SUSTAINABLE mobility™ FOR ALL

CATALOGUE OF POLICY MEASURES

Toward Sustainable Mobility

GLOBAL ROADMAP OF ACTION
Toward Sustainable Mobility

CATALOGUE OF POLICY MEASURES

Toward Sustainable Mobility

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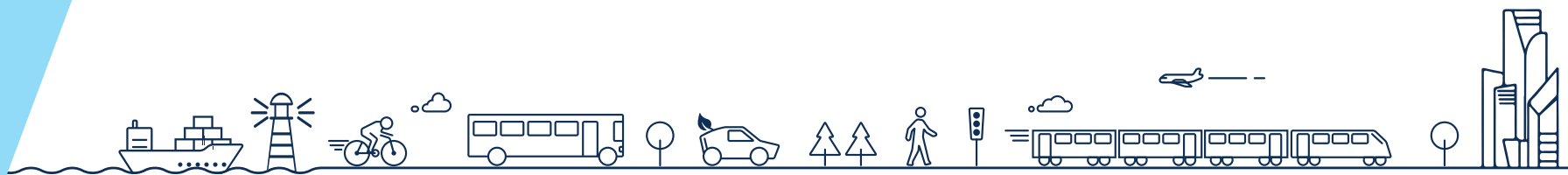
CONTEXT

The Catalogue of Policy Measures Toward Sustainable Mobility (CPM) is extracted from "The Global Roadmap of Action toward Sustainable Mobility" (GRA) that was produced by the Sustainable Mobility for All (SuM4All) partnership and was launched in October 2019. The GRA is first-ever comprehensive attempt by the international transport community to address the "how to" achieve sustainable mobility—by identifying the most relevant and impactful policy measures to achieve sustainable mobility, based on a country's context.

The CPM takes stock of suitable policy measures that have been tried and tested around the world to support the endeavor towards sustainable mobility. The catalogue—which lists 182 policy measures— is the deliberated outcome of a process that spanned more than 18 months, 180 experts and 55 public and private organizations making their knowledge available on the SuM4All platform. The CPM represents the most up-to-date intelligence on policies to achieve any of the four policy goals—universal access (rural, urban and gender), efficiency, safety and green mobility — and is available Online in an interactive tool on the SuM4All website.

Policy measures address a variety of issues and at different levels of engagement. Therefore, the catalogue of policy measures was categorized according to different attributes, such as importance by policy goal, relevance by country group and it is structured by toolboxes and thematic areas.

IMPACT SCORE ON POLICY GOAL

Each policy measure is assigned an impact score by policy goal. The impact of a policy measure can be **zero** (no impact), **1** (some impact), or **2** (high impact). Since policy measures may have an impact on more than one policy goal, the focus shifts to how policy measures can contribute to sustainable mobility broadly, rather than to a single policy goal. Therefore, the full impact score for a policy measure is the sum of scores of that measure on each policy goal. For example, policy number 157 "applying market-based pricing to street parking" is considered **important** for universal urban access and efficiency (rating of 1) and **very important** for green mobility (rating of 2). The values assigned to the impact rating were sourced collectively and reviewed extensively by SuM4All experts from different organizations involved in the process to minimize subjectivity.

Of the 182 policy measures, 21 affect all policy goals while 21 impinge on only one policy goal. The most common outcome of policy measures is their impact on two or three policy goals. Impact scores are distributed across all policy goals, from 62 policy measures that influence gender to 119 measures that have an impact on efficiency (rating of 1 or 2). Each policy goal has about 20 policy measures with a rating of 2 except universal rural access which has 14 policy measure with rating of 2.

COUNTRY-RELEVANCE SCORE

This score describes the policy measure's relevance based on the country groups it belongs to. The score for each country group ranges from **zero** (not relevant) to **two** (very relevant). For example, the policy measure number 95 "Expand the all-season road network" is assigned a score of 2 for the groups of countries that perform poorly on universal rural access (country group D), and a score of zero for country group A.

The country relevance rating accounts for two important aspects:

i.   policy measures are not rated "very important" in countries that already implement the measure successfully, i.e. no additional effort may be required, and
ii. policy measures are not rated "very important" when conditions to make the policy measure effective are not in place, or when the country must focus its resources on more urgent policy measures.

TOOLBOXES

The catalogue of policy measures is categorized in four toolboxes:

Regulatory and Institutional

It comprises plans and strategies for the transport sector, cooperation and coordination across transport stakeholders, regulations (for cross-border transport, transport services, vehicles and vehicle use, use of data), procurement and contracts, as well as capacity building. 71 policy measures are part of this toolbox.

Engineering and Technology

It includes the design, provision and maintenance of transport infrastructure and transport services, the setting of technical standards, asset construction, and safeguards. 66 policy measures are part of this toolbox.

Economics and Finance

It covers actions such as financing, pricing, taxes and subsidies, innovation policy and cost-effectiveness. 30 policy measures are part of this toolbox.

Communications

It covers stakeholder consultations and public campaigns to influence behavioral change, such as product labeling, and knowledge management. 15 policy measures are part of this toolbox.

THEMATIC AREA

In addition to the four toolboxes, a second level of classification by thematic areas was created. A total of 22 thematic areas were defined, 8 for regulatory and institutional toolbox, 6 for the engineering and technology toolbox, 5 for the economics and finance toolbox, and 3 for the communications toolbox (see annex).

THE CATALOGUE OF POLICY MEASURES

The table below presents the Catalog of 182 Policy Measures Toward Sustainable Mobility — each with its impact scores on policy goal and the country relevance group scores. The change of color of the rows (from gray to white) represents a break in thematic area. Thematic areas are presented in the Annex.

