

# Template<sup>i</sup> for submitting voluntary commitments to the Batumi Initiative on Green Economy (Nicosia call)

*To be filled in by submitting country/organization*

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1. **Country or organization:** Sweden, Ministry of Infrastructure and Ministry of Finance
2. **Title of the action (referencing in parenthesis the number of the related focus area(s)<sup>ii</sup> that the initiative will contribute to):** Urban Environment Agreements (2, 4, 8)
3. **Description of the action:** The government support municipalities and regions to develop sustainable urban environments by granting co-financing for municipal and regional investments in infrastructure for public transport and cycling and sustainable freight transport.

In order to promote sustainable urban environments and infrastructure, the Swedish Government has commissioned the Swedish Transport Administration to provide support for measures in cities that lead to an increased share of local travel by public transport or bicycle traffic, or to sustainable freight transport solutions. The new infrastructure and measures improve energy-efficiency, reduce greenhouse gas emissions and contribute to achieving the Swedish Environmental Quality Objective *A Good built environment*. They also contribute to Sweden's ambitions for SDG 9 and 11. In particular, the urban environmental grants should advance innovative, high-capacity and resource-efficient solutions for public transport, cycling or freight transport.

Through the urban environment agreements, municipalities and regions can receive up to 50 percent state co-financing for infrastructure for public transport and cycling, but also for freight transport solutions, while the municipality or region undertakes to take other actions in the form of measures that can contribute to an increased share of sustainable transport or increased housing construction. These actions can, for example, consist of the introduction of development plans that enables new housing, parking strategies, municipal transport plans, densification of buildings, increased investments in bicycle and pedestrian traffic.

In June 2022 the Swedish Government decided on a new National plan for transport infrastructure 2022-2033 where 6000 million SEK are allocated for the Urban environment agreements 2022-2027.

4. **Timeframe/milestones for the action, as appropriate:** The new commitment from the government includes allocation of state funds for the period 2022-2027. As stated in the National plan, the Government intend to commission to the Swedish Transport Administration to conduct an evaluation of the action.
5. **Type of action<sup>iii</sup>:** (b) economy and fiscal instruments
6. **Economic sectors<sup>iv</sup>:** cities and transport
7. **Reference instruments and sources, as appropriate:**
8. **Expected co-benefits and impact of the outcome:** The purpose of the Urban environment agreements is to promote sustainable urban environments by providing support that leads to an increased share of passenger transport by public transport or bicycle traffic and/or sustainable freight transport solutions.

Increased share of public transport and travelling by non-motorized transport can reduce the environmental impact and congestion of travel in urban areas and contribute to traffic safety. Increased and safe cycling can also contribute to better public health.

Through the urban environmental agreements, the Swedish Transport Administration and the municipalities cooperate in relation to improvements of innovative and surface-efficient improvements in urban transport systems. Since

both municipalities and the Swedish Transport Administration jointly prioritise between projects, there is an expected high likelihood that cost-effective measures will be selected.

9. **SDGs target(s) that the action may contribute to implement:** 3.6, 9.1, 11.2
10. **Implementation of Environmental Performance Review (EPR) Recommendations, as appropriate:**
11. **Objectively verifiable indicators, as appropriate:**
12. **Partners:**
13. **Contact points:** Ministry of Infrastructure, Anna T Johansson ([anna.t.johansson@regeringskansliet.se](mailto:anna.t.johansson@regeringskansliet.se))  
Ministry of Finance, Mr. Ludvig Lundgren ([ludvig.lundgren@gov.se](mailto:ludvig.lundgren@gov.se))

Additional information on the Nicosia focus of the action:

- **Is the action related to the Nicosia environmental theme I: “Greening the economy in the pan-European region: working towards sustainable infrastructure”?** (YES )
  - *If yes, please indicate below to which “International Good Practice Principles for Sustainable Infrastructure”<sup>v</sup> does the action contribute: 1, 3, 4 and 5*
- **Is the action related to the Nicosia environmental theme II: “Applying principles of circular economy to sustainable tourism”?** (NO)

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<sup>i</sup> Based on the “Pan-European Strategic Framework for Greening the Economy” (ECE/BATUMI.CONF/2016/6, appendix).  
Webpage: <https://unece.org/documents-and-materials>

<sup>ii</sup> Nine integrated focus areas were identified in the Strategic Framework are:

- 1: Improve the measurement and valuation of natural capital;
- 2: Promote the internalization of negative externalities and the sustainable use of natural capital;
- 3: Enhance ecosystems and ecosystem services as part of ecological infrastructure;
- 4: Shift consumer behaviours towards sustainable consumption patterns;
- 5: Develop clean physical capital for sustainable production patterns;
- 6: Promote green and fair trade;
- 7: Increase green and decent jobs, while developing the necessary human capital;
- 8: Improve access to services, healthy living and well-being;
- 9: Promote public participation and education for sustainable development.

<sup>iii</sup> In accordance with the Strategic Framework, the following three types of actions are suggested:

- (a) legal, regulatory and policy instruments;
- (b) economy and fiscal instruments; and
- (c) information, education-based, capacity-building and voluntary instruments.

Countries and organizations should refer to any of these three types, as appropriate and relevant.

<sup>iv</sup> In accordance with the Strategic Framework, the following three clusters of sectors are suggested:

- (a) economy-wide;
- (b) cities; and
- (c) sectors, including: agriculture, forestry and fishing; energy; mining; manufacturing; transport; water; waste; tourism; and housing, buildings and construction.

<sup>v</sup> The “International Good Practice Principles for Sustainable Infrastructure” (as reflected in a subsequent UNEA Resolution UNEP/EA.5/Res.9) set out ten guiding principles that policymakers can follow to help integrate sustainability into infrastructure planning and delivery:

1. Strategic planning;
2. Responsive, resilient, and flexible service provision;
3. Comprehensive lifecycle assessment of sustainability;
4. Avoiding environmental impacts and investing in nature;
5. Resource efficiency and circularity;
6. Equity, inclusiveness, and empowerment;
7. Enhancing economic benefits;
8. Fiscal sustainability and innovative financing;
9. Transparent, inclusive, and participatory decision-making;
10. Evidence-based decision-making.

Web link: <https://www.unep.org/resources/publication/international-good-practice-principles-sustainable-infrastructure>