Creating Universal Access to Safe, Clean and Affordable Transport

A Status Report on the Contribution of Sustainable Transport to the Implementation of Rio+20

June 20 2013

Partnership on Sustainable Low Carbon Transport

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Acknowledgements

This report, like the Voluntary Commitments on Sustainable Transport at the Rio+20 conference, is possible because of the engagement of a large number of organizations actively working on promoting and implementing sustainable transport. They understand that by working together, like in the Partnership on Sustainable, Low Carbon Transport (SLoCaT) that they are able to better implement their own respective Voluntary Commitments. At the same time, they acknowledge that it is more likely that the results of their work will be replicated and scaled up.

We specifically thank the SLoCaT Members who have made these commitments in Rio+20 and reported on them and the new ones who are now taking on new commitments

The Netherlands, Kenya and Thai Mission to the UN informed the discussion on sustainable transport and its integration in the post-2015 goal framework through the periodic lunch meetings hosted in New York under the “Friends of Sustainable Transport” banner.

We would also like the United Nations, and the Secretary General’s office for hosting the Rio+20 Conference and the convening of the High Level Panel of Eminent Persons on the Post-2015 Development Agenda. This created a process and platform for the sustainable transport community, which was very helpful in catalyzing the transformation towards more sustainable approaches among our organizations that had started already a number of years ago.

Special thanks go to the Institute for Transportation and Development Policy and CAF (Development Bank of Latin America) for supporting the development and production of this status report. The International Energy Agency, the Global Subsidies Initiative, the International Road Assessment Program, the FIA Foundation, UNEP and EMBARQ contributed to the analysis of Sustainable Transport in Chapter 1 of the report. The continued contribution of UN-DESA in coordinating the voluntary commitment process is very much appreciated.

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Preface

Transport is a key building block for sustainable development. Access to goods and services through efficient means of transport and connectivity is essential for poverty reduction. Ensuring better access for rural communities through improved transport services enhances farmers' lives and sustainable livelihoods.

In both urban and rural areas, better planning for land-use and transport systems makes a great difference in facilitating access to jobs, goods and services for men and women alike. It also helps improve road safety and reduce traffic accidents and fatalities. On a global scale it is essential that we design and build transport infrastructure to make it safer and more environment friendly, and to minimize vulnerability to climate change and natural disasters.

The significant financial commitments for sustainable transport made by multilateral development banks at last year's Rio+20 conference can help us to realize those aspirations.

I welcome your ideas and suggestions as the United Nations seeks to define a transformative post-2015 development agenda. Global consultations are underway among Governments, civil society, the private sector and others, and I encourage you to make your voice heard.

BAN Ki-moon

Executive Summary

The transformative role of transport in realizing sustainable development is well understood and was acknowledged in *The Future We Want*, the outcome document of the United Nations Conference on Sustainable Development (Rio+20) as well as the report of the Secretary General's High Level Panel of Eminent Persons on the Post-2015 Development Agenda.

The transport community is challenged to improve access to goods, jobs, markets and services. This will require additional transport services and infrastructure. Key in improving access will be to ensure that this is inclusive access. The old approach, which focused on building roads and optimizing the movement of vehicles rather than that of people and goods, has left large groups, both in the urban and rural areas excluded.

At the same time it is important to improve other aspects of the economic, social and environmental sustainability of transport. Current negative externalities linked to the transport sector are estimated to amount to 6-10% of GDP. Estimates of fuel subsidies, supporting the motorization process range to $ 300 -900 billion. Road crashes are responsible for 1.23 million deaths each year and the economic costs of these crashes are estimated at $ 2,240 billion, or 3% of global GDP (5% in low income countries). Without effective action road crashes will be the 5th leading cause of death in 2030. The rapid and often unchecked motorization process causes increasing congestion. Annual costs of congestion in the United States are estimated at over $ 100 billion each year. Transport is an important contributing factor to the 3.2 million premature deaths caused by ambient air pollution. Dependence on motorized transport contributes to a sedentary lifestyle, while those who engage regularly in cycling and walking on average add 5 more years in good health to their lives. Black carbon emissions especially from diesel vehicles are now also understood to contribute significantly to dangerous climate change. Transport is responsible for about a quarter of energy related greenhouse gas (GHG) emissions. GHG emissions from transport are projected to rise 70% by 2050 from 2010 in a business-as-usual scenario, making it the fastest growing source of GHGs. Nearly all of this growth will take place in emerging and developing economies and can be attributed to a growth in both passenger and freight transport and an increase in the kilometers travelled on a per vehicle basis.