Policy Number	Policy Measure	Policy Measure Description	Impact on Policy Goal (•• for very important; • for important)						Country-Relevance Group (2 for very relevant; 1 for relevant; 0 for low relevance)			
			Universal Rural Access	Universal Urban Access	Gender	Efficiency	Safety	Green mobility	A: Closest to targets	B: Not close to targets	C: Somewhat far from targets	D: Farthest from targets
1	Develop an Integrated National Transport Plan	Develop and implement an integrated national transport plan to cover the four policy goals, all modes of transport, and passenger and freight traffic.	•	•	•	•	•	•	2	2	2	2
2	Set Targets across Policy Goals	Set clear targets to be achieved in the long term and in the interim for the four policy goals, aligned with an integrated sustainable mobility plan.	•	•	•	•	•	•	1	1	1	1
3	Develop Mobility Plans at the Sub-National Level	Develop a sustainable urban mobility plan and implement strategies at the sub-national level that are consistent with the integrated national sustainable transport plan.	••	••	•	•	•	•	1	2	1	1
4	Plan for a Multi-Tiered Rural Access Approach	Use a multi-tiered and multimodal approach to universal rural access in the integrated national transport plan, supporting both early attainment of universal rural access and further upgrading to higher-access tiers based on affordability and feasibility.	••		•		•		0	1	1	2
5	Plan for Integrated Multimodal Transport Networks	Plan for the optimal location of transport corridors, linear facilities, and hubs from a multimodal network perspective, based on the analysis of freight origins and destinations, including a rail network development plan.				••		•	1	2	1	1

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6	Adopt TOD Principles in Land Use Planning	Adopt integrated land use planning that supports transit-oriented development (TOD), mixed land use and compact city planning, reforming development policies and zoning codes, limiting urban expansion, and incorporating rail network development in urban planning.		••		•	•	•	1	2	1	1
7	Mainstream Gender Aspects in Transport Plans	Mainstream gender into national transport plans to establish and improve the decision-making process on gender-sensitive transport.			••		•		1	1	1	2
8	Address Green and Low Carbon Shipping in Transport Plans	Ensure that the national transport plan addresses low-carbon and green shipping and describes the financial instruments to support it, including incentives and technology support programs.						••	1	1	1	2
9	Embed the Safe System Approach into Transport Planning	Embed the safe system approach to road safety in all aspects of national and sub-national transport planning	•	•				••	2	2	1	1
10	Provide Policy Certainty to Businesses and Investors	Ensure a stable regulatory and policy framework, setting a timeline sustainable mobility targets, to increase the confidence for businesses and financial investors to make long-term decisions.	•	•		•		•	1	2	2	1
11	Coordinate Planning across Government Agencies	Coordinate across agencies to ensure integrated planning and shared responsibility for results across levels of government, jurisdictions, and agencies, including but not limited to the coordination of road safety responsibilities and the coordination of response to extreme weather events.	•	•	•	•	•	•	1	2	1	1
12	Define Roles and Accountabilities across Agencies	Define government roles, responsibilities and accountabilities in the transport sector across the four policy goals, modes of transport, national and sub-national government levels, and passenger and freight transport.	•	•	•	•	•	•	1	1	1	1
13	Establish a Metropolitan Transport Governance	Establish a governance structure and an institutional framework for transport at the metropolitan level.		••		•	•	•	1	2	2	1

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14	Establish Joint Gender Programs Across Agencies	Establish joint programs with ministries and agencies responsible for gender to include transport in their work program.	•	•	••		•		1	1	1	1
15	Remove Non-Tariff Barriers for International Trade	Remove non-tariff barriers for cross-border traffic, including barriers for rail and waterborne transport.	•			••		•	1	2	2	1
16	Implement Single-Window and One-Stop Border Posts	Implement one-stop border posts and a single-window system, i.e., border facilities combining two stops for national border control processing into one, and a single location where international traders can submit documents.				••			1	2	2	1
17	Adopt the Use of E-Documents for International Trade	Adopt the use of electronic documents for international trade.				••			2	2	1	1
18	Accede to and Implement International Conventions	Accede to and implement relevant international agreements and conventions that address one or more policy goals, for example, the TIR Convention, the WTO Trade Facilitation Agreement, or core road safety-related UN legal instruments.				••	•	•	1	2	2	2
19	Adopt Trucking Cabotage Rules	Adopt cabotage rules to optimize trucks' load factors, i.e., allow truck transport between two places in the same country by a transport operator from another country.				••		••	1	2	2	1
20	Implement ICAO's Carbon Emission Scheme	Adopt sector specific emission mitigation approaches such as the Carbon Offset and Reduction Scheme for International Aviation (CORSIA).					•	••	2	2	2	2
21	Implement IMO's Energy Efficiency Framework	Strengthen and implement the International Maritime Organization's energy-efficiency technical and operational framework, including ship design standards, and pollution standards and regulations					•	••	1	1	1	1
22	Adopt a Coherent Competition Policy	Adopt a coherent competition policy for passenger and freight transport based on the principles that competitive markets are central to efficiency and acknowledge that market failures in the transport sector require regulation.	•	•		••		•	2	2	1	1

