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

Committee Staff

| Director       | Andrea Wong |

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

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The United Nations Human Settlements Programme,

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

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

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

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

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

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

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

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

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

Concerned by the detrimental impact the transportation sector has on the global environment, as it is responsible for approximately 25% of greenhouse gas emissions (GHGs) and contributes to climate change, as examined in The
Future We Want (2012) and the Paris Agreement (2015), which both recognize the value of sustainable fuels and energy as drivers to combat climate change and improve global health,

Mindful of the governance challenges regarding funding which affect the credibility, capacity, efficiency, and accountability of the mandate and initiatives of the United Nations Human Settlements Programme (UN-Habitat), as identified in the 2017 report of the High-level Independent Panel to Assess and Enhance the Effectiveness of UN-Habitat (A/71/1006), and welcoming alternative sources of funding,

Reiterating the importance of transparency and the corporate social responsibility (CSR) of companies involved in sustainable transportation, as expressed by the United Nations Global Compact initiative,

Taking into consideration the necessity of ensuring the provision of services of general economic interest (SGEI) and guaranteeing equitable access to safe, efficient, attractive, and high-quality national and international public passenger transportation services by rail and other track-based modes, as well as by road, as recognized in European Commission Regulation No 1370/2007,

1. Invites Member States to adopt national and regional legislation to support the implementation of the following policies;
2. Recommends conduction of urban and rural demographic studies to determine the specific needs of communities regarding sustainable transportation to determine the following information that will allow customization of a transportation system to a particular region:
   a. Number of people that are likely to use the transportation system;
   b. Number of people with no access to a vehicle or other form of transportation;
   c. Distance of the particular community to the city;
   d. Climate and geographical limitations of the area;
   e. Services needed in a community that are obtainable only in the city;
   f. Types of goods citizens wish to bring to the city to sell;
   g. Considerations for sick and disabled people of a community;
   h. Methods that citizens are already utilizing to get to the city and characteristics thereof, including:
      i. Time spent on commute;
      ii. Cost of commute;
      iii. Safety of their commute;
      iv. Crime activity along the commute;
      v. Conditions of the route that may put travelers at risk;
3. Encourages governments to continue to include rural community members, defined as residents in rural areas with limited access to urban areas, along with community-based organizations such as non-governmental organizations (NGOs) and civil society organizations, in decision-making processes related to transportation policies that directly affect them, in order to benefit from their experience and understanding of the needs of their particular communities, by:
   a. Using community forums, public surveys, and online surveys;
   b. Actively soliciting public input, including general public opinion, suggestions, and complaints;
4. **Strongly recommends** that Member States participate in a national annual report, which will be made available to all Member States, detailing successes and failures regarding endeavors related to sustainable transportation by:

a. Sharing best practices and approaches to overcoming common barriers to guide new transportation projects;

b. Providing information related to indicators of progress such as:

   i. Increased number of transportation systems connecting rural and urban areas;
   ii. Increased number of people that are using the transportation system;
   iii. Successful adaptation of the transportation system to the climate, distance, and geographical limitations of the affected area;
   iv. Increased utilization of city services by rural citizens;
   v. Economic growth in rural areas due to increased activity between urban and rural markets;
   vi. Improved access to medical services;
   vii. Decreased time and cost spent on commute;
   viii. Decreased risk of injury and crime on commute;

5. **Emphasizes** the value of building technological capacity at the international and regional levels through:

a. Multilateral agreements between Member States and public and private stakeholders, including information-sharing platforms such as:

   i. The High-Level Advisory Group on Sustainable Transport;
   ii. International Union of Railways;
   iii. Online networks;

b. The development and transfer of eco-friendly technology such as:

   i. Fuel-efficient vehicles;
   ii. Sustainable, effective, and efficient energy sources;
   iii. Intelligent transportation systems to improve traffic management;

c. Technical cooperation through the use of hands-on training programs of local residents by governments and foreign contractors for implementation, utilization, and maintenance of sustainable transportation technology;

d. Joint efforts to address and overcome barriers to effective technology development and transfer, while maintaining respect for the sovereignty of Member States, with regard to data-sharing, cyber safety, intellectual property, patent rights, other interests of stakeholders, and the lack of access to capital experienced particularly by LDCs;

e. Raising awareness, improving education, and garnering support for technological innovation in the form of:

   i. Scholarships and funding for science, technology, engineering, and mathematics (STEM) programs and research;
   ii. Public policy encouraging the development of sustainable technology;

6. **Also emphasizes** the importance of developing sustainable infrastructure for public transportation through:

a. Monetary compensation to citizens by governments acquiring private lands for the use of sustainable transportation infrastructure projects;
b. Taking measures to avoid or remediate any environmental damage due to infrastructure projects such as:
   i. Buffer zones;
   ii. Protected areas;
   iii. Ecological restoration;
   iv. The use of sustainable energy and recyclable and recycled materials;

7. **Noting the importance** of improving the sustainability of current infrastructure with consideration to:
   a. Maintenance and adaptation of transportation networks, such as roads and railways, to support the use of bicycles, buses, trains, and footpaths;
   b. Ensuring that training programs for maintenance workers reflect the evolution of transportation technology;

8. **Highlights** the need to ensure safe and universal access to sustainable transportation regardless of race, gender, sexual orientation, national origin, religion, age, economic situation, or other status through the use of:
   a. Increased transportation security through:
      i. Transportation police;
      ii. Surveillance equipment in mass transportation;
   b. Initiatives to improve safety of public transportation, such as:
      i. Programs to raise awareness of safety issues;
      ii. Voluntary identification of invisible disabilities by individuals to transportation officials;
      iii. Increasing the involvement of women in transit security to combat sexual harassment;
      iv. Sexual harassment reporting services in public transportation;
   c. Reduced fares, through methods such as tax credits or other strategies as decided by each Member State, for low-income individuals;

9. **Supports** private sector initiatives that would benefit rural areas such as:
   a. Financial incentives for employers to fund their employees’ commute;
   b. Public-private partnerships to develop transportation infrastructure projects, with preference to companies that comply with the three pillars of sustainability, as assessed on the basis of factors such as their impact on the environment within their sphere of influence, waste management strategies, activities contributing to social well-being in accordance with their CSR, and type of economic investments;

10. **Calls upon** governments to implement multiple funding methods in order to fund sustainable transportation between rural and urban areas through the use of methods such as:
    a. Government initiatives to improve access to microcredit that will encourage the growth and creation of small-scale businesses in the sustainable transportation industry;
    b. Affordable city taxes paid by high-income individuals, as determined by each Member State, who commute to work between urban and rural areas, to fund and maintain the creation of sustainable transportation development;
    c. Road tolls to discourage overuse of personal automobiles while promoting the use of sustainable public transportation methods, such as buses, bicycles, trains, and carpooling;
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.