To realize a transformative change in the transport sector and create more inclusive access through the development of transport infrastructure and services it will be important to:

a) Avoid the need for unnecessary motorized trips through smarter land use and logistics planning;
b) Shift the transport of goods and persons to more efficient modes; and
c) Improve the efficiency and environmental performance of transport systems by improved vehicle, fuel, and network operations and management technologies.

All elements of the Avoid-Shift-Improve approach have been tested at scale and can deliver inclusive access. These solutions will have multiple benefits combining an improvement in access, reductions in congestion, improvement in road safety, cleaner air and a reduced contribution to dangerous climate change. There is also increasing evidence that a sustainable transport oriented growth path can result in significant economic savings compared to a Business-as-Usual approach.

The Voluntary Commitments entered into at Rio+20 were a game changer and have galvanized a large range of interests into action on sustainable development, including the sustainable transport community. The Partnership on Sustainable, Low Carbon Transport through its members and other organizations working on sustainable transport made 17 Voluntary Commitments at the Rio+20 conference to promote more sustainable transport. This included the unprecedented, and largest at Rio+20, ten-year Voluntary Commitment of $ 175 billion for transport in developing countries, made by eight of the world's largest multilateral development banks. These investments will help to develop more sustainable transport systems. Other commitments made by the sustainable transport community focused on knowledge development, capacity building, and policy facilitation and development.

Implementation of the Rio+20 Voluntary Commitments on Sustainable Transport is on track. Several of the organizations implementing the Voluntary Commitments have made use of the past year to prepare for the full implementation of their commitment. They have done so through further knowledge activities, capacity building, development of new partnerships and piloting of new activities and also the scaling up of tested approaches.

Work under the Multilateral Development Bank $175 billion Voluntary Commitment is on track: In 2012, more than $17 billion was approved for projects to support transport in developing countries. In addition, an MDB "Working Group on Sustainable Transport" was established to develop harmonized definitions, indicators and reporting mechanisms. The MDBs are working to report on progress under the Voluntary Commitment towards the end of 2013. It is expected that the report will provide information on the types of projects supported by the MDBs, as well as ways in which MDBs have catalyzed changes in developing countries through policy support, capacity building and knowledge transfer.

A number of organizations have been able to report tangible impacts already linked to the implementation of what are mostly 10 year Voluntary Commitments. This includes increases in the use of public transport; the promulgation of standards for cleaner fuels and vehicles, or for more fuel-efficient vehicles; or the rating of roads based on how safe they are for vehicles, cyclists and pedestrians. In the case of one Voluntary Commitment, a detailed tracking system put into place was able to determine that implementation of the Voluntary Commitment saved 0.85 billion hours of travel time, served 4.5 billion person-trips, avoided 2.2 million tons of CO2 emissions and saved 1,062 lives.

Much attention has been given lately to the need to track developmental goals. The sustainable transport community is taking the call of the High Level Panel of Eminent Persons on the Post-2015 Development Agenda for accountability in the

implementation of sustainable development goals and targets seriously and has decided to add a number of additional Voluntary Commitments to those made at the Rio+20 conference in June of 2012. The 6 new commitments announced this week will make it possible for the transport community and other development partners to better observe and track how the sector develops and what the impact of policies and measures will be on the sustainability of the transport sector at the global, national or local level.