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23	Regulate Truck Size and Weight Limits	Adopt regulations of truck size and weight limits by transport corridor.				•	••	•	0	1	1	1
24	Regulate Freight Delivery Hours in Urban Areas	Introduce regulations about the hours and areas in which freight delivery in urban areas is allowed to reduce congestion and noise pollution, mindful of the important role of freight delivery for economic activity.		•		•		•	2	1	1	0
25	Establish Maximum Driving Times for Drivers	Establish maximum driving times and minimum rest periods for professional drivers and vehicle operators, for example, road haulage and passenger transport vehicles, or accede to international/regional regulation in this area.			•		••		0	1	2	2
26	Remove Barriers to Intermodal Interoperability	Remove regulatory barriers to improve inter-operator and intermodal interoperability.				••		•	2	2	1	1
27	Review Legal Framework for Women's Security in Transport	Review the national framework for security and safety in public spaces used to access transport, and for in-vehicle protection from harassment.	•	•	••				1	1	1	1
28	Exclude Drivers with a Record of Gender-Based Violence	Set or improve standards on license requirements for taxis and buses to exclude those that have a history or criminal record of violence against women and minorities.			•				0	0	1	1
29	Allow and Regulate Vehicle Sharing and TNCs	Reform regulations to allow and support vehicle sharing programs (cars, bicycles, scooters), transportation networking companies (TNCs), and demand-responsive transport solutions, with a focus on last mile connectivity to high capacity modes, and support vehicle-sharing community networks such as car-sharing fleets within companies and administrations.		••		•	•	•	2	2	1	1
30	Review transport regulations periodically	Promote the periodic review of the regulations to allow the fast-moving mobility solutions to evolve towards a sustainable and inclusive transport system	•	•	•	•	•	•	1	1	1	1

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31	Ensure Legal Certainty Regarding Driver Permits	Adopt standards and compliance regimes for the provision and withholding of driver licenses and permits, including compliance regimes designed to prevent and reduce fatal and serious injury risk.	•	•		•	••		0	1	1	2
32	Define and Enforce Speed Limits	Define and enforce speed limits according to modal mix, road function, and protective qualities of roads.	•	•			••	•	1	1	2	2
33	Define Low Emission Zones in Cities	Define low emission zones (LEZ) in cities, i.e., areas where the most polluting vehicles are regulated through access restrictions, which could be based on vehicle emission standards or vehicle age and enlarge them progressively.		•			•	••	0	1	1	2
34	Limit the Number of Parking Spaces in New Developments	Replace parking minimum requirements with caps (maximum limits) and other policies that support parking management.		•	•			•	1	1	0	0
35	Establish Electric Vehicle Manufacturing Mandates	Establish mandates for manufacturing electric vehicles and gradually increase their supply.		•		•		••	0	0	2	2
36	Limit the Number of New License Plates for Cars	Implement restrictions on vehicle ownership by limiting the number of new license plates issued.		•		•		•	0	1	1	0
37	Limit the Import of Second-Hand Vehicles	Limit the import of second-hand fossil fuel motor vehicles beyond a maximum age, including 2- and 3-wheelers.		•			•	••	2	1	1	1
38	Establish More Stringent Fuel Economy Standards	Establish stricter fuel economy standards and CO2 emission standards for new motor vehicles, as well as stricter fuel specifications, for example, the use of low-sulphur petroleum products.	•	•		•		••	0	1	2	2
39	Set Fuel Quality Requirements and Blending Mandates	Determine fuel quality requirements, for example, the use of low-sulphur petroleum products, and blending mandates to support alternative fuels.		•		•		••	2	2	1	1
40	Require Periodic Vehicle Inspection	Require periodic vehicle inspections to ensure vehicles conform to regulations governing emissions and safety.					••	••	1	1	1	1

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41	Establish Stricter Noise Pollution Standards for Vehicles	Establish stricter noise pollution standards for road transport vehicles.						••	0	0	1	1
42	Define Laws for Key Safety Rules	Define standards and compliance regimes for key safety rules, for example, the use of seat belts and crash helmets for drivers and passengers, child restraints, driving without alcohol or other drugs or fatigue, driving without distraction, restrict the use of mobile phones while driving, considering the needs of women and vulnerable groups.			••		••		1	1	2	2
43	Require New and Used Vehicles to Meet Safety Standards	Require new and used vehicles to meet high quality safety standards, such as the recommended priority UN regulations, global technical regulations, or equivalent recognized national performance requirements.			•		••		2	1	1	0
44	Require Crash Protective Designs in Vehicles	Require new and used vehicles to meet high quality safety standards, such as the recommended priority UN regulations, global technical regulations, or equivalent recognized national performance requirements.			•		••		1	2	2	1
45	Adopt Emission Standards for Aircraft	Adopt the ICAO engine emissions standards and implement the ICAO airport air quality manual to minimize the impact of aviation emissions on local air quality (LAQ).					•	••	2	2	2	2
46	Adopt Noise Management Approaches to Aircraft	Adopt the ICAO balanced approach to aircraft noise management to minimize the number of people affected by significant aircraft noise.					•	••	2	2	2	2
47	Implement Regulations to Prevent Pollution from Ships	Strengthen the design standards and regulations for the prevention of pollution from ships.					•	••	1	1	1	1
48	Adopt Emission Standards for Rail Transport	Adopt emission standards for diesel-powered locomotives and railcars, for example, the non-road mobile machinery by European Commission regulations.					•	••	1	1	1	0

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49	Support Vehicle Connectivity and Smart Charging Regulations	Implement regulations supporting internationally harmonized vehicle-to-everything (V2X) technologies and smart charging solutions, both in terms of hardware and software, to facilitate the growth of e-mobility				•	•	••	2	1	0	0
50	Establish Data Protection Regulations	Establish personal and travel data protection regulations, with processes that handle personal data with the appropriate safeguards and ensure that data are not made available to the public without explicit informed consent.	•	•	•				1	1	1	1
51	Require Service Providers to Report Standardized Data	Establish standardized data reporting requirements for all transport service providers, including transportation network companies (TNC), public transport operators, and bike- or car-share companies.	•	••	•	••	•		2	2	1	0
52	Develop Data Repositories and Data Collection Guidelines	Develop centralized data repositories and establish data collection guidelines at the national and metropolitan levels, and facilitate data access to different stakeholders (academics, private sector, etc.) while stablishing a legislative framework defining the context and purpose of its use.	•	•	•	•	•	•	1	2	2	2
53	Require Use of Data to Support Decision Making	Require using operational data to support decision making and regulatory oversight.	•	•	•	•	•	•	1	1	1	1
54	Prepare Public Procurement Rules and Procedures	Prepare procurement rules and procedures, standard contract documents for infrastructure construction and maintenance, supported by an e-procurement platform, and harmonize those at a regional or international level to foster economies of scale.	••	••		•	•		1	1	2	2
55	Procure Contractors on a Competitive Basis	Procure contractors on a competitive basis, using packaging of batches of projects to attract multiple capable contractors.	••	••		•	•		1	1	2	2
56	Use Public Procurement to Support the Circular Economy	Use circular economy principles in public procurement, by which public authorities purchase transport goods, services and works that contribute to closed energy and material loops, minimizing environmental impact and waste creation.					•	••	1	1	1	1

