OUR VISION
OUR SHARED VISION

A world where the global mobility system is an important part of the solution to addressing 21st century global challenges

- Climate change
- Poverty reduction
- Economic development and jobs
- Access to social services including education and health
OUR AMBITION

Transforming the global mobility system, across modes

**POLICY GOALS**

**UNIVERSAL ACCESS**
Connect all people, including women, and communities to economic and social opportunities.

**EFFICIENCY**
Optimize its predictability, reliability and cost-effectiveness.

**SAFETY**
Drastically reduce fatalities, injuries, and crashes (SDG Target 3.6)

**GREEN**
Abate the environmental footprint of mobility (GHG emissions, noise and air pollution)
OUR GOALS

A sustainable mobility system

ASPIRATIONAL TARGETS

• 100% access to transport in rural areas
• Rapid transit to resident ratio of 100 km/million
• Females to represent 50% of workforce in transport

• Logistics Performance Index score of 5

• Halve the number of global deaths arising from road traffic crashes
• Reduce by 10 percent the human fatalities in rail and maritime modes
• Achieve zero deaths in commercial passenger aviation.

• Zero transport-related GHG emissions per capita from domestic and international, road, rail, air and maritime transport
• 0% annual exposure to PM 2.5 air pollution from all modes of transport
• Transport related noise levels not exceeding 50db
LLDC PERFORMANCES ON SUSTAINABLE MOBILITY INDICATORS

**EFFICIENCY**

- Logistics Performance Index, 2018
- Source: World Bank

**SAFETY**

- Mortality Caused by Road Traffic Injuries (per 100,000 people), 2016
- Source: WHO

**UNIVERSAL ACCESS: URBAN**

- Rapid Transit to Resident Ratio (km per million), 2017
- Source: ITDP

**GREEN MOBILITY: TRANSPORT GHG EMISSIONS**

- Transport-Related GHG Emissions per capita (tonnes), 2016
- Source: IEA

Lower Income Land Locked Developing Country

Higher Income Land Locked Developing Country
PROJECT APPROACH
WB transport portfolio: $37.55 billion and 180 projects realized in 82 countries -> largest provider of development finance for transport globally

> 22% of all transport-related programs is for enhancing the connectivity and regional integration of LLDCs

Assistance includes:
- corridor projects
- backbone internet connectivity
- intermodal connections, especially at the interface between ports, rail, roads and inland waterways
- asset preservation
- expansion of broadband coverage and border crossing interventions.
VPoA Priority 1: Fundamental Transit Policy Issues
Working closely with the governments of 30 landlocked countries in support of bilateral and regional transit arrangements, border cooperation and joint approaches to standards in order to reduce transaction costs.

VPoA Priority 2: Infrastructure development and maintenance.
34 out of 48 ongoing Transport projects include maintenance, rehabilitation, upgrading or new construction. Also promote developing necessary broadband infrastructure and in promoting national broadband policy.

VPoA Priority 3: International trade and trade facilitation
Support to activities aimed at improving transport corridors and simplifying, streamlining and harmonizing border procedures -> Reducing travel time along corridors

VPoA Priority 4: Regional Integration and cooperation
WBG supports development corridors linking landlocked countries and isolated regions to the global economy through roads, rail and broadband connections.

VPoA Priority 6: Means of implementation
Vital source of financial and technical assistance to LLDCs through low-interest loans, credits and grants.
SYSTEMIC APPROACH
TRANSFORMATION OF THE MOBILITY SYSTEM

Overview of the process

1. The Vision
   Setting the destination

2. The Imperative
   Demonstrate the need for change

3. The Enablers
   How do we want to get there?

4. The Impact
   What would a sustainable mobility system look like?
# CATALOGUE OF MEASURES

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189 policy measures to transform the mobility system

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## REGULATIONS AND INSTITUTIONS (88)

**Examples**
- Traffic laws to enhance safety
- Laws on maximum cargo load
- Accede to implement relevant international agreements and conventions
- Laws to allow bicycles on public transport
- Ratification/enforcement of laws

## INFRASTRUCTURE (54)

**Examples**
- Railway electrification
- Electric car charging stations
- Expansion of all weather road networks
- Increase network of accessible sidewalks and pedestrian crosswalks
- Launch safety camera systems to monitor speed limits of vehicles

## INCENTIVES & PRICING (36)

**Examples**
- Parking fees to reduce congestion
- Zero rating tax on electric/hybrid vehicles
- Adopt incentives to promote biofuel use in transport
- Adopt incentives for travelling using bicycles and walking
- Affordable public transport

## COMMUNICATION (11)

**Examples**
- Gender campaigns to promote equality for women in transport
- Use of participatory planning methods
- Launch awareness campaigns on benefits of sustainable mobility
- Provide information on efficient technologies
- Campaigns to promote zero tolerance of sexual assault on public transport

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*These enablers are exclusively policy oriented. Enablers for corporate action and public-private collaboration will be updated after the consultation stage of GRA*
FILTERING THE “ENABLERS”

189 POLICY ENABLERS

MOST EFFECTIVE
Maximum positive impact on goals
Minimum negative impact on goals

MOST RELEVANT
According to country group

EXAMPLE MEASURE:
Expansion of rural road network

<table>
<thead>
<tr>
<th>GOAL</th>
<th>IMPACT</th>
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<tbody>
<tr>
<td>🌍️</td>
<td>+</td>
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</tbody>
</table>

TOP 20 ENABLERS FOR EACH COUNTRY GROUP

EXAMPLE MEASURE:
Expansion of rural road network

<table>
<thead>
<tr>
<th>GROUP</th>
<th>RELEVANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>✗</td>
</tr>
<tr>
<td>B</td>
<td>✗</td>
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<tr>
<td>C</td>
<td>✗ ✗</td>
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<tr>
<td>D</td>
<td>✗ ✗</td>
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</tbody>
</table>
WHAT IS DIFFERENT?