The SLoCaT Partnership and the wider sustainable transport community, in addition to the implementation of the Rio+20 Voluntary Commitments, also are undertaking active efforts to:(a) promote the integration of sustainable transport in the post 2015 goal framework and (b) build an enabling global institutional framework for sustainable transport.

The SLoCaT Partnership is advocating for a Sustainable Development Goal for transport: "Universal Access to Clean, Safe and Affordable Transport for All". Three global targets could accompany this Sustainable Development Goal:

- Urban households are on average able to access jobs, goods and services within 30 minutes by quality public transport and/or quality walking and cycling infrastructure and rural households have access to paved or all-weather roads to take products to markets and reach essential services;
- Traffic related deaths are cut in half by 2030, compared to 2005, with an ultimate vision of near zero fatalities;
- Air pollution from passenger and freight transport is halved by 2030, compared to 2005, and GHG emissions from transport peak globally latest by 2020 with an ultimate vision of 40-60% reductions by 2050 compared to 2005 levels.

Incorporating transport at the goal level in the post-2015 development framework would greatly facilitate action by the transport sector to contribute to the post-2015 development framework. It would inspire the sector to make a major contribution in realizing various benefits linked to sustainable development: economic (job creation and poverty alleviation), social (improved road safety and inclusive access) and environmental (reduced greenhouse gasses and air pollution). Concepts like the MDGs or SDGs have the potential to galvanize and catalyze action. The sector-based institutions and organizations that characterize the transportation arena world-wide are much more likely to become actively involved and mobilized to support sustainability goals if they recognize themselves in the goal framework.

A vibrant and engaged institutional framework at the global level is an important enabling factor for a successful integration of sustainable transport in the post-2015 goal framework and its subsequent implementation. The SLoCaT Partnership is actively engaged in shaping such an enabling global institutional framework for sustainable transport. It is doing so by taking a lead role in or contributing towards:

a) The United Nations Sustainable Transport Action Network (and linked to that, strengthening the SLoCaT partnership at the core of that network);
b) Convening of stakeholders on sustainable transport by Secretary General Ban-Ki Moon;
c) the UN Friends of Sustainable Transport (which is bringing together UN missions interested in the sustainable transport agenda); and
d) regional Environmentally Sustainable Transport Forums (which are bringing together transport, environment, and health ministries from dozens of countries in Asia, Latin America, and Africa).

List of Abbreviations

ADB	Asian Development Bank
ASEAN	Association of Southeast Asian Nations
BRIC	Brazil, Russia, India and China
BRT	Bus Rapid Transit
CO_2	Carbon dioxide
CODATU	Cooperation for urban mobility in the developing world
COP	Climate Action Programme
EST	Environmentally Sustainable Transport
G20	Group of Twenty
G8	Group of Eight
GBD	Global Burden of Disease
GDP	Gross Domestic Product
GEF	Global Environment Facility
GFEI	Global Fuel Economy Initiative
GHG	Greenhouse gas
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit
HLP	High Level Panel
IADB	Inter-American Development Bank
ICT	Information and communication technologies
IDB	Inter-American Development Bank
IEA	International Energy Agency
IFRTD	International Forum for Rural Transport and Development
IMF	International Monetary Fund
IRAP	International Road Assessment Programme
ITDP	Institute for Transportation and Development Policy
ITF	International Transport Forum
MDB	Multi-lateral Development Banks
MDGs	Millennium Development Goals
MOT	Ministry of Transport
NGO	Non-governmental organization
NMT	Non-Motorised Transport
OECD	Organization for Economic Cooperation and Development
SDG	Sustainable Development Goals
SLoCaT	Partnership on Sustainable, Low Carbon Transport
TDM	Travel Demand Management
TWG	Technical Working Group
UN	United Nations
UNCRD	United Nations Centre for Regional Development
UN-DESA	United Nations Department of Economic and Social Affairs
UN-ECE	United Nations Economic Commission for Europe
UNEP	United Nations Environment Programme
UNFCCC	United Nations Framework Convention on Climate Change
USA	United States of America
USD	United States Dollars
VC	Voluntary Commitment
WHO	World Health Organization
WMO	World Meteorological Organization

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Chapter 1

Sustainable, Low Carbon Transport- Why it Matters, Now and in the Future

"Transportation and mobility are central to sustainable development".