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57	Use Public Procurement to Support Vehicle Electrification	Encourage transport electrification through the public procurement of electric vehicles, for example electric buses for public transport.						••	1	1	2	2
58	Establish Green Procurement Practices	Establish green procurement practices so that environmental criteria play a role in determining which firm gets a service contract.						••	0	0	1	2
59	Integrate Gender in Public Procurement and PPPs	Integrate gender in bidding documents for standard public procurement and public-private partnerships (PPPs) by requesting bidders to demonstrate gender experience, by setting gender-specific targets for women's employment and entrepreneurship, for example, quotas for contracts to be awarded to women-owned and managed businesses.	•	•	••				2	2	1	1
60	Establish a Pool of Technical and Financial Experts	Establish a pool of independent experts capable to undertake technical and financial audits of projects.	•	•			•		1	1	2	2
61	Identify and Empower Sustainable Mobility Champions	Identify and Empower Country Champions to Help Move Forward the Sustainable Mobility Agenda, for example, ministers and mayors.	•	•	•	•	•	•	1	1	1	1
62	Build Capacity Across Levels of Government	Build national and local capacity across levels of government, jurisdictions, organization, and modes, including providing training and information resources.	•	•	•	•	•	•	0	1	1	2
63	Provide Training for Workforce in Leadership Positions	Provide training for the current and future transport workforce in leadership positions, enabling well-trained staff to drive change toward sustainable mobility.	•	•	•	•	•	•	1	1	1	1
64	Facilitate Capacity Building at the International Level	Facilitate sector specific capacity building at the international level.	•	•	•	•	•	•	2	2	2	2
65	Build Capacity for Local Path and Road Maintenance	Provide capacity building to assist stakeholders to perform their roles in the maintenance of local paths and roads.	••		•		•		1	1	2	2

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66	Train more Women on Skills Needed in Transport	Create incentives for training more women with the skills needed in transport, for example, operating heavy duty vehicles.	•	•	••				1	2	2	1
67	Build Capacity on Gender-Inclusive Accessibility Planning	Build capacity on accessibility planning that includes gender impacts, for example, consider access to centers of interest for women and gendered information on access to jobs and education.	•	•	•				1	1	1	1
68	Ensure Legal Protection for Women in the Workplace	Ensure non-discrimination and enforcement of legal protection of women in workplaces, and the removal of barriers of entry to employment for women in the transport sector.			••				2	2	1	1
69	Include Women in Recruitment and Foster Women's Leadership	Encourage public authorities and service providers to include women in their recruitment processes (gender-neutral job profiling), such as in the maintenance works for rural roads. Foster talent and leadership to create a baseline of decision makers in transport, promoting candidates to positions of power.			••				2	2	1	1
70	Train Security and Transport Staff in Gender Aspects	Train security and transport stakeholders in gendered aspects of transport, especially security.	•	•	••				1	1	2	2
71	Create Mentoring Programs and Professional Networks	Create programs to promote role models, mentoring and networks of transport professionals, including programs targeted to women.	•	•	•	•	•	•	1	1	1	1
72	Establish Technical Standards for Transport Infrastructure	Establish high technical standards for transport infrastructure design, for example, performing climate vulnerability screening, protecting roads against water penetration, and using local materials and resources when feasible.	••	•		•		•	1	1	2	2
73	Harmonize Construction Standards along Corridors	Adopt construction standards so that assets are created using accepted, up-to-date, harmonized standards and regulations, across borders, within regions and along transport corridors.	•			••	•		1	2	2	1

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74	Recruit Qualified Firms for Project Design and Feasibility	Recruit qualified consulting firms for preparing feasibility reports and engineering designs, and supervising civil works.	•	•		•	•		0	1	1	1
75	Ensure Safe Roads Design with Lower Design Speeds	Plan and design safe roads and roadsides for lower speeds, including features that calm traffic, and considering the increasing use of bicycles and pedestrian flows in urban areas.	•	•			••		2	2	2	1
76	Ensure Integration of Public Transport and Bicycles	Ensure physical integration between public transport and bicycles, for example, providing bicycle parking and allowing bicycles in public transport (with limitations because of vehicle size or passenger density).		•		•		•	1	1	1	0
77	Improve Intermodal Connections in Transport Hubs	Improve local access to transport hubs including bus and train stations, ports and airports.	•	••		••	•		1	1	1	0
78	Set Design Standards for Sidewalks and Bicycle Paths	Set high quality design standards for sidewalks and bicycle paths, for example, safe and convenient pedestrian crossing and adequate street lighting, ensuring accessibility to persons with disabilities and considering gender sensitive aspects (for example, dropped kerbs at crossings, size of refuge islands, and timing of traffic signals).		••	••		••	•	1	2	2	2
79	Ensure Transport Project Design Includes Gender Aspects	Include considerations for women and for people with disabilities in transport infrastructure project design and planning.	•	•	••		•		1	1	1	1
80	Set and Implement Climate Change Adaptation Standards	Set climate change adaptation and resilience standards and practices, and integrate them into project design across transport infrastructure, including roads, airports, and seaports.	•	•		•		••	2	2	1	1
81	Set Low-Noise Engineering and Traffic Management Practices	Set traffic management practices to reduce noise pollution, for example, speed limitations, speed humps, traffic lights coordination and roundabouts, and low-noise road engineering and maintenance practices, for example low-noise pavement and noise barriers.	•	•			•	••	2	2	1	1

