

**United Nations Open Working Group on Sustainable  
Development goals  
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# Sustainable Development Goals for Transport

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## Integrate Sustainable Transport in Global Policies on Sustainable Development and Climate Change

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

African Development Bank (AfDB) \*African Transport Policy Program (SSATP) \*Alliance to Save Energy \*Asian Development Bank (ADB) \*Believe Sustainability \*CAF-Development Bank of Latin America \* Cambridge Systematics \* 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 \* China Urban Transport Research Centre (CUSTReC) \* Civic Exchange (CE) \*Clean Air Asia (CAI-Asia)\* Clean Air Institute (CAI) \*Climate Focus \*CODATU \* Despacio \*Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) \* Dutch Cycling Embassy \* Ecofys \* EMBARQ, The WRI Center for Sustainable Transport \* Energy Research Center Netherlands (ECN) \* European Bank for Reconstruction and Development (EBRD) \* European Cyclists' Federation (ECF) \* European Institute for Sustainable Transport (EURIST)\* First African Bicycle Information (FABIO) \*Fia Foundation \*Fraunhofer-Institute for Systems and Innovation Research (ISI)\* Global Environmental Facility (GEF) \* Global Transport Knowledge Partnership (gTKP) \* Global Urban Development (GUD) \* Health Bridge \* HSBC \* Innovation for Center for Energy and Transportation (iCET) \*International Council Local Environmental Initiatives (ICLEI) \*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 of Transport Studies (ITS), University of California, Davis \* Inter-American Development Bank (IDB) \* International Association for Public Transport (UITP) \* International Energy Agency (IEA) \* International Road Assessment Program (iRAP) \*International Road Federation (IRF)\* International Transport Forum (ITF) \* International Union for the Conservation of Nature (IUCN) \* International Union of Railways (UIC) \* Korean Transport Institute (KOTI) \* Ministry of Land Infrastructure Transport and Tourism, Japan (MLIT) \*Mobility Magazine \* National Center for Transportation Studies (NCTS), Philippines \* Rockefeller Foundation \* Society of Indian Automotive Manufacturers (SIAM) \* Stockholm Environment Institute (SEI) \*Sustainable Transport Africa \*Tehran Urban and Suburban Railway Operation Company (TUSROC) \* 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 Development Program (UNDP) \* United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) \* United Nations Economic Commission for Europe (UNECE) \* United Nations Economic Commission for Latin America (CEPAL) \* United Nations Environment Program (UNEP) \* United Nations Human Settlement Program (UN-HABITAT)\* University College of London, Department of Civil, Environmental and Geomatic Engineering \* University of Transport and Communication (UTCC) Hanoi \* University of Twente/ITC-Department of Urban and Regional Planning (UTC) \* VEOLIA Transport \* Victoria Transport Policy Institute \* Volvo Research and Education Foundations (VREF) \*Walk 21 \*World Bank \* World Business Council on Sustainable Development (WBCSD) \* World Street \* Wuppertal Institute for Climate, Environment and Energy \* WWF International

*“The SLoCaT network is a model for other action networks because of its strategic vision and leadership that resulted in the major commitments on sustainable transportation at Rio+20” – NRDC 2013 review of Rio+20 Voluntary Commitments*

*“Sustainable Transport is now a substantive part of the discussion on the post-2015 Development Framework” - Secretary General Ban Ki-Moon, Transport Day 2013*