- The Future We Want, Rio+20, 2012

The global community is in the process of renewing its commitment to eradicate poverty, ban hunger and help ensure that everyone has a fair chance to be educated, healthy and gainfully employed. On 25 September the United Nations General Assembly meets in New York to review the implementation of the Millennium Development Goals, which come to an end in 2015. Work has started to translate the outcomes of Rio+20 -- the United Nations Conference on Sustainable Development, held last year in Rio de Janeiro -- into Sustainable Development Goals.

The global community will be led in its deliberations by the recent report of the High Level Panel of Eminent Persons on the Post-2015 Development Agenda which stated: "Our vision and our responsibility are to end extreme poverty in all its forms in the context of sustainable development and to have in place the building blocks of sustained prosperity for all".

To realize transformative change Sustainable Development needs to be put at the core argued the panel argued. The panel stated its conviction that “countries, local governments, businesses and individuals **must transform the way they** generate and consume energy, **travel and transport goods**, use water and grow food”.

Such a sustainable transport transformation will require improving access but to do so in a more sustainable manner than through past and present transport policies. Last month, for the first time in the history of mankind CO_2 concentrations passed the threshold of 400 parts per million. Transport, through its continued increasing emissions, was an important contributor to this alarming trend. Transport will need to be a key part of the move towards a low carbon economy and be fully integrated in the new global agreement on climate change, which is being negotiated under the United Nations Framework Convention on Climate Change (UNFCCC). Reducing the climate impact of transport will also greatly reduce air pollution from transport, which is an important contributor to the 3. 2 million premature deaths from ambient air pollution (GBD, 2010). Transforming the transport sector also means reducing the 1.3 million deaths from road crashes, a higher number than those killed by malaria or tuberculosis on an annual basis (WHO, 2013).

No Development without Inclusive Access

The critical importance of access as an enabling factor was highlighted by the High Level Panel which stated that “We should ensure that everyone has what they need to grow and prosper, including access to quality education and skills, healthcare, clean water, electricity, telecommunications and transport”.

Access is important in both urban and rural areas. By providing better access farmers are able to get their crops to the market, people will find it easier to reach jobs, schools, and hospitals. Access rightly identified by the high level panel as a key enabling condition for sustainable prosperity.

Improving access means more than building roads as the example of Nairobi, Kenya and many other African cities demonstrates. Notwithstanding extensive urban road networks more than 50% of the trips in several of Africa’s cities are on foot. It does not come as a surprise that it is especially the poor who lack proper access. This makes transport a key sector in the fight against poverty. Policy makers should therefore emphasize the inclusive nature of transport.

Figure 1. Nairobi, Kenya. (Source: Cornie Huizenga)

Transport and access are of key importance as well for rural development and ensuring food security. It is especially the first mile or kilometer (see Figure 2), which will make the difference for agricultural producers whether they can engage in the market economy and prosper or whether they are destined to remain part of the subsistence economy.

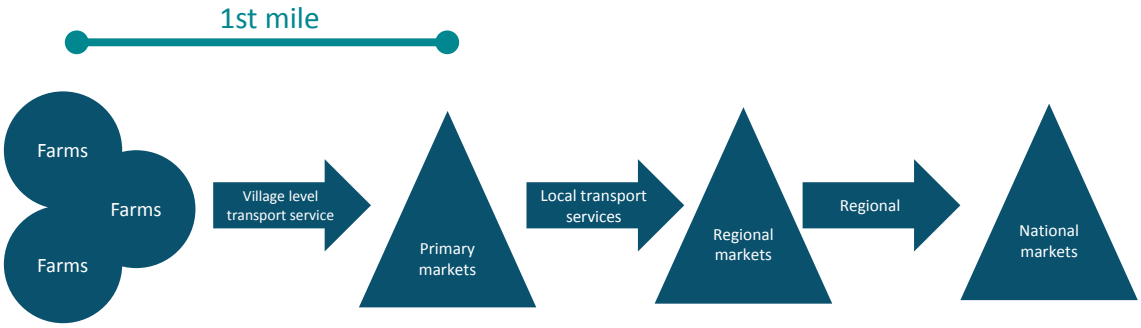

Figure 2. Linking Agriculture to Markets. (Source: IFRTD)