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82	Modernize Air Traffic Management	Modernize air traffic management to improve aviation safety and efficiency as defined in the ICAO global air navigation plan (GANP) endorsed by the ICAO Assembly.				••	••		2	2	2	2
83	Establish a State Aviation Safety Oversight System	Establish and implement a States safety oversight system in line with the ICAO Global Aviation Safety Plan (GASP) Objectives and to progressively adapt them into more sophisticated means of managing safety					••		2	2	2	2
84	Coordinate New Transport and Telecom Infrastructure	Coordinate among the different civil works necessary for new mobility infrastructure, for instance, road and telecommunication infrastructure, in order to maximize synergies and limit costs				••	•	•	1	1	1	0
85	Build Complete Multimodal Networks	Build complete multimodal networks ensuring optimal network operational availability.				••	•	•	1	2	1	1
86	Build Rail and Maritime Transport Infrastructure	Build infrastructure for energy- and space-efficient modes such as rail and waterborne transport, including high-speed rail for corridors with sufficient demand.	•	•		•	•	••	2	2	1	1
87	Expand Public Transport Infrastructure	Expand the public transport network adjusted to demand requirements, with an emphasis on equitable access and considering the most appropriate modes in each context, including bus, rail, demand-responsive service, cable-propelled transport and ferry transport.	•	••	•	•	•	•	1	1	2	2
88	Prevent the Construction of Urban Expressways	Prevent the development of new urban expressways to avoid the segregation of neighborhoods and to avoid additional car travel.		•				•	1	2	2	1
89	Build Logistics Consolidation Centers	Build logistics consolidation centers and exchange platforms with a focus on multi-modal transport to avoid fragmented supply, production, and distribution chains, fostering private sector participation in investment and operations of logistics hubs.				••		•	2	2	1	1
90	Build Roadside Produce Storage for Farmers	Create simple roadside produce storage facilities to allow farmers to consolidate produce before collection and to reduce losses due to perishability.	••				•		0	0	1	2

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91	Invest in Quality Aviation Infrastructure	Invest in the modernization and expansion of quality aviation infrastructure as defined in the ICAO GANP endorsed by the ICAO Assembly.				•	•		2	2	2	2
92	Develop Infrastructure for Road Transport Electrification	Develop infrastructure for road transport electrification, such as charging stations, electric road systems, including electricity and hydrogen power for trucks, cars, buses, etc.		•		•		••	0	1	1	2
93	Invest in Port Electrification	Invest in infrastructure for port electrification, such as electric charging facilities in ports and hybrid and electric ships.				•		••	0	0	1	2
94	Invest in Railway Electrification	Invest in railway electrification, battery-hybrid trains, biogas or hydrogen-powered trains, to reduce the dependence on diesel fuel, increase energy efficiency, and reduce noise and vibrations.						•	0	0	2	2
95	Expand the All-Season Road Network	Expand the density of the all-season road network in rural areas.	••		•	•			0	1	2	2
96	Improve First and Last Mile Access Infrastructure	Evaluate and improve first and last mile access to major transport services in urban and rural areas.	•	•	•		•		1	1	1	1
97	Expand the Network of Bicycle Lanes	Build quality and safe infrastructure for cycling, with a focus on protected bicycle lanes.		•		••	•		1	1	1	0
98	Repurpose Road Space to Allow Access for All Modes	Repurpose existing road space with complete street designs accommodating diverse users and uses, with access for all modes, particularly pedestrians and cyclists and their access to public transport stations.		•	•	•	••	•	2	2	1	1
99	Invest in Sustainable Fuel Storage for Ships	Invest in facilities for the production and storage of sustainable alternative fuel for ships.					•	••	0	0	1	2
100	Ensure an Optimal Level of Vehicle Availability and Use	Ensure an optimal level of vehicle availability and use, for example, adapt bus or train capacity to activity and load factor, invest in buses and rolling stock to reduce public transport crowding.		•		••			1	1	1	1

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101	Modernize Railway Infrastructure	Modernize rail infrastructure by investing in lightweight rail vehicle components, electronic brakes, aerodynamic shape of rolling stock, and energy consumption metering system, with the aim of improving energy efficiency.						•	1	1	1	1
102	Improve the Quality and Safety of Public Transport	Improve the quality and safety standards of public and private as well as formal and informal public transport operations, such as service frequency, reliability, cleanliness, and safe driving practices, and implement bus lanes and other bus priority measures.	•	••	•		•	•	0	1	2	2
103	Provide Effective Car and Bicycle Sharing Systems	Provide effective shared car and bicycle-sharing systems as an alternative to vehicle ownership.		••	•			•	2	2	1	0
104	Ensure Access to Transport Services in Underserved Areas	Ensure complete transport services by extending services to underserved areas and populations.	••	••	•		•		1	2	2	1
105	Prioritize Pedestrians and Cyclists in Traffic Management	Adopt traffic management strategies that prioritize pedestrians and cyclists.		•			••		1	1	2	2
106	Support Truck Platooning Strategies	Support truck-platooning strategies based on trucks equipped with state-of-the-art driving support systems closely following each other.				•		••	0	1	1	2
107	Provide Eco-Driving Training for Truck Drivers	Provide eco-driving training for truck drivers, including driving practices that can reduce fuel consumption without increasing travel time.				•		••	1	1	1	1
108	Develop Online Platforms for Rural Transport Services	Introduce online platforms to create marketplaces linking rural transport service users with service providers for freight and passenger services.	••			•			2	2	1	1
109	Implement ITS Solutions for Providing Transport Information	Implement online platforms and other ITS solutions for providing information on traffic, routes, and transport mode options for both passengers and freight transport	•	••		•	•	•	1	2	2	1

