



Transport is the engine of cities



WORLD POPULATION

Source: United Nations Department of Economic and Social Affairs

7b

2011



9.8b

Estimated by 2040



Estimated number of new urban residents by 2030

Source: Foreign Policy

400m

China

(greater than the current population of the United States)



215m

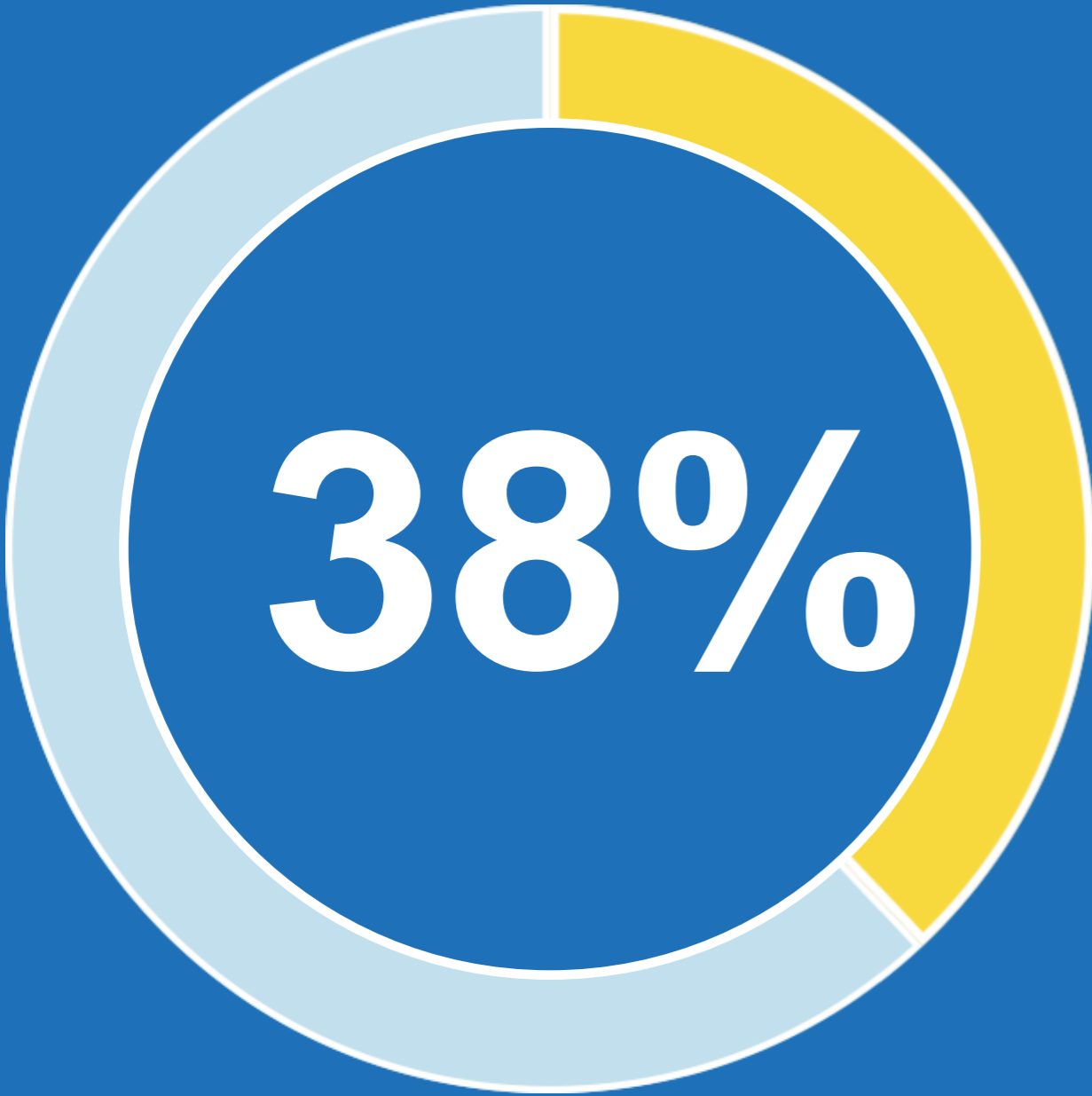
India

(greater than the current population of Brazil)