# Paradigm shift on development of Transport

**Predict and Provide**  
*Build Roads to promote economic and social development*

**Then**

**Road safety**  
1.3 million deaths

**Air Pollution**  
3 million deaths  
(large part transport)

**Climate change – transport**  
GHG fast growing

**Congestion**

**Access not inclusive – large groups no access**  
(urban and rural)

**Negative externalities of old paradigm:**  
6-10% of GDP at least 50 Trillion USD up to 2030

**Access: (Avoid + Shift + Improve)**

**Now**

**Expand/Improve**  
Transport infrastructure and services

**Avoid unnecessary motorized transport**

**Shift Transport to most effective mode**  
(people and goods)

**Improve environmental performance transport**

**Economic benefits of new paradigm**  
50 Trillion USD up to 2050 (International Energy Agency 2012)

# Results Framework *on Sustainable Transport*

**Sustainable Development Goal: Provide Sustainable Transport**

**Urban Access  
Target**

**Secure universal access by sustainable transport  
for urban populations by 2030**

**Rural Access**

**Secure universal access by sustainable transport  
for rural populations by 2030**

**Road Safety**

**Halve the burden of global road traffic crashes by  
2030 compared to 2010**

**Air Pollution**

**Halve years lost due to premature death and years  
lived with disability from transport-related air  
pollution by 2030 compared to 2010**

**Climate Change**

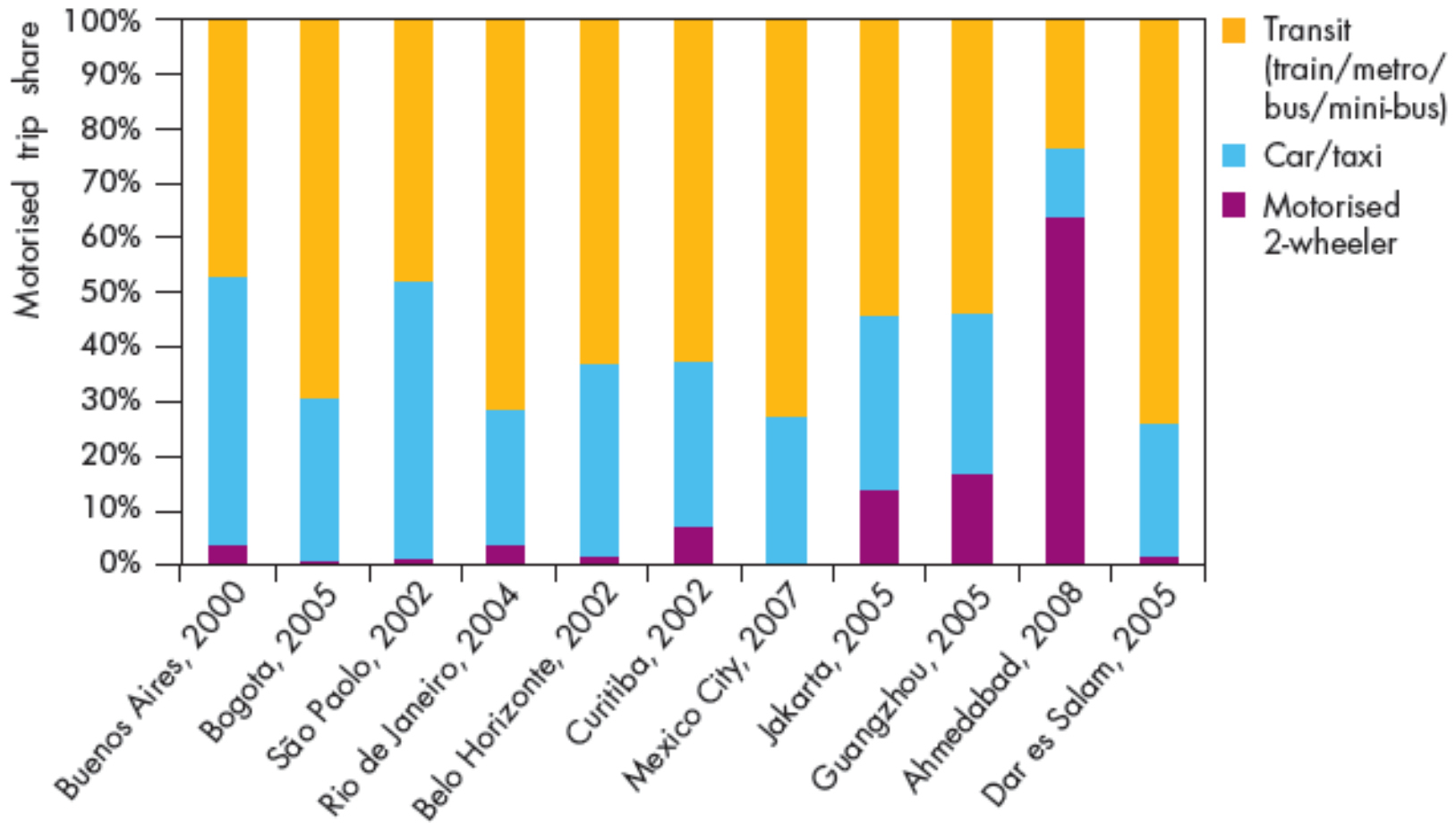
**Realise at least 1.6 to 2.5 GtCO<sub>2</sub>e reduction by**