Poor rural roads are a significant source of post-harvest losses, especially during rainy seasons. Rural road transport in Africa often costs 3 to 5 times more than main road transport (World Bank, 2013). On an agricultural continent, only one in three rural Africans has access to an all-season road. Those facing more than eight hours of travel to an urban center are effectively trapped in subsistence farming." (Foster, and Briceño-Garmendia, 2010).

Transport Will Continue to Grow Rapidly, Especially in the Developing World

Over the last 15 years there has been an explosive growth in motorized transport. This has especially come about through rapid increases in vehicle manufacturing and sales in the countries that are not part of the Organization for Economic Cooperation and Development (OECD). China is now the largest vehicle market in the world. It is likely that non-OECD countries will overtake OECD countries by 2015 in terms of the number of new vehicles sold for the first time since the OECD was created. The developing world already leads in the use motorized two wheelers. Recently, motorcycles are starting to spread in greater numbers in Africa and Latin America, this in addition to Asia where they have traditionally been the dominant mode of motorized transport, especially in South and South-East Asia.

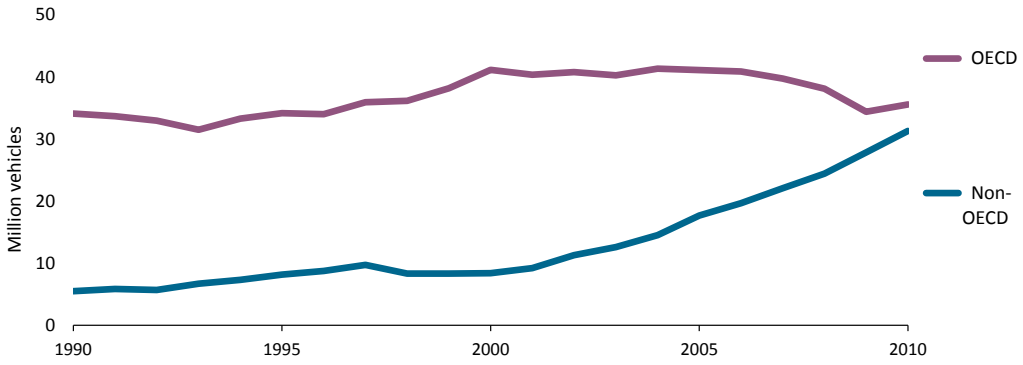

Figure 3. Sales of light duty vehicles in the OECD and non-OECD Countries. (Source: IEA)

The global growth of motorized transport beyond 2015 will also be largest in the non-OECD countries. Figure 4 shows indexed International Transport Forum forecasts for passenger and freight transport up to 2050 for OECD and non-OECD countries (ITF, 2012). It shows that especially freight transport is expected to have an explosive growth on non-OECD countries and will increase between 250 to 550% compared 2010. Increased freight transport is closely associated with the rapid economic development of the emerging economies of the BRIC countries (Brazil, Russia, India and China). Freight vehicles, which are often less than 10% of the total vehicle fleet in these countries can amount to 50% of the climate change related emissions and particulate matter related air pollution.

