

Documentation of the Work of the United Nations Human Settlements Programme (UN-Habitat)

Committee Staff

Director

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Agenda

- I. Sustainable Transportation between Urban and Rural Zones
- II. Management and Control of Urbanization and Tourism in Protected Areas

Resolutions adopted by the Committee

Code	Topic	Vote
UN-Habitat/1/1	Sustainable Transportation between Urban and Rural Zones	Adopted without a vote

Code: UN-Habitat/1/1

Committee: United Nations Human Settlements Programme

Topic: Sustainable Transportation between Urban and Rural Zones

1 *The United Nations Human Settlements Programme,*

2
3 *Recognizing* that sustainable transportation between rural and urban zones promotes the economic, social, and
4 environmental pillars of sustainability by supporting development, mobility, and connectivity of community
5 members and goods; improving access to essential services such as education, employment, health care, social
6 programs and markets; and reducing the environmental impact of transportation practices and policies,

7
8 *Emphasizing* the importance of communication and collaboration between rural communities, governments, and
9 other stakeholders to identify and address the hidden social, economic, and environmental needs relating to
10 transportation, such as safety, accessibility, affordability, and cultural understanding,

11
12 *Appreciating the Ashgabat Statement on Commitments and Policy Recommendations* (2016), adopted by more than
13 50 Member States at the first United Nations Global Sustainable Transport Conference, which provided
14 recommendations on accessibility, affordability, safe transportation hubs, local partnerships, and global
15 coordination,

16
17 *Keeping in mind* the Sustainable Development Goals (SDGs) and the *2030 Agenda for Sustainable Development*
18 (2015), as introduced in General Assembly resolution 70/1 of 21 September 2015, specifically SDG 11, which aims
19 to make cities resilient, inclusive, safe, and sustainable; target 11.a, which mentions developing and strengthening
20 national and regional connections between urban, peri-urban, and rural zones; and indicator 11.2, which promotes
21 the provision of safe, affordable, accessible, and sustainable transportation systems for all by 2030,

22
23 *Deeply conscious of* the urgent actions needed to combat climate change and its impacts through the integration of
24 proper measures into Member States' national policies, strategies, and planning as addressed in SDG 13 on climate
25 action,

26
27 *Reaffirming* the commitments made by developed Member States and contained in the *2030 Agenda for Sustainable*
28 *Development* to achieve the target of contributing 0.7% of gross national income (GNI) to official development
29 assistance (ODA),

30
31 *Acknowledging* the value and relevance of the *New Urban Agenda* (2016), adopted by world leaders at the third
32 United Nations Conference on Housing and Sustainable Urban Development and endorsed by General Assembly
33 resolution 71/256 of 23 December 2016, which contained transformative commitments for sustainable urban
34 development and social inclusion, such as focusing on transversal policies that address environmental issues, are
35 community-oriented, and are responsive to the fundamental freedoms of community members in rural and urban
36 zones, as implied in paragraph 26,

37
38 *Convinced of* the economic and social value of the use of Open Data programs, such as those developed by the
39 World Bank and by individual Member States through data collection, in order to support new ventures, better
40 governance, public services, and decision-making regarding sustainable transportation,

41
42 *Aware of* the difficulties encountered by least developed countries (LDCs) when developing environmentally sound
43 technologies as mentioned in chapter 34 of *Agenda 21* (1992), which emphasizes the importance of capacity-
44 building to establish and maintain long-term technology-sharing partnerships among Member States,

45
46 *Concerned by* the detrimental impact the transportation sector has on the global environment, as it is responsible for
47 approximately 25% of greenhouse gas emissions (GHGs) and contributes to climate change, as examined in *The*

48 *Future We Want* (2012) and the *Paris Agreement* (2015), which both recognize the value of sustainable fuels and
49 energy as drivers to combat climate change and improve global health,
50
51 *Mindful of* the governance challenges regarding funding which affect the credibility, capacity, efficiency, and
52 accountability of the mandate and initiatives of the United Nations Human Settlements Programme (UN-Habitat), as
53 identified in the 2017 report of the High-level Independent Panel to Assess and Enhance the Effectiveness of UN-
54 Habitat (A/71/1006), and welcoming alternative sources of funding,
55
56 *Reiterating* the importance of transparency and the corporate social responsibility (CSR) of companies involved in
57 sustainable transportation, as expressed by the United Nations Global Compact initiative,
58
59 *Taking into consideration* the necessity of ensuring the provision of services of general economic interest (SGEI)
60 and guaranteeing equitable access to safe, efficient, attractive, and high-quality national and international public
61 passenger transportation services by rail and other track-based modes, as well as by road, as recognized in European
62 Commission Regulation No 1370/2007,
63
64 1. *Invites* Member States to adopt national and regional legislation to support the implementation of the following
65 policies;
66
67 2. *Recommends* conduction of urban and rural demographic studies to determine the specific needs of
68 communities regarding sustainable transportation to determine the following information that will allow
69 customization of a transportation system to a particular region:
70
71 a. Number of people that are likely to use the transportation system;
72
73 b. Number of people with no access to a vehicle or other form of transportation;
74
75 c. Distance of the particular community to the city;
76
77 d. Climate and geographical limitations of the area;
78
79 e. Services needed in a community that are obtainable only in the city;
80
81 f. Types of goods citizens wish to bring to the city to sell;
82
83 g. Considerations for sick and disabled people of a community;
84
85 h. Methods that citizens are already utilizing to get to the city and characteristics thereof, including:
86
87 i. Time spent on commute;
88 ii. Cost of commute;
89 iii. Safety of their commute;
90 iv. Crime activity along the commute;
91 v. Conditions of the route that may put travelers at risk;
92
93 3. *Encourages* governments to continue to include rural community members, defined as residents in rural areas
94 with limited access to urban areas, along with community-based organizations such as non-governmental
95 organizations (NGOs) and civil society organizations, in decision-making processes related to transportation
96 policies that directly affect them, in order to benefit from their experience and understanding of the needs of
97 their particular communities, by:
98
99 a. Using community forums, public surveys, and online surveys;
100
101 b. Actively soliciting public input, including general public opinion, suggestions, and complaints;
102