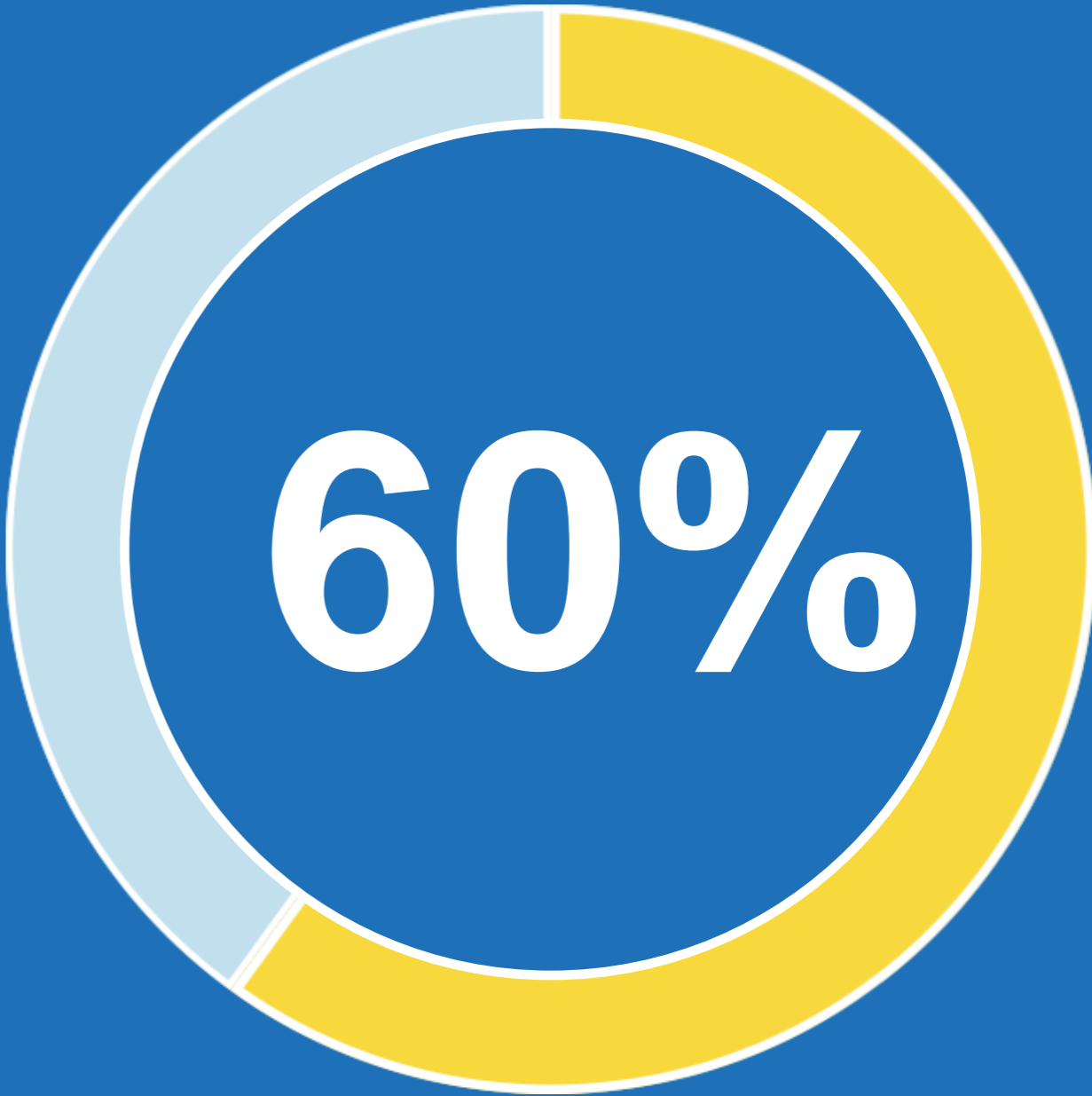


Amount of GDP generated by top 100 cities

Source: McKinsey Global Institute



 2007

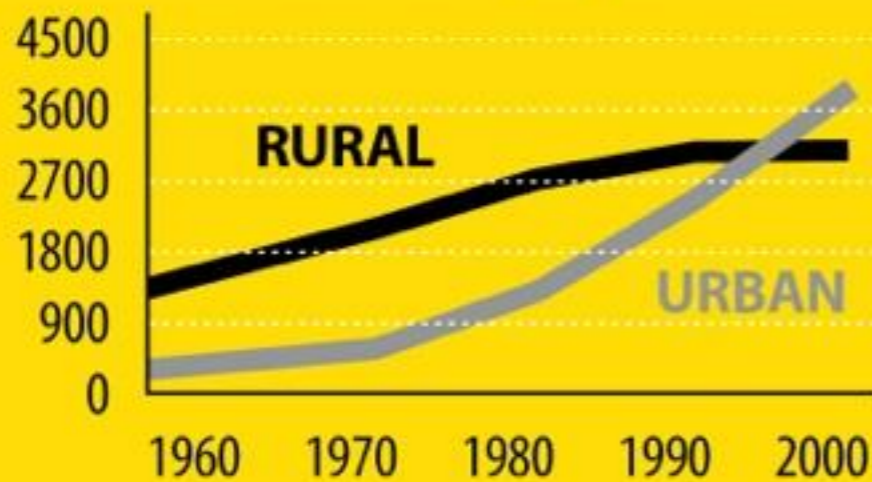


