Sustainable Transport – Moving forward from Rio+20

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The SLoCaT Partnership

Improve the knowledge on sustainable, low carbon transport, help develop better policies and catalyze their implementation


SLoCaT@Rio+20

- Give visibility to sustainable transport through (pre)-events
- To work towards consensus on definition of sustainable transport, indicators, SDG formulation and targets
- Outreach to promote the integration of sustainable transport in the outcome document and promote SDG on sustainable transport
- To organize 15 voluntary commitments on knowledge, capacity, policy and financing

_Bike ride in support of sustainable, low carbon transport._
_June 8 2-12_
Voluntary Commitments at Rio+20

“I look forward to new commitments and initiatives on critical challenges -- from job creation and social protection, to energy, \textit{transportation} and food security.”

– Ban Ki-moon, Secretary General, United Nations

Coordinated by SLoCaT Partnership/ Includes development banks, international organizations, and NGOs/ 15 VCs submitted/ Global, regional, national and urban level/ Covers \textbf{all world regions}, with emphasis on the south/
$175,000,000,000

For more sustainable transport
Post 2015 development agenda and sustainable transport

- Secretary General Ban Ki-Moon
- Post 2020 Climate Change Regime
- Action Agenda 2012 - 2017
- Post 2015 Sustainable Development Framework
- Ad hoc Working Group on the Durban Platform for Enhanced Action

- Post 2015 Sustainable Development Framework
- 26 member High Level Panel on Post 2015 Development Agenda
- UN Task Team on Post 2015 Agenda
- Outcome document: “The Future We Want” (Sustainable Transport)
- 30 Country UNGA Open Working Group on SDGs

- Energy
- Food & Nutrition
- Water
- Oceans
- Transport
- Antartica

- TWG on SG action plan on sustainable transport
- Convening Mechanism Sustainable Transport

“UN Friends Group Sustainable Transport”
Suggestions for SG Action Plan on Sustainable Transport

“Avoid” unnecessary motorized trips by smarter land use and logistics planning;

“Shift” the transport of goods and persons to the most efficient mode;

“Improve” the efficiency of vehicle and fuel technologies used in transportation as well as technologies used to manage transport.

① Improve the visibility of sustainable transport and promote its integration in the wider discussion on sustainable development, including possible SDGs and the post 2015 Agenda on Sustainable Development

② Acknowledge and recognize progress being made in the realization of sustainable transport

① Build a consensus around bold goals on sustainable transport and suggest innovative policy and financing approaches to realize these bold goals.

② Suggest improvements to the institutional arrangements for sustainable transport in the UN system as well as between the UN system and other developmental stakeholders.
Proposed Goal and Initial Targets on Sustainable Transport

“Sustainable transport enables access to goods and services that support equitable development while limiting short and long term adverse consequences for environmental, social and economic services and systems”.

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<td>1</td>
<td>The proportion of the urban and rural poor for whom mobility problems severely restrict access to employment and essential services is halved by 2030 compared to 2010 - <strong>Access/Equity</strong></td>
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<td>Maintain 2010 share of personal trips by public and non-motorized transport for countries currently above 50%, and where this share is currently below 50% achieve at least a 10% gain by 2025 <strong>Access/Equity/Environment</strong></td>
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<td>Support the Decade of Action for Road Safety (2011-20) and its objective to cut traffic-related deaths in half by 2025 <strong>Health/Equity</strong></td>
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<td>Cut the contribution of freight and passenger transport to emissions of harmful air pollutants by half by 2025. <strong>Environment</strong></td>
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<td>5</td>
<td>Cut the fuel use/km of new Light Duty Vehicles by 50% by 2030, compared to 2005 levels <strong>Environment</strong></td>
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<td>6</td>
<td>Ensure global greenhouse gas emissions from passenger and freight transport peak by 2020 and are cut by at least 40% by 2050 compared to 2005 levels. <strong>Environment</strong></td>
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**Scaling up policy and finance**
Case Study China

• Since 2010 largest vehicle market in the world
• Now quota’s on new vehicles in 3 largest cities (suppressed demand of at least 1 million)
• Vehicle industry no longer strategic status in Five Year Plan – now “new energy vehicles”
• 24 million electric (motor) bikes produced annually

• First developing economy with fuel Economy standards
• Largest number of (14) BRTs in operation, more being developed
• Largest number (40+) Public bike schemes
• Largest high-speed rail network (25,000 km by 2015)

China as a model for sustainable transport in developing and emerging economies?