



Partnership on Sustainable
Low Carbon Transport

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

65 Members: International Organizations – Government – Development Banks – NGOs – Private Sector - Academe

African Development Bank (AfDB) * Asian Development Bank (ADB) * Corporación Andina de Fomento (CAF) * Believe Sustainability * Center for Clean Air Policy (CCAP) * Centre for Environment Planning & Technology (CEPT), * Ahmedabad * Center for Science and Environment (CSE) * Center for Sustainable Transport (CTS) Mexico * Center for Transportation and Logistics Studies (PUSTRAL), Gadjah Mada University * Civic Exchange (CE) * Clean Air Initiative for Asian Cities (CAI-Asia) Center * Clean Air Institute (CAI) * German Technical Cooperation (GTZ) * EMBARQ, The WRI Center for Sustainable Transport * Energy Research Center Netherlands (ECN) * Fraunhofer- Institute for Systems and Innovation Research (ISI)* Global Environmental Facility (GEF) * Global Transport Knowledge Partnership (gTKP) * Inter-American Development Bank (IDB) * Interface for Cycling Expertise (I-CE) * International Association for Public Transport (UITP * International Energy Agency (IEA) * International Transport Forum (ITF) * International Union for the Conservation of Nature (IUCN) * International Union of Railways (UIC) * Institute for Global Environmental Strategies (IGES) * Institute of Urban Transport India (IUTI)* Institute for Transport Policy Studies (ITPS) Institute for Transport and Development Policy (ITDP) * Institute for Transport and Development Policy (ITDP) Europe * Institute of Transport Studies (ITS), University of California, Davis * Korean Transport Institute (KOTI) * Ministry of Land Infrastructure Transport and Tourism, Japan * National Center for Transportation Studies (NCTS), Philippines * Rockefeller Foundation * Society of Indian Automotive Manufacturers (SIAM) * Stockholm Environment Institute (SEI) * The Energy and Resources Institute (TERI) * Transport and Environment (T+E) * Transport Research Laboratory (TRL) * United Nations Center for Regional Development (UNCRD) * United Nations Department for Economic and Social Affairs (UN-DESA) * United Nations Environment Program (UNEP) * University College of London, Department of Civil, Environmental and Geomatic Engineering * University of Transport and Communication (UTCC) Hanoi * VEOLIA Transport * World Street * WWF International



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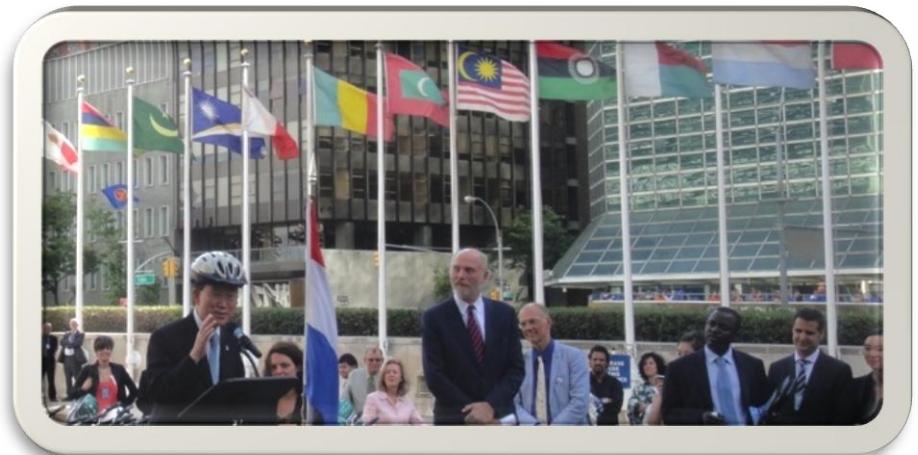
SLoCaT@Rio+20

- 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*



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Voluntary Commitments at Rio+20