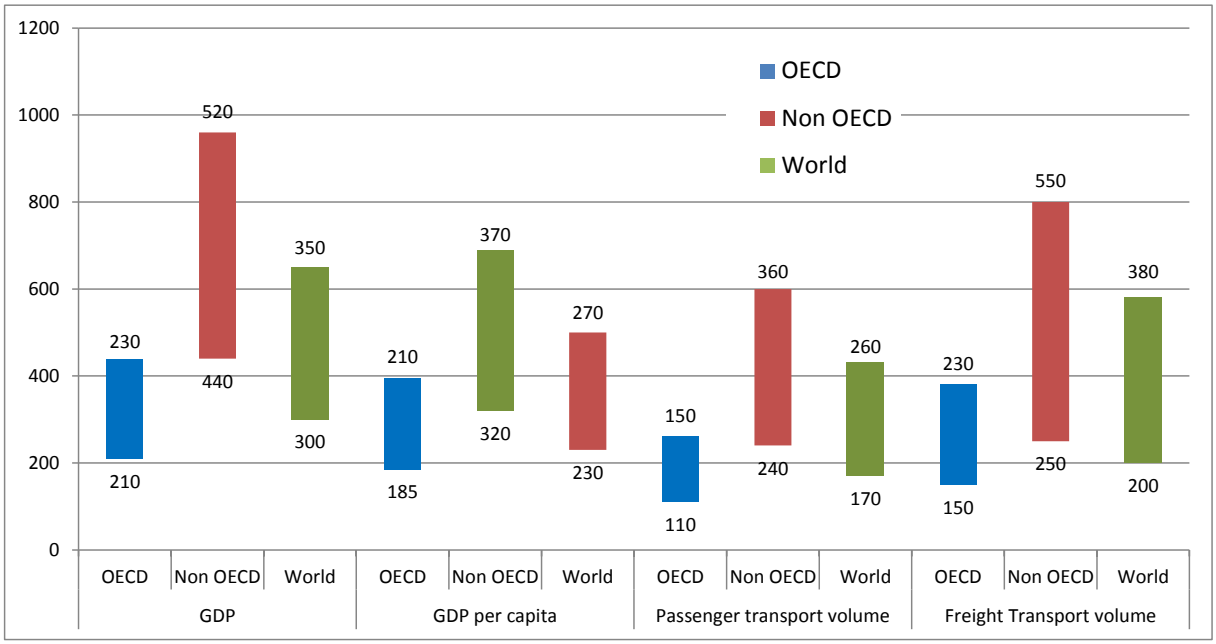

Figure 4. Indexed High and Low Estimates of GDP and Transport Volume 2050 (2010 = 100). (Source: ITF/OECD)

Note: High = high GDP growth and high car ownership rates, Low = low GDP growth and lower car ownership rates

Much of the growth in passenger transport in the decades to come will be in the cities of the developing countries. IEA estimates project up to a tenfold increase in urban passenger kilometers travelled in countries like India and China. This has clear implications in terms of air pollution, road safety, congestion and climate change.

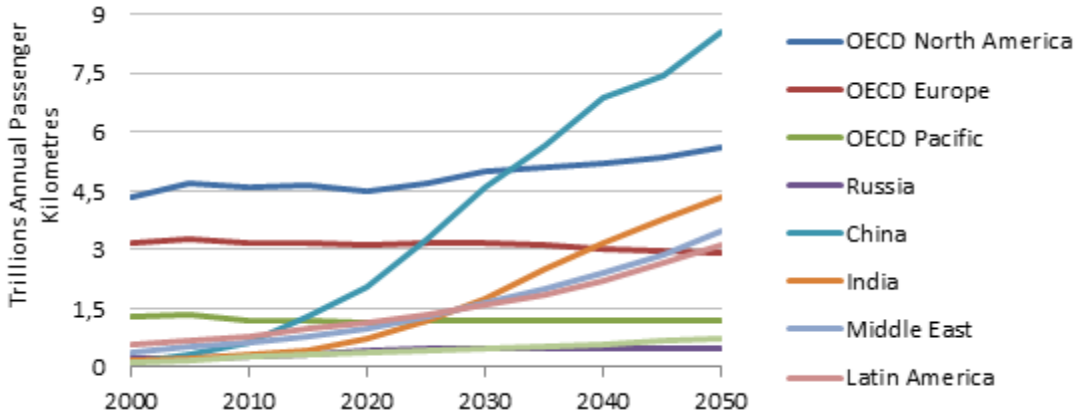

Figure 5. Expected private urban motorized transport (in passenger kilometers). (Source: OECD/IEA 2013)