 Estimated by 2025

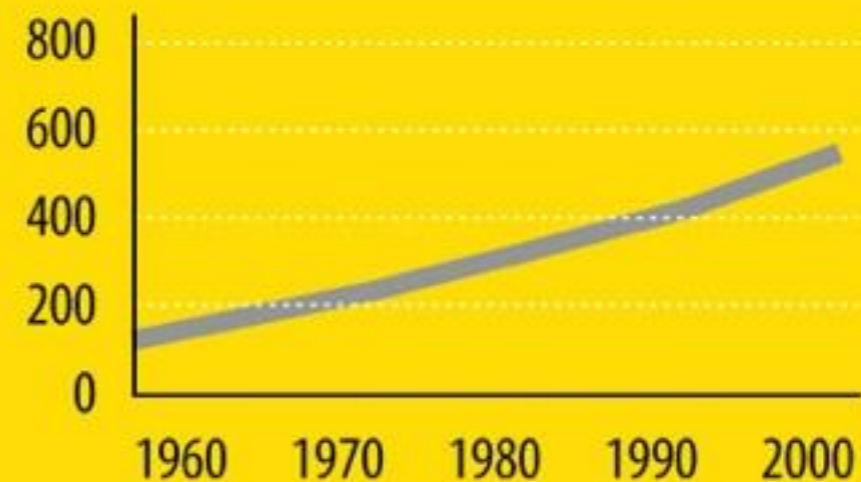
Cars also grow very fast



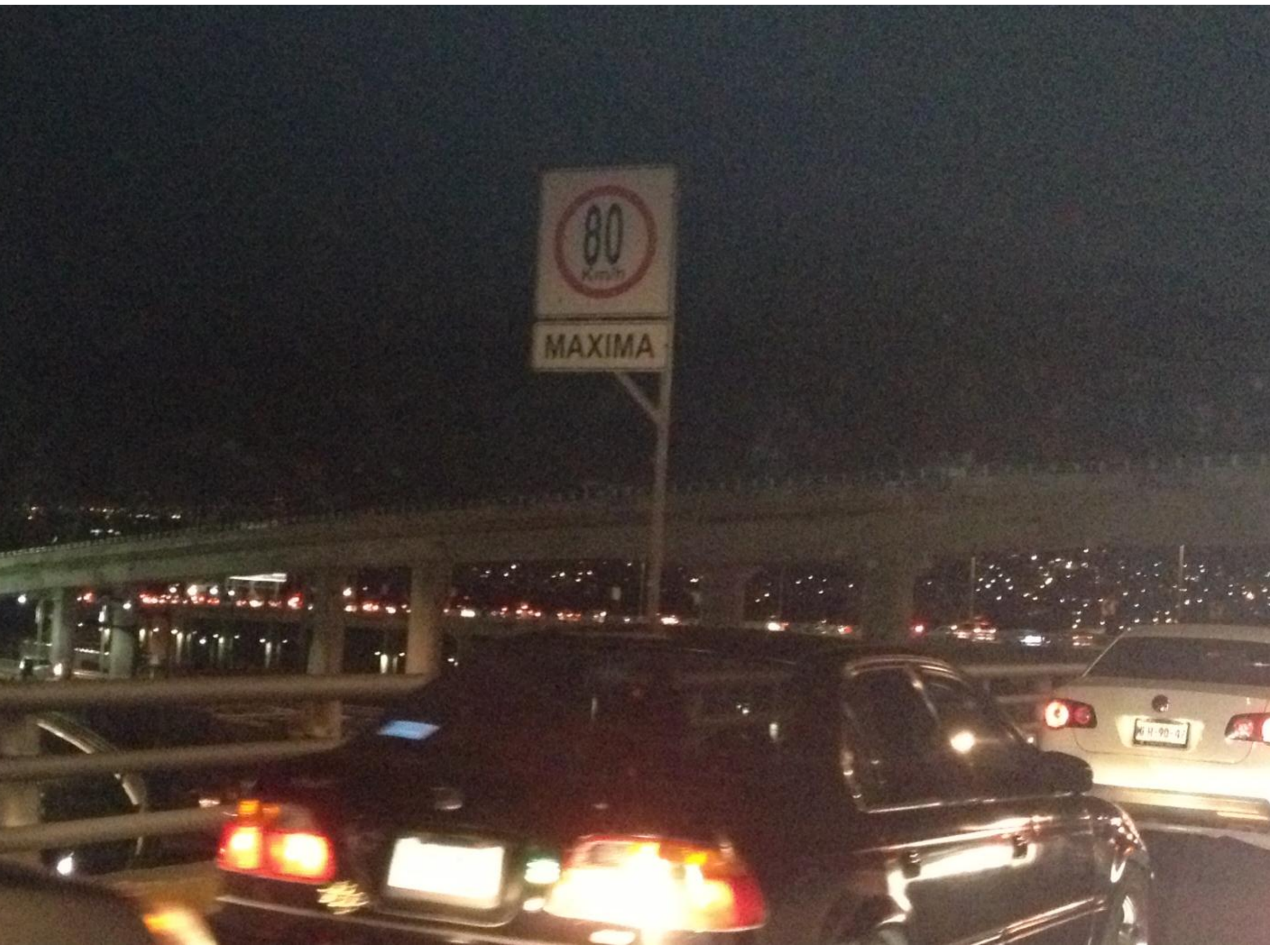
Population of Developing Countries
millions of people