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

– Ban Ki-moon, Secretary General,
United Nations



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



\$175,000,000,000

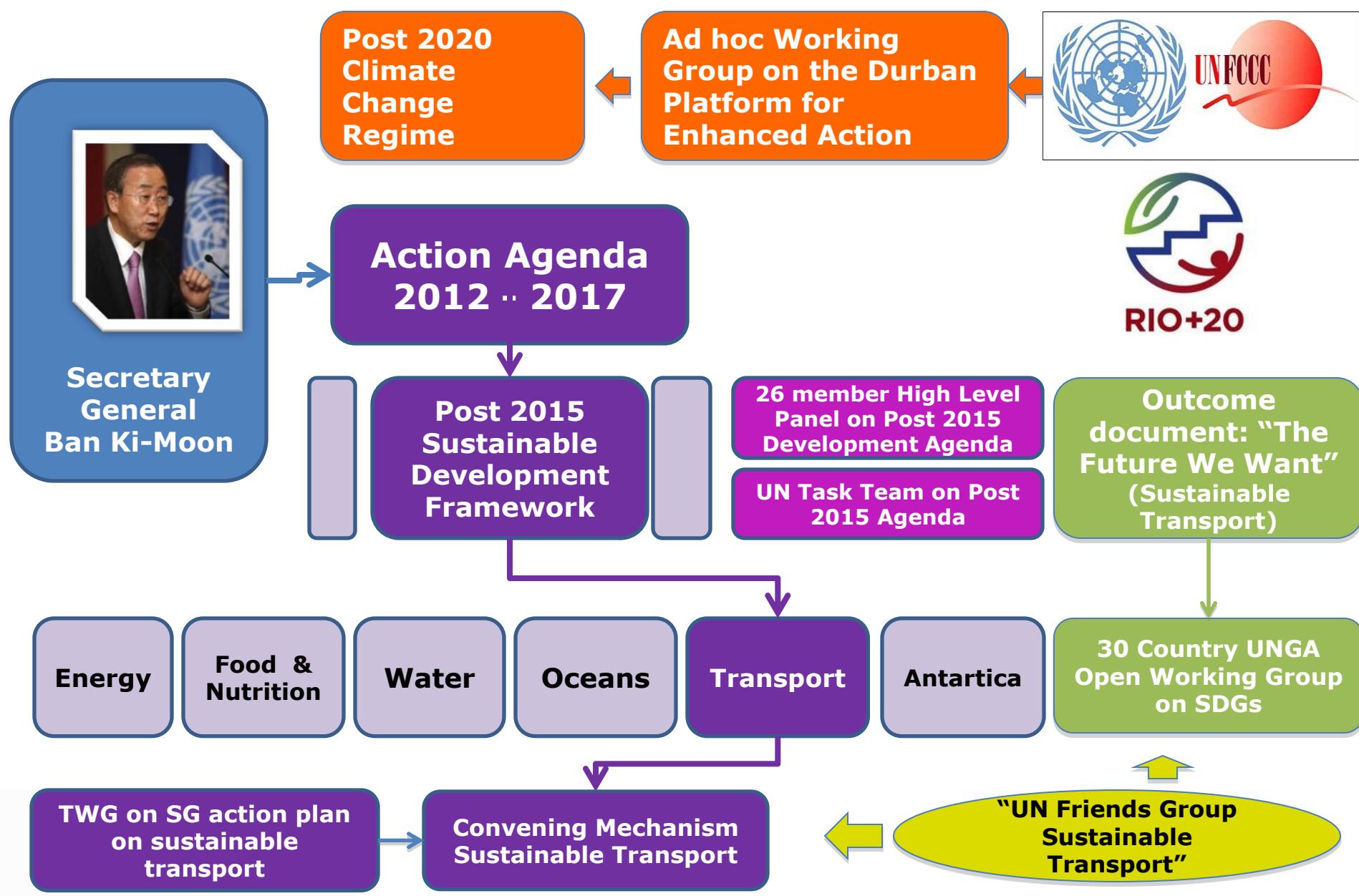
For more sustainable transport



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Post 2015 development agenda and 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”.

- ① 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 - **Access/Equity**
- ② 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 **Access/Equity/Environment**
- ③ Support the Decade of Action for Road Safety (2011-20) and its objective to cut traffic-related deaths in half by 2025 **Health/Equity**
- ④ Cut the contribution of freight and passenger transport to emissions of harmful air pollutants by half by 2025. **Environment**
- ⑤ Cut the fuel use/km of new Light Duty Vehicles by 50% by 2030, compared to 2005 levels **Environment**
- ⑥ 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. **Environment**



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?