# Avoid / Shift / Improve potential impacts

	Energy savings	CO2 reduction	Air pollution reduction	Safety improvements	Access / Mobility improvements	Congestion reduction
Avoid	moderate to high	moderate to high	moderate to high	high	high	high
Shift	moderate to high	moderate to high	moderate to high	high	high	high
Improve	high	high	high	moderate to high	low	low

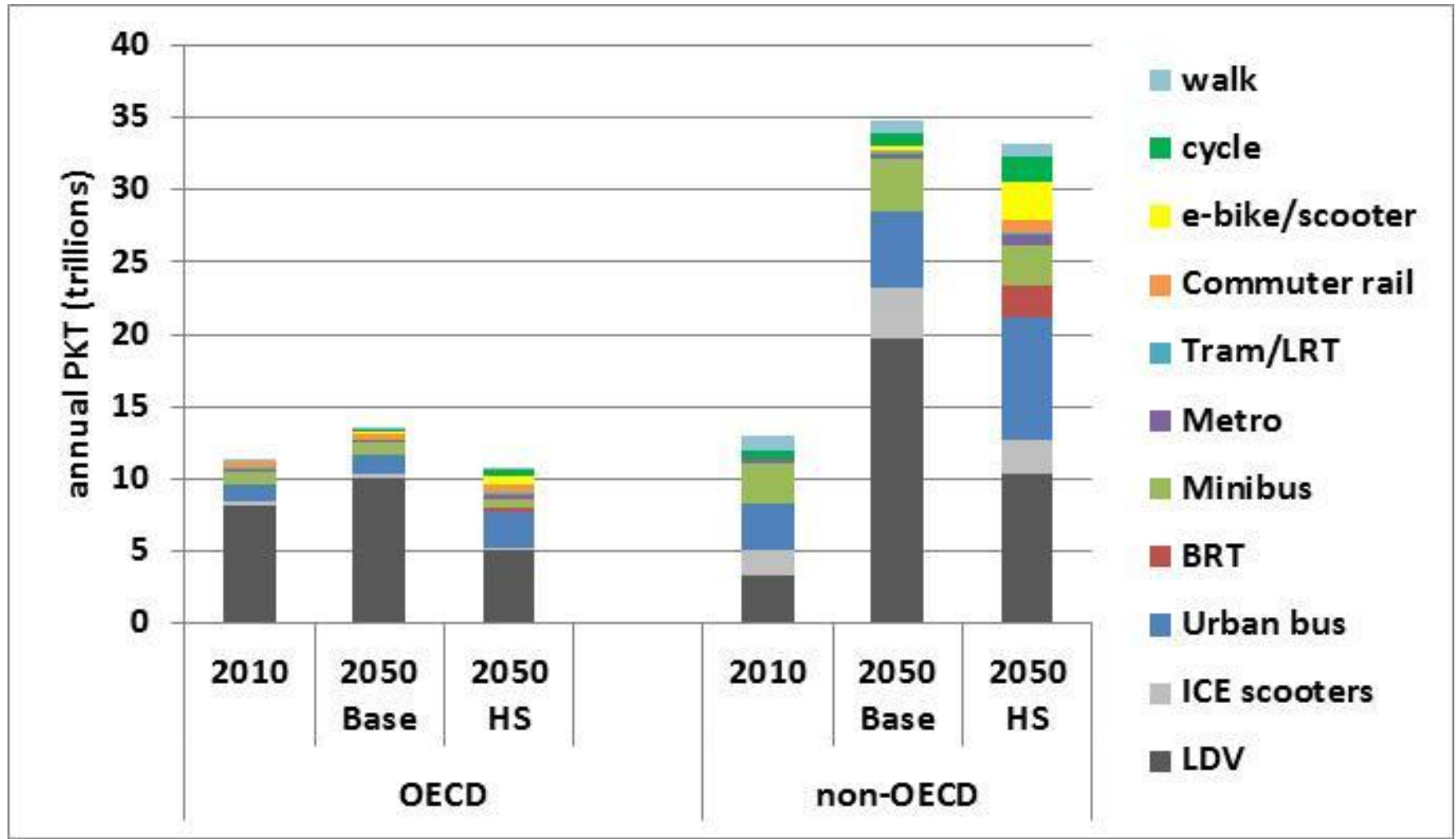
# Car travel is already high in many cities