World Car Population
millions of cars



80
km/h
MAXIMA





Transport enables access to...

Jobs
Education
Health Care
Services
Markets

Improves quality of life

Assists to lift people out of poverty

...but, transport also means...



Long commutes



Mobility divide



Air pollution



Lost of public space



If not action is taken on transport, in 15 years...



Traffic Accidents



15 million

people will die in traffic accidents



300 - 750 m

people will be seriously injured




Air pollution



50 million
people will die
prematurely due to
exposure to ambient air
pollution

Transport contribution to climate change



33%
for GHG emissions,
becoming the largest
contributing sector to
climate change



Negative impacts on global economy



**50 trillion
USD**

5% of global GDP 2015-2030 will be lost because of negative impacts of congestions, road crashes, air pollutions and extreme weather events.



Without transport, eradication of urban and rural poverty can not be achieved



Lack of access for goods, services and markets, educations, jobs and economic productivity



Our goals for sustainable transport



The Partnership on Sustainable Low Carbon Transport (SLoCaT)

Universal Access to Clean, Safe, Healthy and Affordable Transport for ALL



SLoCaT Partnership

African Development Bank
Alliance to Save Energy
Asian Development Bank
Believe Sustainability
Corporación Andina de Fomento
Cambridge Systematics
Center for Clean Air Policy
Centre for Environment Planning & Technology Ahmedabad
Center for Science and Environment
Center for Sustainable Transport Mexico
Center for Transportation and Logistics Studies, Gadjah Mada University
China Urban Transport Research Centre
Civic Exchange
Clean Air Asia
Clean Air Institute
CODATU
Dutch Cycling Embassy
Ecofys
EMBARQ, The WRI Center for Sustainable Transport
Energy Research Center Netherlands
European Bank for Reconstruction and Development
European Institute for Sustainable Transport
European Cyclists' Federation
Fia Foundation
Fraunhofer- Institute for Systems and Innovation Research
German Technical Cooperation
Global Environmental Facility
Global Transport Knowledge Partnership
Global Urban Development
HealthBridge
Hong Kong Shanghai Bank
Innovation Center for Energy and Transportation
Inter-American Development Bank
International Association for Public Transport
International Energy Agency
International Road Federation
International Transport Forum
International Union for the Conservation of Nature
International Union of Railways
Institute for Global Environmental Strategies
The Institute for Transport Studies, University of Leeds, UK

The Partnership on Sustainable Low Carbon Transport (SLoCaT) is a multi-stakeholder partnership of over 80 organizations including UN organizations, multilateral and bilateral development organizations, NGOs and foundations, academia and the business Sector which promotes the integration of sustainable transport in global policies on sustainable development and climate change.