Current Growth of Transport Sector is not Sustainable

The on-going rapid growth in motorization and transport activity has helped to bring about the rapid economic growth in what we describe as the emerging economies. It is also these countries however, which are bearing the brunt of the negative external impacts of the rapid motorization. Road safety, air pollution and congestion are becoming increasingly important problems and because of the economic costs to society linked to these problems are undermining economic development. Another key concern on the sustainability of current pattern of motorization is the contribution that transport is making to dangerous global climate change.

Road safety[1]

The second Global Status Report on Road Safety, published earlier this year, shows that there were 1.24 million deaths on the world's roads in 2010, similar to the number of deaths in 2007 (WHO, 2013). In the same period there was a 15% global increase in the number of registered motorized vehicles. Road traffic injuries are now the eighth leading cause of death globally, and the leading cause of death for young people aged 15–29. Current trends suggest that by 2030 road traffic deaths will become the fifth leading cause of death unless urgent action is taken.

The cost of dealing with the consequences of these road traffic crashes is enormous and runs to billions of dollars. It is estimated to be US $ 2,240 billion or 3% of Gross Domestic Product (GDP).

THE COST OF ROAD CRASHES			
Income group	**Fatalities**	**Economic Cost**	**% of GDP**
Low	135	US$ 23 billion	4%
Low-Middle	480	US$ 242 billion	5%
Upper-Middle	520	US$ 1,030 billion	5%
High	95	US$ 945 billion	2%
TOTAL	**1,230,000**	**US$ 2,240 billion**	**3%**

Table 1 Distribution of Road Safety Fatalities and Economic Cost by Income Group. (Source: iRAP)

Note: calculations based on the Global Status Report (WHO, 2013) and the True Cost of Road Crashes (McMahon, Dahdah 2008)

Low and middle-income countries bear a disproportionately high burden of road traffic deaths relative to their level of motorization. It should be noted that with 4-5% of GDP, the cost of road crashes to society is also higher in these countries than in the high-

[1] This section is based on WHO (2013) Global status report on road safety 2013: supporting a decade of action.

income countries. This makes road safety a developmental problem, which should not be ignored when discussing the post 2015 development agenda.

Road safety in low and middle-income countries is a greater problem because of poorly designed and maintained roads, vehicles that often do not meet proper safety standards that are now routine in high income countries and poor road safety legislation and an even more poor enforcement of those standards that are in place. Only 28 countries, representing 449 million people (7% of the world's population), have adequate laws that address all five major risk factors in terms of road safety related legislation (speed, drink–driving, helmets, seat-belts and child restraints) (WHO, 2013).

Air pollution

A new systematic analysis (the 2010 Global Burden of Disease) of all major global health risks has found that outdoor air pollution in the form of fine particles is a much more significant public health risk than previously known − contributing annually to over 3.2 million premature deaths worldwide and over 74 million years of healthy life lost. It now ranks among the top ten global health risk burdens. (GBD 2010)

This new analysis identifies especially high-risk levels in the developing countries of Asia where air pollution levels are the highest in the world. Overall GBD 2010 estimates over 2.1 million premature deaths and 52 million years of healthy life lost in 2010 due to ambient fine particle air pollution, fully 2/3 of the burden worldwide. Among other risk factors studied in the GBD, outdoor air pollution ranked 4th in mortality and health burden in East Asia (China and North Korea) where it contributed to 1.2 million deaths in 2010, and 6th in South Asia (including India, Pakistan, Bangladesh and Sri Lanka) where it contributed to 712,000 deaths in 2010.