## Shares of trips in selected cities and years, motorized modes

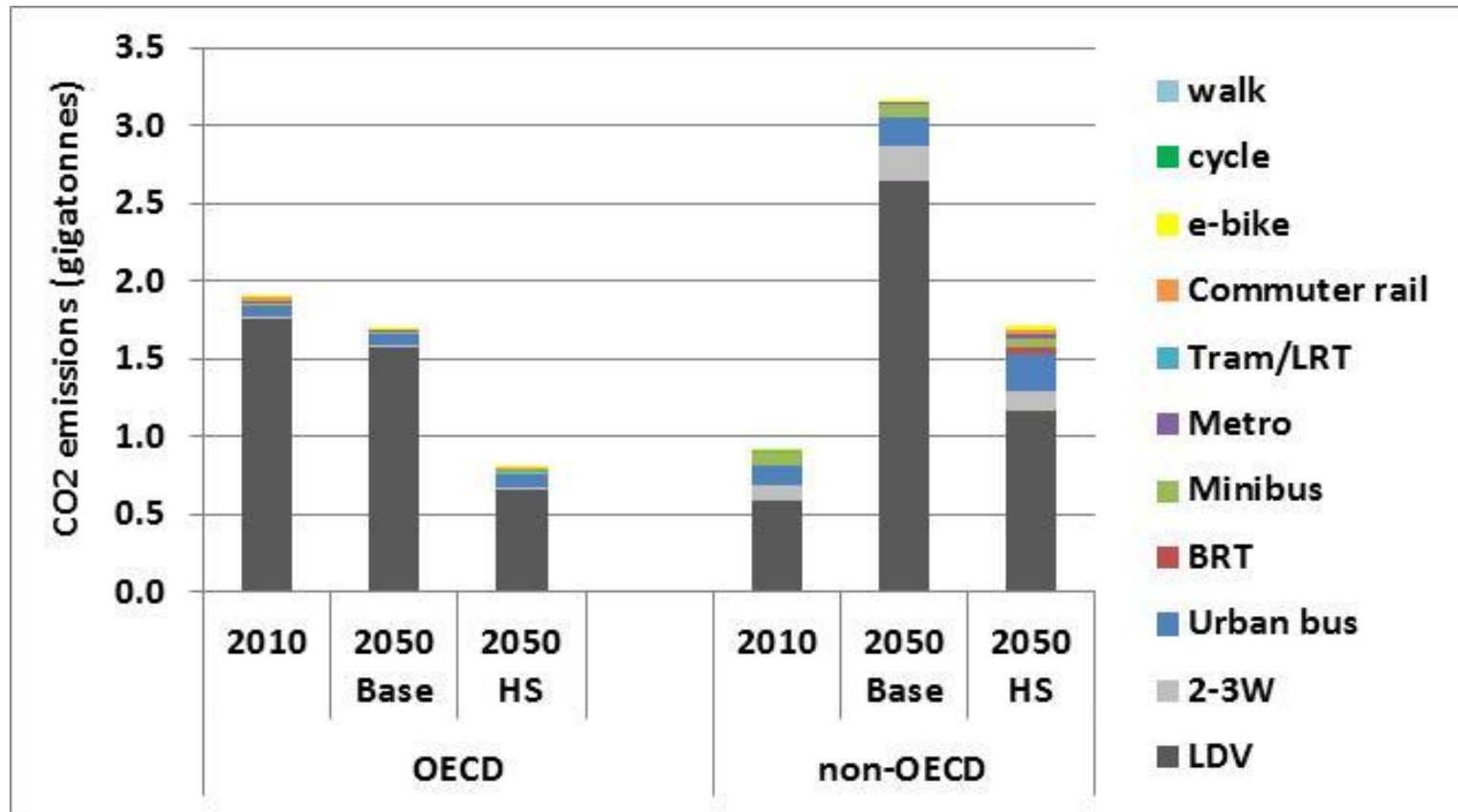


Source: Various, compiled by ITDP, 2008.