Institute of Urban Transport India
Institute for Transport Policy Studies
Institute for Transportation and Development Policy
Institute of Transport Studies, University of California, Davis
Korean Transport Institute
Ministry of Land Infrastructure Transport and Tourism, Japan
Mobility Magazine
National Center for Transportation Studies, Philippines
Rockefeller Foundation
Society of Indian Automotive Manufacturers
Stockholm Environment Institute
Sub-Sahara Africa Transport Policy Program
Tehran Urban and Suburban Railway operation Company
The Energy and Resources Institute
Transport and Environment
Transport Research Laboratory
United Nations Development Program
United Nations Center for Regional Development
United Nations Economic Commission on Latin America and the Caribbean
United Nations Department for Economic and Social Affairs
United Nations Economic Commission for Europe
United Nations Economic and Social Commission for Asia and the Pacific
United Nations Environment Program
United Nations HABITAT
University College of London, Department of Civil, Environmental and Geomatic Engineering
University of Transport and Communication Hanoi
University of Twente-ITC
VEOLIA Transport/Transdev
Victoria Transport Policy Institute
Volvo Research and Education Foundations
World Bank
World Business Council on Sustainable Development
World Health Organization
World Streets
Wuppertal Institute
WWF International



Urban and rural access to sustainable transport

By 2030, increase to 80% of urban and rural population with appropriate access to employment, education, health and community services, through affordable sustainable transport.



An aerial photograph of a city street scene. On the left, there is a lush green park area with many trees. In the center, a wide street is filled with cars and a line of colorful buses. On the right, a large, ornate building with a prominent dome is visible. The overall scene depicts a busy urban environment with green spaces and public transportation.

Urban access to sustainable transport

PROCESS INDICATORS:

- Less than 20% of household income spent in transport.
- No more than 90 minutes in commuting daily
- Access to good quality walking and cycling facilities in 500 m
- Double transit and no motorized ridership

➤ Rural access to sustainable transport

Sustainable access for 1/3 of humanity

PROCESS INDICATORS:

- Proximity and connectivity to all-weather roads
- Access to significant health services is less than 60 minutes
- Access to significant local markets/major shopping facilities is less than 60 minutes

3b
people lives in rural areas.



Connect
remote rural settlements to
provincial centers.



➤ Road Safety: reduction fo road traffic fatalities

By 2030, **reduce the number of global traffic fatalities by 50%**

- Reduce number of people killed on traffic roads crashes to less than 500,000 per year, and serious injuries to less than 5' 000,000 per year.
- Reduce the economic impact of road crashes from the current 3% GDP per year to less than 1% of GDP per year.

1.24m
people die on roads in
2012.



US\$1,000b
estimated economic losses
for traffic deaths and injuries



↗ Air pollution and human health

By 2030, reduce mortality and morbidity from transport-related air pollution.

INDICATORS:

- Reduce urban population exposed to air quality that exceeds WHO standards.
- All cities with more than 1M persons have air quality meeting WHO standards.
- Increase proportion of urban population with access to green and public space in cities.
- Reduce air pollution from passenger and freight vehicles by 70%

3.2m

early deaths in 2010 due to air pollution



2% of GDP

estimated economic losses for air pollution



Greenhouse Gas Emissions

By 2030, **reduce at least 1.6 to 2.5 GtCO₂e** from transportation.

INDICATORS:

- Reduce 50% GHG emissions from the global vehicle fleet, in 2030 for all new vehicles.
- Reduce black carbon emissions from transport by 90%.
- Double public transport ridership and no motorized travel from 2015 levels.
- Ensure that all newly created, as well as most at risk currently existing transport infrastructure and services are climate resilient.

23%

Transport contribution to global GHG emissions



1 billion

vehicles are projected to double or even triple by 2050



Our goal is to make sustainable mobility a reality in cities

Public Policy



Local Action

An aerial photograph of a city roundabout. In the center is a statue on a pedestal. Several blue buses are driving around the roundabout. In the background, there are several tall buildings and a large commercial building with a sign that says "GRAND LOTUS".