Thinking across policy goals by country group

POLICY GOALS

UNIVERSAL ACCESS

EFFICIENCY

SAFETY

GREEN

ACTION PLANS

SUSTAINABLE MOBILITY

ACTION PLAN ADOPTED BY COUNTRY GROUP

GROUP A

GROUP B

GROUP C

GROUP D
TRANSFORMING THE COUNTRY ENGAGEMENT
UNIVERSAL ACCESS  SUSTAINABLE MOBILITY INDICATORS

RURAL ACCESS INDEX

Rural Access Index
Developing Countries, Percentage, 1999–2004

GENDER

Workers in Transport Who Are Female
Developing Countries, Percentage, 2014–2017

Source: Global Roadmap of Action
https://sum4all.org/global-roadmap-action
Source: Global Roadmap of Action
https://sum4all.org/global-roadmap-action
GREEN SUSTAINABLE MOBILITY INDICATORS

AIR POLLUTION

PM 2.5 Air Pollution Annual Exposure
Developing Countries, ug/cu.m, 2016

TRANSPORT RELATED GHG EMISSIONS

Transport-Related GHG Emissions per capita
Developing Countries, tonnes, 2016

Source: Global Roadmap of Action
https://sum4all.org/global-roadmap-action
EFFICIENCY AND SAFETY SUSTAINABLE MOBILITY INDICATORS

EFFICIENCY

SAFETY

Source: Global Roadmap of Action
https://sum4all.org/global-roadmap-action
**World Bank – Transport LLDC portfolio**

**WB supports 30 landlocked countries (out of 32):** lending projects and advisory services

- **a) Africa:** 16 countries - Botswana, Burkina Faso, Burundi, Central African Republic, Chad, Ethiopia, Lesotho, Malawi, Mali, Niger, Rwanda, South Sudan, Swaziland (not supported by WB), Uganda, Zambia, Zimbabwe
- **b) EAP:** 2 countries - Lao, Mongolia
- **c) ECA:** 9 countries - Armenia, Azerbaijan, Kazakhstan, Kyrgyzstan, Macedonia, Moldova, Tajikistan, Turkmenistan (not supported by T&I), Uzbekistan
- **d) LAC:** 2 countries - Bolivia, Paraguay
- **e) SAR:** 3 countries - Afghanistan, Bhutan, Nepal

<table>
<thead>
<tr>
<th>Ongoing lending project</th>
<th>Planned lending projects: 2017-2019</th>
<th>Advisory Services 2017-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>★ 48 active lending projects in 24 LLDCs (75% of all LLDCs)</td>
<td>★ 16 new lending projects in 14 LLDCs</td>
<td>★ 28 Advisory Services and Analytics (ASA) in 20 LLDC</td>
</tr>
<tr>
<td>★ WBG financing: $US10.8 billion - $US 8.9 billion: 38 national projects - $US 1.9 billion: 10 regional projects (3 countries or more)</td>
<td>★ WBG financing: $US1.6 billion - $US 1.2 billion: 11 national projects - $US 400 million: 5 regional projects (3 countries or more)</td>
<td>★ new LLDCs: - Africa: Chad, South Sudan, Zimbabwe - SAR: Bhutan</td>
</tr>
<tr>
<td>★ Support concentrated in 2 regions: - ECA (47%, 8 countries out of 9) - Africa (38%, 12 countries out of 16)</td>
<td>★ Support concentrated in 2 regions - Africa (43%, 7 countries) - ECA (39%, 4 countries)</td>
<td>★ Most of the support in Africa: (15 countries) - SAR: 3 countries (out of 3).</td>
</tr>
<tr>
<td>★ Main areas of support - highways/roads (40%) - telecommunications (20%) - public administration (16%) - railways (10%)</td>
<td>★ Main areas of support - highways/roads (51%) - railways (16%) - telecommunications (14%)</td>
<td>★ Balance of advisory services transport vs ICT - 69% ASA in transport - 31% ASA in ICT</td>
</tr>
</tbody>
</table>

**Largest beneficiaries:**

- **Kazakhstan:** $3.2 billion (2 projects, road corridors)
- **Ethiopia:** $1.4 billion (4 projects, expressways, road sector reform)
- **Azerbaijan:** $1 billion (2 projects, highways, rails)
- **Bolivia:** $0.6 billion (3 projects, roads and airport infrastructure)
- **Afghanistan:** $0.5 billion (4 projects, ICT, rural and urban roads)