



Shanghai 29 January 2013

Open Letter to the High Level Panel of Eminent Persons on the Post-2015 Development Agenda

Dear Panelists,

We are writing to you on behalf of the Partnership on Sustainable, Low Carbon Transport (SLoCaT), the largest international partnership promoting sustainable transport, on the importance of sustainable, low carbon transport and the actions taken by the SLoCaT Partnership and its members on sustainable transport.

The Rio+20 Outcome Document: *The Future We Want* states: “transportation and mobility are central to sustainable development”. Eradicating poverty and promotion of social development, and responding to continued rapid urbanization, requires additional transport infrastructure and services to create better access to jobs, markets, schools, and health.

The members of our Partnership encourage the High Level Panel (HLP) to actively integrate sustainable transport in its recommendations on bold but practical action for the post-2015 development agenda. This will be of key importance in the successful development and adoption of enabling national and local level policy and financing frameworks in aid of the scaling up of tested sustainable transport solutions.

The manner in which transport has grown in recent years is actually undermining the very economic and social progress it is supposed to enable. Each year, millions of people die or are unable to continue working or attending school because of road accidents or exposure to air pollution from vehicles. People in emerging and developing economy countries are disproportionately affected, and within these countries it is the poor who are most affected. The economic cost of air pollution, road accidents and worsening congestion in large parts of the developing world is now believed to range from 5 to 10 % of GDP. Although current per capita transport emissions in developing countries are relatively low compared to OECD countries, close to 90 per cent of the increase of global transport related GHG is expected to take place in developing countries, mostly from private vehicles and freight.

There is a convergence of opinions among experts and policy makers in the transport community on the need for three linked strategies that can help realize sustainable development. These three strategies are: (a) improve access to jobs, goods and services while enabling users to **avoid** economically unproductive and environmentally undesirable motorized trips by smarter land use and logistics planning; b) **Shift** the transport of goods and persons to the most efficient mode which in the case of persons is generally public transport, walking or cycling and in the case of freight is often rail or water transport; and c) **Improve** the efficiency and environmental performance of vehicle and fuel technologies used in transport as well as technologies used to manage transport operations.

The Avoid-Shift-Improve approach encourages the transport sector to deliver better on all three (economic, social and environmental) dimensions of sustainability. Access to jobs, goods and services is likely to improve if public transport and provisions for walking and cycling are improved, as it is less likely that poorer segments of the population will be able to buy and operate their own vehicle. If there is less of an emphasis on private motorization helped by better urban planning and greater use of public transport, walking and cycling, the

costs for transport interventions will substantially decrease, traffic fatalities will reduce as will the demand for fuel subsidies and user vehicle operating costs, freeing resources to be invested in more productive and possibly more equitable social and economic development; this also results if motor vehicles become more fuel-efficient.

The SLoCaT's 68 members include UN Agencies and Programs, UN-Regional Commissions, Multilateral Development Banks and a large number of non-governmental organizations, academic institutions and private sector organizations working on sustainable, low carbon transport. Collectively the SLoCaT members support the implementation of hundreds of programs and projects on sustainable transport, especially in the developing world, with an estimated collective budget of at least US \$15 billion annually. In addition, through the technical assistance provided through its members; the SLoCaT partnership makes an important contribution towards knowledge, capacity and policy development on sustainable transport.

The SLoCaT Partnership, through its members, is implementing or supporting a series of concrete activities, which we believe can and should be an important contribution to the bold and practical sustainable post-2015 development agenda formulated by the HLP:

- a) The implementation of 16 Rio+20 Voluntary Commitments on knowledge management on, capacity development and policy making for, as well as financing of sustainable transport. This includes the unprecedented US \$175 billion Voluntary Commitment for more sustainable transport made by the Asian Development Bank on behalf of 8 Multilateral Development Banks (see: www.slocat.net/rio20-VC);
- b) The development of the Secretary-General's Action Plan on Sustainable Transport. Part of this is to assist in convening of stakeholders on sustainable transport by the Secretary General through a High Level Group on Sustainable Transport;
- c) Organizing a series of regional, thematic consultations on the contribution of sustainable transport to the post 2015 development agenda;
- d) Intergovernmental Forums on Environmentally Sustainable Transport in Asia, Europe and Latin America and soon also in Africa;
- e) Coordinate with the Netherlands and Thai missions to the UN on a series of dialogs with Missions to the UN on the importance of sustainable transport;
- f) Promote the integration of sustainable transport in the Climate Change negotiations through the organization of an annual Transport Day at the Conference of Parties (COP) meeting in 2013-2015, and;
- g) Facilitate a dialog to develop consensus on definition, indicators and targets for sustainable, low carbon transport.

The SLoCaT Partnership and its members look forward to working with the HLP in integrating sustainable transport in the Post-2015 development agenda.

On behalf of the SLoCaT Partnership and its members,

Yours Sincerely,



Cornie Huizenga
Joint Convener

Annex 1: Members Partnership on Sustainable, Low Carbon Transport (SLoCaT)

1. African Development Bank
2. Alliance to Save Energy
3. Asian Development Bank
4. Believe Sustainability
5. Corporación Andina de Fomento
6. Cambridge Systematics
7. Center for Clean Air Policy
8. Centre for Environment Planning & Technology Ahmedabad
9. Center for Science and Environment
10. Center for Sustainable Transport Mexico
11. Center for Transportation and Logistics Studies, Gadjah Mada University
12. Civic Exchange
13. Clean Air Asia
14. Clean Air Institute
15. CODATU
16. Dutch Cycling Embassy
17. German Technical Cooperation
18. Ecofys
19. EMBARQ, The WRI Center for Sustainable Transport
20. Energy Research Center Netherlands
21. European Bank for Reconstruction and Development
22. European Institute for Sustainable Transport
23. European Cyclists'
24. Fraunhofer- Institute for Systems and Innovation Research
25. Global Environmental Facility
26. Global Transport Knowledge Partnership
27. Global Urban Development
28. HealthBridge
29. Hong Kong Shanghai Bank
30. Inter-American Development Bank
31. International Association for Public Transport
32. International Energy Agency
33. International Transport Forum
34. International Union for the Conservation of Nature
35. International Union of Railways
36. Institute for Global Environmental Strategies
37. The Institute for Transport Studies, University of Leeds, UK
38. Institute of Urban Transport India
39. Institute for Transport Policy Studies
40. Institute for Transportation and Development Policy
41. Institute of Transport Studies, University of California, Davis
42. Korean Transport Institute
43. Ministry of Land Infrastructure Transport and Tourism, Japan
44. Mobility Magazine
45. National Center for Transportation Studies, Philippines
46. Rockefeller Foundation
47. Society of Indian Automotive Manufacturers
48. Stockholm Environment Institute
49. Tehran Urban and Suburban Railway operation Company
50. The Energy and Resources Institute
51. Transport and Environment
52. Transport Research Laboratory
53. United Nations Development Program
54. United Nations Center for Regional Development
55. United Nations Economic Commission on Latin America and the Caribbean
56. United Nations Department for Economic and Social Affairs
57. United Nations Economic Commission for Europe
58. United Nations Environment Program United Nations HABITAT
59. University College of London, Department of Civil, Environmental and Geomatic Engineering
60. University of Transport and Communication Hanoi
61. University of Twente-ITC
62. VEOLIA Transport/Transdev
63. Victoria Transport Policy Institute
64. Volvo Research and Education Foundations
65. World Health Organization
66. World Streets
67. Wuppertal Institute
68. WWF International

The Partnership on Sustainable, Low Carbon Transport (www.slocat.net) is a type II partnership registered with the United Nations Department for Economic and Social Affairs. For further information please contact Cornie Huizenga and Tom Hamlin, Joint conveners of the SLoCaT Partnership ([cornie.huizenga\[at\]slocatpartnership.org](mailto:cornie.huizenga[at]slocatpartnership.org) and [Hamlin\[at\]jun.org](mailto:Hamlin[at]jun.org))