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110	Conduct Accessibility Evaluation and Mapping	Develop tools for measuring the accessibility of different locations and evaluation how various transport and land use changes will affect accessibility for various groups and activities, with a special attention to access for disadvantaged groups.	•	••	•	•			1	1	1	1
111	Implement Mobility as a Service Packages	Implement government-coordinated mobility as a service (MaaS) packages combining different services and platforms for transport users to review travel options, changing the focus from providing a specific service on one mode of transport to mobility solutions that are consumed as a service.		••		•			2	1	1	0
112	Introduce Pedestrian and Bicycle Means of Delivery	Introduce pedestrian and bicycle-friendly means of delivery.		•				•	1	1	1	0
113	Adopt Best Practices for Train Driving and Timetabling	Adopt train driving and timetabling practices, such as eco-driving, automatic train operations, driver advisory systems, synchronization of acceleration and braking, and adapting train capacity to activity, to optimize energy consumption.						•	1	1	1	1
114	Implement Railway Electrical Smart Grids	Implement railway electrical smart grids, with cooperation between railway grid and electricity grid managers, for example, by coupling storage facilities with renewable energy, using or storing recovered energy from braking trains, and reducing energy losses in catenary.						•	1	1	1	1
115	Invest in Rail Sector Digitalization	Invest in the digitalization of the rail sector, which includes implementing advanced forms of signaling systems, improvement of train localization, adoption of autonomous trains, optimization of braking curves, inclusion of solutions for cybersecurity, and use of 5G to support the future applications of the railway system				••			2	1	1	0
116	Integrate New Mobility Solutions to Existing Transport	Support the complementarity of new shared solutions such as car-sharing, electric vehicles rentals and autonomous vehicles with existing public transport networks, for instance by supporting new solutions to direct traffic to public transport stations or as a replacement after operating hours.	•	••		•		•	1	2	2	1

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117	Adopt Building Back Better Principle for Reconstruction	Adopt a building back better principle, i.e. rebuilding work after disasters and conflicts to be conducted with a decentralized participatory approach for a more cost-effective and sustainable recovery of transport systems.				•		•	1	1	1	1
118	Map the Full Extension of the Road Network	Map the full extension of the road network and maintain the data updated, including road quality attributes.	••			•			0	1	1	2
119	Identify Risks and Vulnerabilities to Extreme Weather Events	Conduct risk appraisal and impact quantification of failures and disruptions due to extreme weather events, identifying the most vulnerable transport links.	•			••		•	1	2	2	1
120	Monitor Weather Events and Develop Warning Systems	Conduct real-time monitoring of extreme weather events, developing plans to take immediate actions to mitigate damage with early warnings.	•			•	•	•	1	1	1	0
121	Deploy Road Safety Cameras	Deploy road safety cameras to monitor the condition on the road and enforce traffic violations.		•			••		1	2	2	1
122	Promote Driver Assistance Technologies	Promote the adoption of driver assistance technologies to prevent road crashes.					••		2	1	1	0
123	Ensure Adequate Post-Crash Intervention	Ensure adequate post-crash intervention through efficient emergency notification, fast transport of qualified medical personnel, correct diagnosis at the scene, stabilization of the patient, prompt transport to point of treatment, quality emergency room and trauma care, and extensive rehabilitation services.	•	•			••		1	2	2	2
124	Support Data Sharing Programs and Platforms	Establish a framework and promote data sharing programs and platforms across different sectors to exchange data relevant for transport policy, such as data collaboratives models including the public and private sector.	•	•	•	•	•	•	1	1	1	0
125	Provide Incentives to Increase Car Occupancy	Provide incentives to increase private vehicle occupancy, for example, high occupancy vehicle (HOV) lanes.		•		•		••	0	1	1	2

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126	Provide Sustainable Alternatives for Commuting Trips	Encourage initiatives that provide sustainable mobility options for employees, such as employer-sponsored transport programs, carpooling schemes, and public transport commuter benefits.		•	•	•		•	1	1	0	0
127	Implement Telecommuting Policies	Implement policies that allow flexible work schedules and telecommuting, i.e., working from home schemes, to avoid non-essential trips.		•		•	•	•	2	1	1	0
128	Support Freight Parcel Standardization and Containerization	Support corporate initiatives to standardize freight parcels and promote containerization, facilitating intermodal integration.				•		•	2	2	1	1
129	Develop Vehicle Rental Platforms for Different Types of Use	Provide effective shared car and bicycle-sharing systems as an alternative to vehicle ownership. Promote the use of vehicles adapted to daily needs (i.e. small battery electric vehicles [BEVs] for daily trips) and offer alternatives renting solutions for exceptional journeys (i.e range-extender or large BEVs holidays).		•		••		••	1	1	1	0
130	Develop Asset Management Standards and Plans	Develop asset management standards and plans to preserve, maintain, and manage transport infrastructure and their systems over their life cycle.	•	•		••	•		1	2	2	1
131	Establish Approaches to Feeder Road Asset Management	Establish reliable approaches to asset management of feeder roads, with communities performing routine maintenance in rural paths and roads, where feasible, and contractors performing periodic maintenance, based on reliability, availability, maintainability, and safety (RAMS) approach	••			•	•		0	1	2	2
132	Set Up Audits for Construction Design and Safety	Set up independent audits of asset management industries and of construction design and safety to ensure the quality of assets.	•	•		••			1	1	1	1
133	Audit the Usability and Safety of Public Transport for Women	Conduct systematic participatory audits to ensure that public transport infrastructure remain usable, safe and secure for women.			••		•		0	1	1	1