Approach to change



AS

➤ Avoid

Avoiding long motorized trips through the integration of land use and transport planning

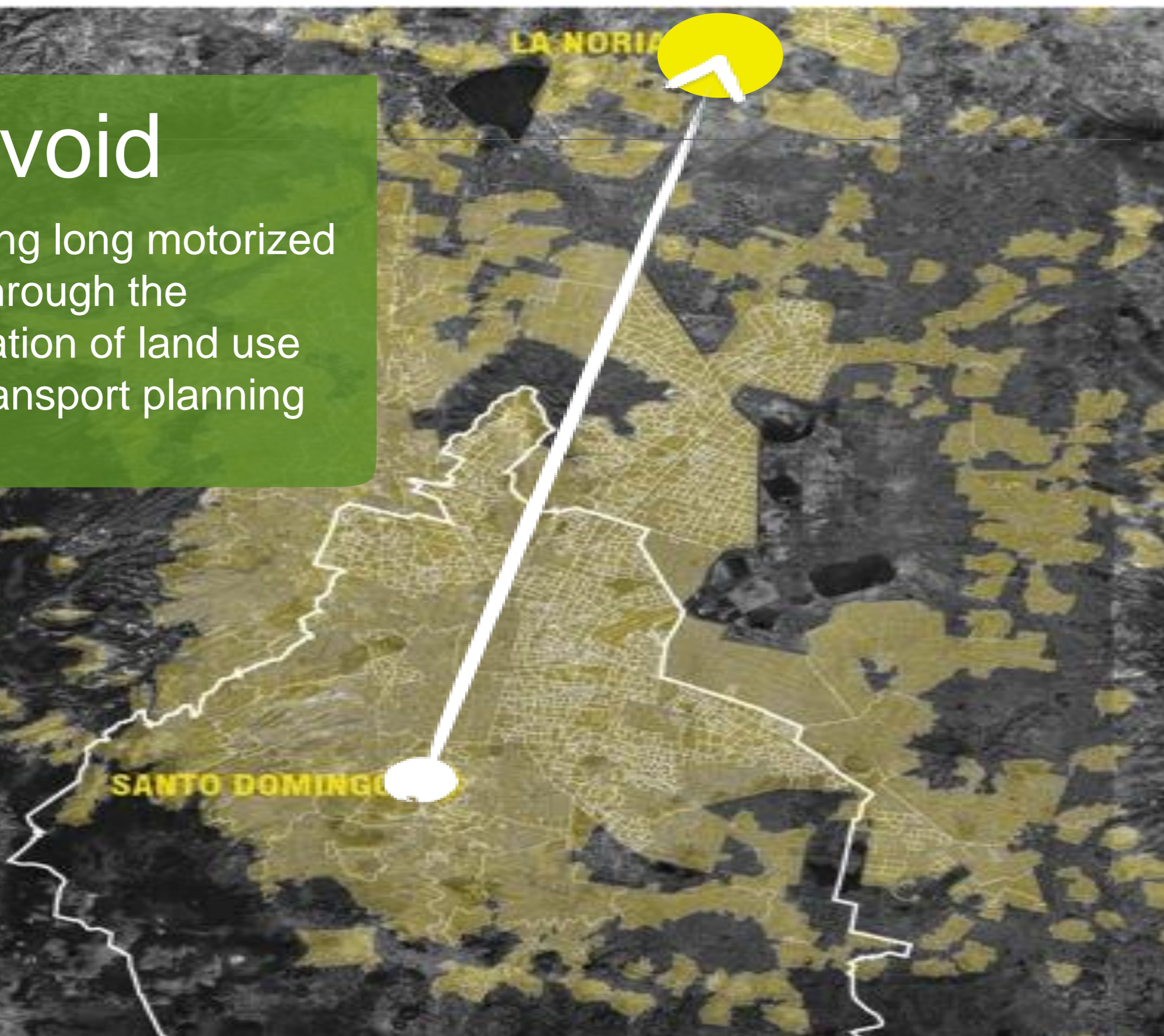




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Access

- 📄 New Urban Areas need infrastructure conditions to develop sustainable transport :
- 📄 Planning and reserving right of way for major roads and major urban equipment
- 📄 Creating conditions and incentives for minimum densities
- 📄 Requirement to build complete streets, with provisions for transit network
- ✓ Built Urban Areas need programs to be renewed and better connected



Shift

Shifting to more environmentally friendly modes such as public transport and non-motorized transport.



Shift

- Reallocation of current and planned funding for the development of transport infrastructure and services
- Develop national sustainable transport financing facilities
- Capacity building on sustainable transport
- Address social and political problems problems related with the modernization of transit systems more effectively.
- Improve science, data and awareness about the impact of car oriented policies






Improve

Improving vehicle and fuel technology to all modes of transport increasing environmental efficiency from each kilometer traveled.



Improve

 Adopt low carbon, low emissions transport technologies and policies for fuels and vehicles

 Adopt policies to reduce the circulation of high emission vehicles.

Thanks

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