# The “High Shift” scenario: a vision of urban travel that cuts car travel in half by 2050

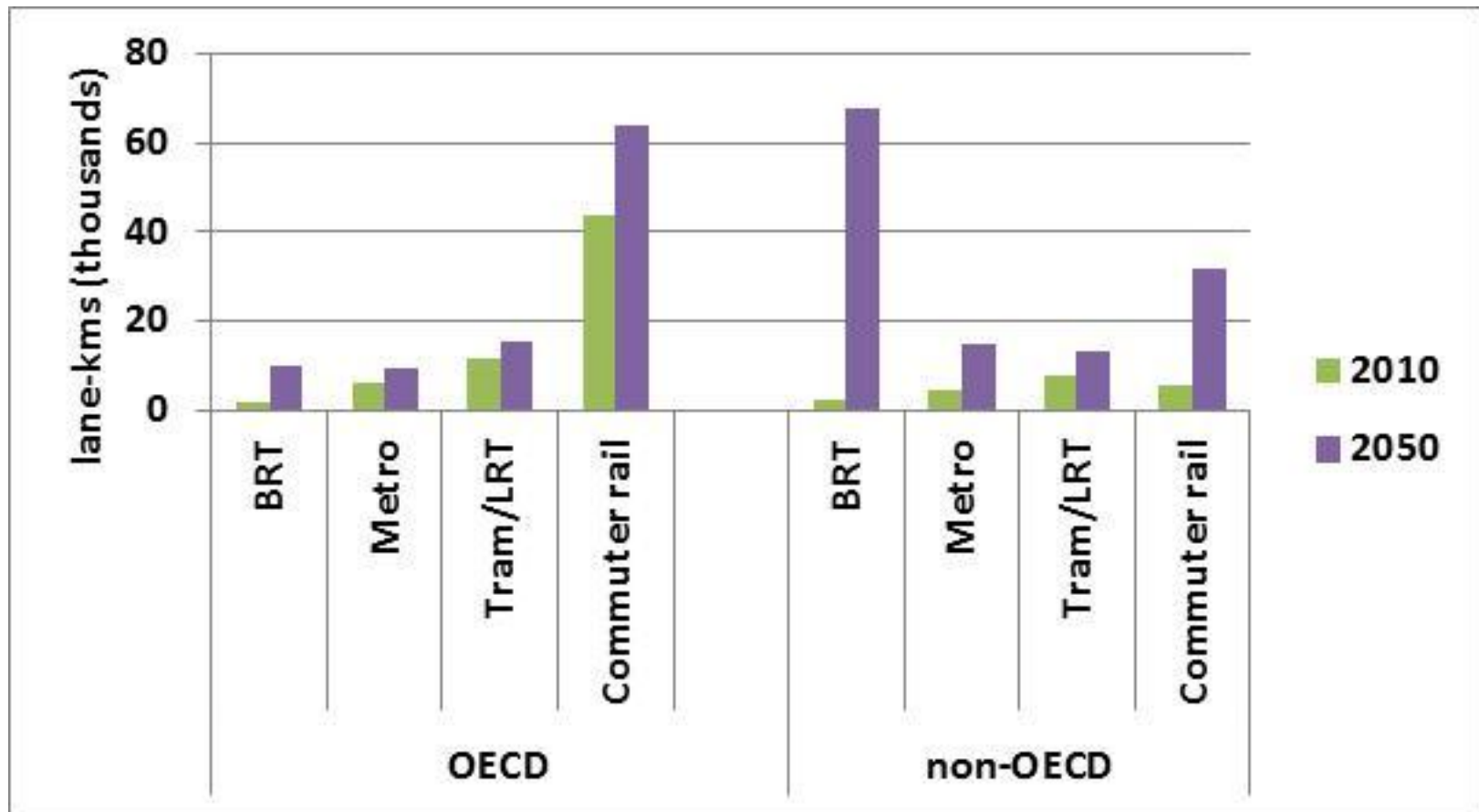


# CO2 emissions ~ 50% reduction (4.9 to 2.5 gt in 2050)





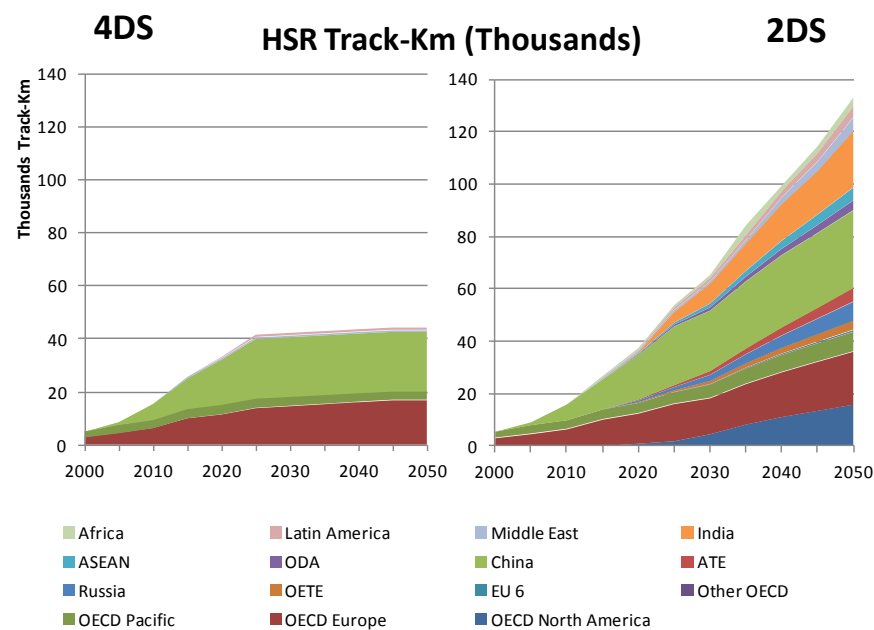
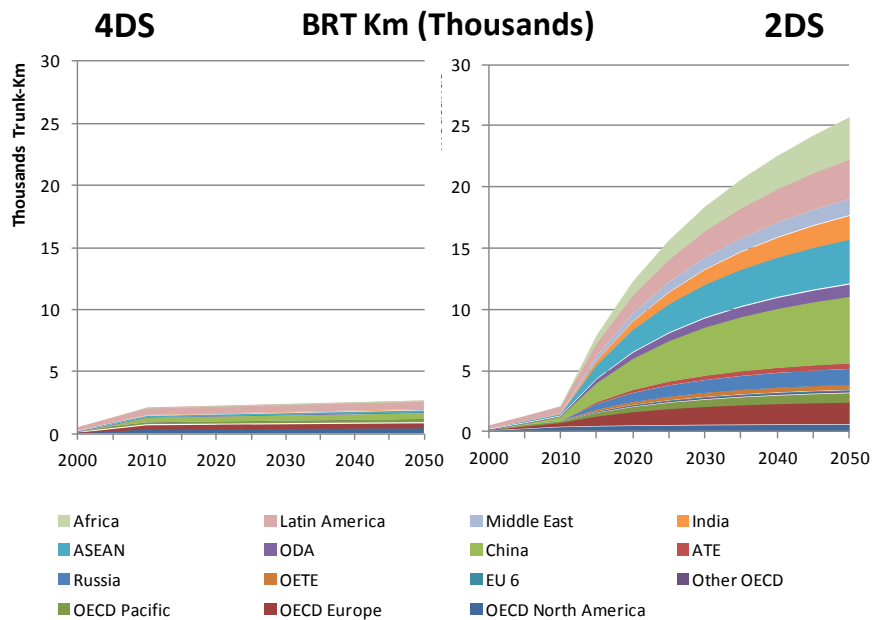
## High shift case: total lane/track kms, 2010 and 2050