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134	Ensure Women are not Marginalized during Resettlements	Ensure that women and their centers of interest are not marginalized in resettled because of transport projects.			••				1	1	1	1
135	Ensure Project-Induced Resettlement is Conducted Fairly	Ensure that project-induced displacements are economically justified and handled with fair and dignified treatment of those affected, ensuring that safeguards are in place.	•	•	•				1	1	2	2
136	Comply with Gender-Based Violence Prevention Practices	Require contractors to commit to an agreed code of conduct that should be applied to employees and sub-contractors, ensuring compliance with gender-based-violence prevention and response practices.	•		••				0	1	1	2
137	Mitigate the impact of transport on ecosystems and biodiversity	Manage potentially adverse environmental impacts of transport projects on ecosystems and biodiversity.			••				1	1	1	1
138	Evaluate Long Run Transport Infrastructure Needs	Evaluate long-run infrastructure finance needs including the existing backlog of deferred maintenance (i.e., infrastructure gap).				••	•		1	2	2	1
139	Use a Robust Framework for Project Prioritization	Use a robust investment evaluation framework to prioritize the allocation of public infrastructure funding to infrastructure projects and associated services.	•	•		••	•		1	2	2	1
140	Establish Selection Criteria for Feeder Roads Projects	Establish a set of selection criteria for feeder road projects and disseminate these widely among rural communities with a view to attracting their participation in the process.	••		•	•			0	0	1	2
141	Establish Performance Monitoring and Evaluation Schemes	Establish performance and result monitoring and evaluation schemes to inform the regular adjustment for projects, policies and programs, for example, the evaluation of road safety interventions and their institutional delivery.	•	•	•	•	•	•	1	1	1	1
142	Conduct Impact Evaluation Studies	Conduct impact evaluation studies to improve the evidence base available to policymakers, considering the impact of transport infrastructure projects on economic growth and employment, and considering differentiated impacts on women.	•	•	•	•	•	•	1	1	1	1

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143	Implement transport projects on time and on budget	Ensure that transport projects are delivered on time and on budget according to project planning with realistic risk and cost assessments.				•			1	1	1	2
144	Require Projects to Meet Cost-Effectiveness Thresholds	Require transport projects to meet an economic viability threshold based on a cost-benefit analysis and estimate the economic internal rate of return (EIRR), reflecting least-cost planning principles	•	•		••			1	2	2	2
145	Allocate Funding for Transport Safety Interventions	Allocate funding and other resources for safety interventions on a sustainable basis, using a rational evaluation and programming framework.					••		2	2	2	2
146	Implement an International Taxonomy for Green Investments	Develop an internationally recognized taxonomy for sustainable and green investments and attach fiscal and regulatory incentives (e.g. reduced solvability ratios) to these investments						••	2	2	1	1
147	Enable Municipal Revenue through Tax and Bonds	Enable city-level revenue generation, such as taxation and bonds, for transport projects to be funded locally, especially in medium and large cities.		••		•			1	2	1	0
148	Apply Innovative Solutions Financing for Asset Creation	Apply sustainable and innovative financing schemes for asset creation, including new financing mechanisms, new fund management techniques, and new institutional arrangements.	•	•		••			1	1	1	0
149	Set User Fees to Support Transport Infrastructure Funding	Adopt transport user fees to help fund transport infrastructure and allow for return on investment, for example, toll roads.	•	•		••	•		2	2	1	1
150	Mobilize Public and Private Capital for Transport Finance	Mobilize public and private capital for transport finance, using PPPs to improve sector efficiency when appropriate, and help bridge the transport infrastructure gap.	•	•		••	•		2	2	2	1
151	Use Land Value Capture Schemes	Use land value capture schemes to increase funding for urban transport systems, capturing the increase in property value around new transport infrastructure development.		••		•			2	1	0	0

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152	Prioritize Financial Products for Sustainable Investment	Reinforce blended finance models both for local multi-stakeholders' projects and large projects requiring the collaboration of several IFIs and private actors. Ensure their promotion towards both public and private actors including financial institutions.				•		•	1	1	1	1
153	Support Sustainable Mobility Impact Funds	Define regulatory frameworks to facilitate the creation of impact funds targeting sustainable mobility including small scale projects led by start-ups or NGOs. Support existing funds.				•		•	1	1	1	1
154	Implement Fuel Taxes and Phase Out Fuel Subsidies	Implement and increase fuel taxes while phasing out fossil fuel subsidies to offset the social cost of greenhouse gas emissions and air pollution.		•		•		••	1	2	2	1
155	Use Congestion Charging or Pay-as-You-Drive Schemes	Use congestion charging or pay-as-you-drive schemes to charge for the congestion costs imposed by personal motorized vehicle use, with rates that increase under urban-peak conditions to reduce traffic congestions.		••		•		•	2	1	0	0
156	Implement or Increase Vehicle Registration Fees	Implement or increase vehicle registration fees to support road maintenance funding, reducing the incentives for purchasing a vehicle.		•		•	•	•	1	1	1	2
157	Apply Market-Based Parking Pricing	Apply market-based pricing schemes to on-street and off-street parking, such as variable pricing based on demand.		•		•		••	1	2	1	1
158	Promote Green Port Fees	Promote green port fees, charging lower fees to ships that are less polluting.				•		••	1	1	2	2
159	Provide Financial Incentives to Reduce Environmental Impact	Provide financial incentives, for example subsidies, tax credits, or low tax rates to reduce the environmental impact of transport, including financial incentives for cleaner vehicles, cleaner fuels, old vehicle abatements, and the circular economy.		•		•		••	1	2	2	1
160	Make Public Transport Fares Affordable for the Poor	Make public transport fares affordable for the poor using means testes approaches to ensure cost-recovering mechanisms.	•	••	•	•	•	•	1	2	2	2