- 103 4. *Strongly recommends* that Member States participate in a national annual report, which will be made available
104 to all Member States, detailing successes and failures regarding endeavors related to sustainable transportation
105 by:
106
- 107 a. Sharing best practices and approaches to overcoming common barriers to guide new transportation
108 projects;
 - 109 b. Providing information related to indicators of progress such as:
 - 111 i. Increased number of transportation systems connecting rural and urban areas;
 - 112 ii. Increased number of people that are using the transportation system;
 - 113 iii. Successful adaptation of the transportation system to the climate, distance, and geographical
114 limitations of the affected area;
 - 115 iv. Increased utilization of city services by rural citizens;
 - 116 v. Economic growth in rural areas due to increased activity between urban and rural markets;
 - 117 vi. Improved access to medical services;
 - 118 vii. Decreased time and cost spent on commute;
 - 119 viii. Decreased risk of injury and crime on commute;
- 120
- 121
- 122 5. *Emphasizes* the value of building technological capacity at the international and regional levels through:
123
- 124 a. Multilateral agreements between Member States and public and private stakeholders, including
125 information-sharing platforms such as:
 - 126 i. The High-Level Advisory Group on Sustainable Transport;
 - 127 ii. International Union of Railways;
 - 128 iii. Online networks;
 - 129 b. The development and transfer of eco-friendly technology such as:
 - 130 i. Fuel-efficient vehicles;
 - 131 ii. Sustainable, effective, and efficient energy sources;
 - 132 iii. Intelligent transportation systems to improve traffic management;
 - 133 c. Technical cooperation through the use of hands-on training programs of local residents by
134 governments and foreign contractors for implementation, utilization, and maintenance of sustainable
135 transportation technology;
 - 136 d. Joint efforts to address and overcome barriers to effective technology development and transfer, while
137 maintaining respect for the sovereignty of Member States, with regard to data-sharing, cyber safety,
138 intellectual property, patent rights, other interests of stakeholders, and the lack of access to capital
139 experienced particularly by LDCs;
 - 140 e. Raising awareness, improving education, and garnering support for technological innovation in the
141 form of:
 - 142 i. Scholarships and funding for science, technology, engineering, and mathematics (STEM)
143 programs and research;
 - 144 ii. Public policy encouraging the development of sustainable technology;
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- 153 6. *Also emphasizes* the importance of developing sustainable infrastructure for public transportation through:
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- 155 a. Monetary compensation to citizens by governments acquiring private lands for the use of sustainable
156 transportation infrastructure projects;
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- 158 b. Taking measures to avoid or remediate any environmental damage due to infrastructure projects such
159 as:
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161 i. Buffer zones;
162 ii. Protected areas;
163 iii. Ecological restoration;
164 iv. The use of sustainable energy and recyclable and recycled materials;
165
- 166 7. *Noting the importance of* improving the sustainability of current infrastructure with consideration to:
167
168 a. Maintenance and adaptation of transportation networks, such as roads and railways, to support the use
169 of bicycles, buses, trains, and footpaths;
170
171 b. Ensuring that training programs for maintenance workers reflect the evolution of transportation
172 technology;
173
- 174 8. *Highlights* the need to ensure safe and universal access to sustainable transportation regardless of race, gender,
175 sexual orientation, national origin, religion, age, economic situation, or other status through the use of:
176
177 a. Increased transportation security through:
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179 i. Transportation police;
180 ii. Surveillance equipment in mass transportation;
181
182 b. Initiatives to improve safety of public transportation, such as:
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184 i. Programs to raise awareness of safety issues;
185 ii. Voluntary identification of invisible disabilities by individuals to transportation officials;
186 iii. Increasing the involvement of women in transit security to combat sexual harassment;
187 iv. Sexual harassment reporting services in public transportation;
188
189 c. Reduced fares, through methods such as tax credits or other strategies as decided by each Member
190 State, for low-income individuals;
191
- 192 9. *Supports* private sector initiatives that would benefit rural areas such as:
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194 a. Financial incentives for employers to fund their employees' commute;
195
196 b. Public-private partnerships to develop transportation infrastructure projects, with preference to
197 companies that comply with the three pillars of sustainability, as assessed on the basis of factors such
198 as their impact on the environment within their sphere of influence, waste management strategies,
199 activities contributing to social well-being in accordance with their CSR, and type of economic
200 investments;
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- 202 10. *Calls upon* governments to implement multiple funding methods in order to fund sustainable transportation
203 between rural and urban areas through the use of methods such as:
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205 a. Government initiatives to improve access to microcredit that will encourage the growth and creation of
206 small-scale businesses in the sustainable transportation industry;
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208 b. Affordable city taxes paid by high-income individuals, as determined by each Member State, who
209 commute to work between urban and rural areas, to fund and maintain the creation of sustainable
210 transportation development;
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212 c. Road tolls to discourage overuse of personal automobiles while promoting the use of sustainable public
213 transportation methods, such as buses, bicycles, trains, and carpooling;

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- d. Cooperation with multilateral funding organizations including the Green Climate Fund, the Global Environment Facility, and the Adaptation Fund;
11. *Requests* the Executive Director to establish a fund, supported by voluntary contributions from Member States, to help finance UN-Habitat projects aimed towards improving sustainable transportation between urban and rural zones in LDCs, landlocked developing countries, and Small Island Developing States.