# Avoid/Shift does require a major ramp up in mass transit infrastructure



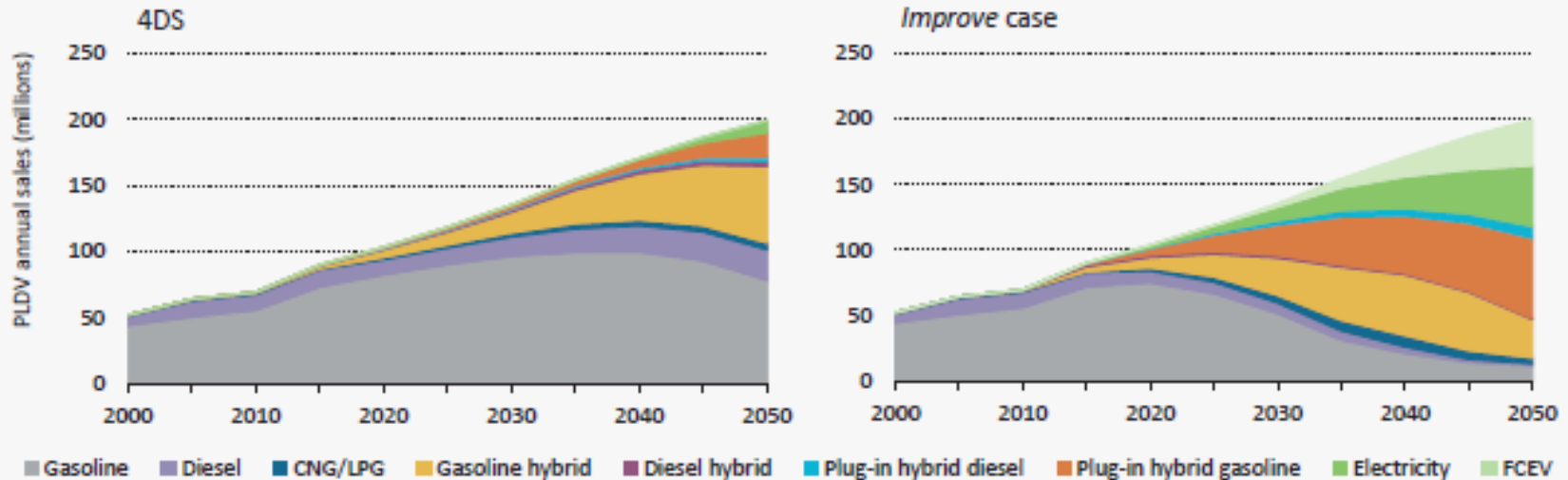
## *IEA 4 versus 2 degree scenario*



# By 2050 the world will need to shift to selling mainly near-zero emissions vehicles (plug-ins, or PEVs)

Figure 13.18

## Global portfolio of technologies for passenger LDVs



### Key point

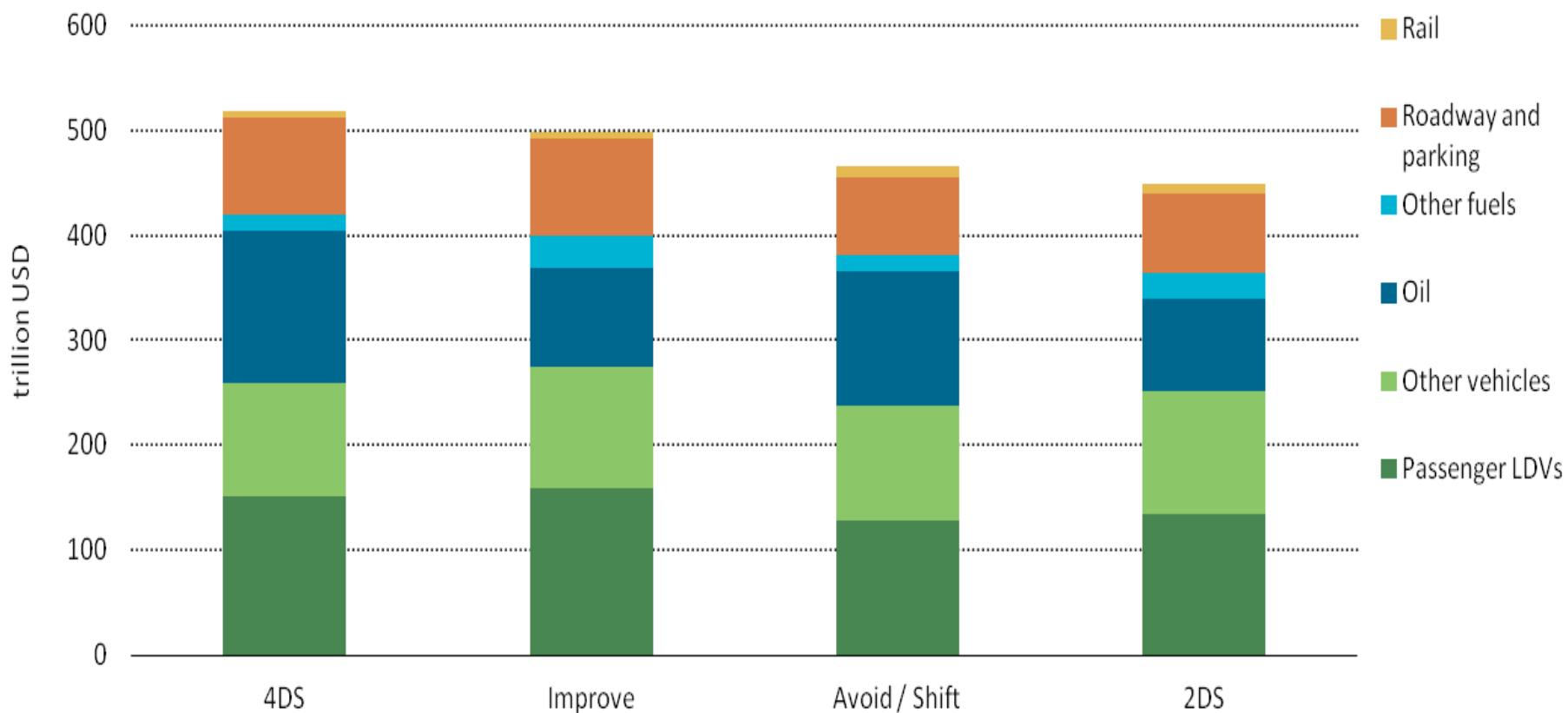
*In the Improve case, electric, PHEV and FCEVs together account for nearly three-quarters of new vehicle sales in 2050.*

Source: IEA Energy Technology Perspectives (2012)

# IEA: Avoid/Shift/Improve strategy would save \$50 trillion



## Global transport expenditure estimates to 2050



# TRANSPORT DELIVERS 2015

## Global SLoCaT Campaign in 2014 and 2015

Why a campaign?

### Means of Implementation for a Transport SDG

- Focus attention on the need and opportunities for sustainable transport.
- Encourage transport and other stakeholders to make commitments in support of the acceleration/scaling up of sustainable transport

Communication

Why is transport important?



What is transport sector doing already?

Commitments

Rio+20 Commitments:  
MDB US\$ 175 billion



#### New Commitments:

- Project Prep. Facility \$100 million – 3 years
- Capacity building: 1 million persons – 10 years
- Sustainable Transport Financing facilities – 10 countries

“We need to change the way we plan our cities, the way we move goods and ourselves”

*SG Ban Ki-moon, October 2013*



Thank you!

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