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161	Ensure Integrated Fare Payment across All Modes	Develop integrated fare payment systems across all modes of public transport, parking and road charges.	•	•	•		•		1	2	1	1
162	Provide Education Programs for Innovation	Provide neutral trainings and educational programs to develop up-to-date skills, increase awareness of the latest innovations and support innovation in transport, relying on close cooperation with companies to develop curriculums.			•	•			1	1	1	1
163	Support Innovation through Regulatory Incentives	Develop a framework at national and sub-national level enabling public-private cooperation to design policies such as targets, regulations supporting technical and business innovation and its diffusion				••		•	1	2	1	1
164	Provide Financial Incentives to R&D and Innovative Products	Provide subsidies or tax credits to encourage research and development and the supply of innovative products or services.				•	•	•	2	1	1	1
165	Support R&D to Reduce Environmental Impacts	Support systematic research and development for technologies that reduce the environmental damage from transport through joint industry and government research, for example, research to optimize the life cycle of batteries for vehicle electrification, alternative fuels (sustainable biofuels, biogas, synthetic fuels, hydrogen) and intelligent transport systems (ITS).	•	•		•		••	1	1	2	2
166	Support R&D to optimize the life cycle of vehicle batteries	Support the research to optimize the life cycle of batteries by improving their lifespan and developing optimal cost-efficient sustainable recycling solutions				••		••	2	1	0	0
167	Develop a Demand-driven Research Framework	Develop a demand-driven research framework by allowing experimentations at a local level and strong connections with research centers and universities to optimize the R&D process and enable identifying missing technologies				•		•	2	1	0	0
168	Consult with Stakeholders during the Full Project Cycle	Consult extensively with stakeholders during project formulation and establish a framework for continuous consultation during project implementation.	••	••	••				1	1	2	2

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169	Use Participatory Planning Methods	Use participatory planning methods, including creation of a website, to help communities propose interventions.	•	•	•	•	•	•	1	2	2	1
170	Ensure Women's Participation in Consultation Processes	Ensure that voices of women are upheld during pre- and post-project consultation.	•		••		•		1	2	2	2
171	Promote Public Discussion on New Mobility Solutions	Promote public discussion with civil society about new mobility solutions to generate new ideas, innovations and tools.	•	•	•	•	•	•	1	1	0	0
172	Ensure Neutrality on Technology related communication	Ensure neutrality and transparency on technology related communication, taking into account the whole life-cycle of technologies when making technology decisions, using for instance LCA (Life Cycle Analysis) methodologies.	•	•				•	1	1	0	0
173	Implement Awareness and Behavior Change Strategies	Implement awareness and behavior change (ABC) strategies to help shift attitudes towards sustainable modes, for example, public transport, walking and cycling, complementing other engineering, legal or economic measures.	•	•	•		•	•	2	1	1	1
174	Label Products According to Environmental Performance	Label products and services according to their environmental performance, this includes adopting fuel economy labels clearly displayed on all cars and light trucks for sale, green freight labelling schemes for logistics service providers and eco-rating schemes that allow shippers to choose green freight practices, and labeling products based on their embedded energy use.				•		••	0	1	2	2
175	Run Campaigns to Attract Women to Transport Professions	Develop public awareness campaigns to attract women to transport sector professions by promoting that they can be as good (and sometimes better) at traditional male jobs.			••				1	2	1	1
176	Implement Anti-Harassment Campaigns in Public Transport	Implement anti-harassment awareness campaigns in public transport spaces.	•	••	••				1	1	2	2

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177	Raise Road Safety Awareness	Ensure sustained communication of road safety as a core business for government and society, emphasize the shared responsibility for the delivery of road safety interventions, and raise awareness about the dangers of speeding.	•	•			••		2	2	2	1
178	Make Information Publicly Available on Projects and Policies	Make information accessible to increase the public support to transport policies and projects.	•	•		•	•		1	2	1	1
179	Foster a Security Culture in Public Transport	Foster a security culture to improve efficiency and attractiveness of public transport, based on the psychological elements that make passengers feel secure while using buses, trains, and other modes of public transport.		•	•		•		1	1	1	1
180	Increase Awareness about the Real Cost of Mobility	Insert the topics of sustainable mobility into formal and informal education in order to increase population's awareness of the challenges of mobility (including externalities) and raise the willingness to pay and use efficient, safe and green transport services.				•		••	2	2	1	1
181	Share Knowledge on Successes and Best Practices	Share successes and best practices with other agencies at the local, national and international level, based on a well-designed knowledge transfer framework.	•	•	•	•	•	•	1	1	1	1
182	Inform Users about New Sustainable Solutions	Promote physical and online information centers aiming to reinforce the demand for sustainable mobility products and facilitate the understanding of new technologies.	•	•				•	1	1	1	1

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ANNEX

LIST OF THEMATIC AREAS

Toolbox	Policy Number	Thematic Area
Regulatory and Institutional	1-10	Plans and Strategies
	11-14	Institutional Design, Cooperation, and Coordination
	15-21	International Agreements and Regulations
	22-30	Regulations for Transport Services
	31-49	Regulations for Vehicles and Vehicle Use
	50-53	Regulations for Data Collection, Data Sharing and Data Use
	54-60	Procurement and Contracts
	61-71	Capacity Building and Human Resource Development
Engineering and Technology	72-84	Technical Standards
	85-101	Asset Construction
	102-116	Design and deployment of Transport Services
	117-129	Design and deployment of Programs and Initiatives
	130-133	Asset Management
	134-137	Safeguards
Economics and Finance	138-143	Project or Program Cycle
	144-146	Allocation of Public Funds
	147-153	Fiscal and Financial Measures
	154-161	Pricing for Efficiency and Inclusion
	162-167	Innovation Policy and Enhancement
Communications	168-172	Consultation and Public Engagement
	173-180	Promotion Campaigns and Public Awareness
	181-182	Knowledge Management and Dissemination of Best Practices

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