

## Beijing Statement of the Second United Nations Global Sustainable Transport Conference

1. Heads of State and Government and high-level representatives, met in person and virtually from 14 to 16 October 2021 at the Second United Nations Global Sustainable Transport Conference, which was held in Beijing, China, with participation of other relevant stakeholders. The United Nations Secretary-General convened the Conference in response to General Assembly resolution A/RES/75/1, and as a follow-up to the first Global Sustainable Transport

contribute to the attainment of the SDGs.

- + At the same time, sustainable transport and adequate transport services are still lacking in many parts of the world, especially in developing countries, including countries in special situations and remote rural areas, constraining connectivity to regional and global transport networks. Even where transport infrastructure and systems are present, they may not provide safe, affordable, and convenient access for all, particularly for groups in vulnerable situations, such as the poor, women, children and youth, older persons, and persons with disabilities. Existing transport networks can also face other challenges, such as congestion, poor maintenance, and lack of resilience to disasters, extreme weather events and climate change.
- A. In many cases, transport can also generate negative impacts along several different dimensions of sustainable development. About a quarter of energy-related global greenhouse gas (GHG) emissions are generated by transport and these emissions are projected to grow substantially in the years to come, further exacerbating climate change, unless p



elements, such as streamlined customs and border-crossing regulatory frameworks, including through global initiatives, regional and interregional strategies and plans.

- (e) Prioritize inclusive, reliable, safe, accessible, and affordable public transport, non-motorized transport and cycling and multi-modal transport options in urban areas as essential components of sustainable transport solutions, including through integrated urban transport planning and investments and by offering adequate public space and infrastructure, and incorporating safe bicycle lanes and sidewalks.
- (f) Significantly increase road safety globally, including, for example, by using safety performance standards, mandatory protective gear for motorists, safe infrastructure for non-motorized transport, the establishment and improvement of transport emergency response systems, and raising awareness through publicity and education campaigns.
- (g) Accelerate the mobilization of the transport sector toward climate action, including through increased international cooperation, policies, regulations, standards and incentives, sustainable planning, increased commitments, and efforts to decarbonize passenger and freight transport across all transport modes (road, rail, waterborne and aviation) while paying special attention to the needs of countries in special situations and vulnerable groups.
- (h) Strengthen resilience of transport systems, including as part of climate change adaptation, and through the inclusion of climate and extreme weather event projections in the assessment, planning, engineering, and design process, especially in areas of high vulnerability.
- (i) Ensure the sustainable rebuilding and smooth flow of international supply chains and facilitate cross-border movement of people and goods, including medical supplies, for the benefit of global response to the COVID-19 pandemic and global economic recovery.
- (j) Support the transport sector in improving its epidemic prevention and response capabilities and ensure the safety and health of transport workers, including seafarers.
- (k) Increase the coverage, timeliness, and quality of data, and establish a harmonized data collection, management and sharing system related to sustainable transport to allow for better monitoring and reporting on transport-related goals.

#### Follow up and implementation

1. In following up, stakeholders in the sustainable transport community may consider to:

- (a) Use lessons learned from the COVID-19 pandemic to rethink passenger and freight transport and come up with solutions which can withstand possible future crises and support the achievement of the 2030 Agenda and the Paris Agreement as well as global economic recovery.
- (b) Integrate sustainable transport objectives into national development plans, COVID-19 stimulus and recovery packages as well as nationally determined contributions (NDCs), in a mutually supportive and synergistic manner.
- (c) Invite the United Nations General Assembly to convene a third Conference on Sustainable Transport to review progress and guide the global sustainable transport transformation, which could feed into the global review of the 2030 Agenda at the United Nations High-level Political Forum on Sustainable Development (HLPF), the 84th UN General Assembly meetings

and other international fora.

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