, and notes that such a conference would be funded through extrabudgetary resources;

16. *Encourages* Member States to indicate their interest in hosting the next United Nations Global Sustainable Transport Conference;

17. *Welcomes* the proposal of Turkmenistan to host the international celebrations to mark World Sustainable Transport Day on 26 November 2024.

*49th plenary meeting  
19 December 2023*