The contribution of transport to ambient fine particulate pollution comes especially from diesel vehicles. Diesel fuel quality and emission standards for diesel vehicles in the majority of developing countries are well below that of the developed world. Dirty diesel vehicles are not only a threat to air pollution but also an increasingly important contributor to dangerous climate change (see section on climate change below).

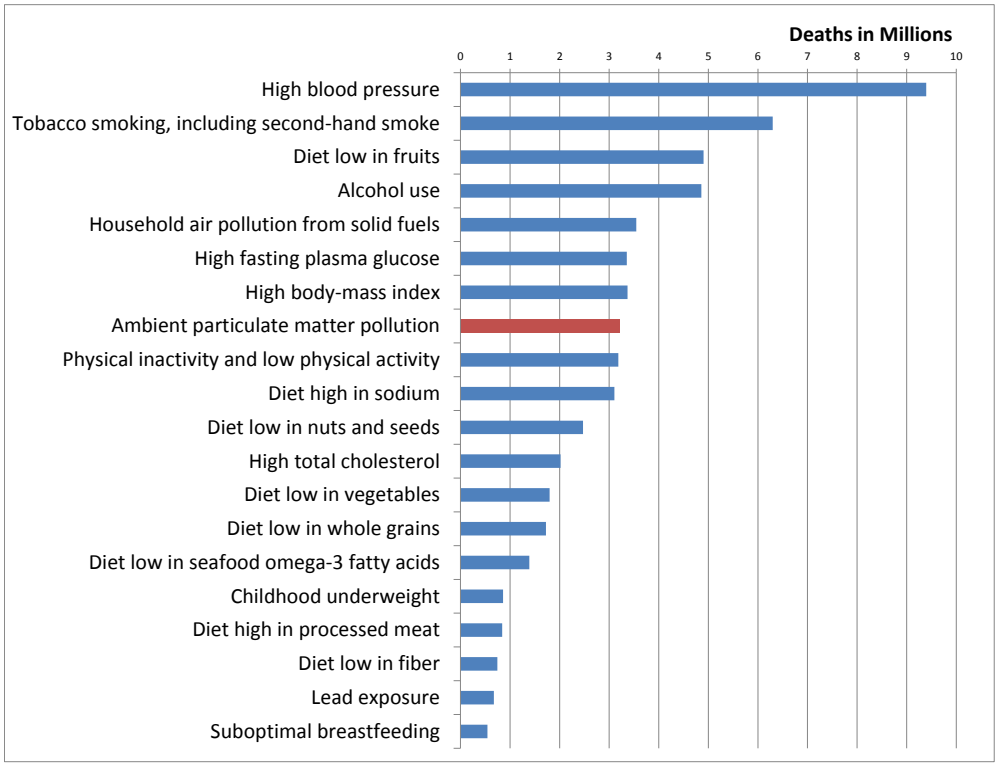

Figure 6. Global Leading Risk Factors for Death in 2010. (Source: GBD 2010, the Lancet).

Congestion

Growth in urban population, income, vehicle fleets, and vehicle travel has in many cities choked road networks. Yet efforts to reduce congestion through expansion of vehicle capacity have been shown to only induce more car travel and increase congestion in the long run. Congestion has many costs: it increases the costs for transport of goods, decreases work productivity, significantly decreases the fuel efficiency of vehicles, increases stress, and decreases the amount of time families can spend together. The 2010 cost of congestion in the USA was estimated at $101 billion in lost productivity and fuel due to congestion. In the United Kingdom, the estimated cost of time lost in travel is equal to 1.2 percent of GDP. (Replogle and Hughes, 2012) Congestion is also increasingly becoming very much a problem in the rapidly motorizing economies in the south but is generally less well documented and the costs are often not well-known and communicated to decision makers. Cities that have put in place policies to restrict the growth in the number of vehicles such as Shanghai and Singapore have noticeably lower levels of congestion. Imposing a congestion charge as in the case of London and Singapore also has had a demonstrated effect in terms of reduced congestion levels.

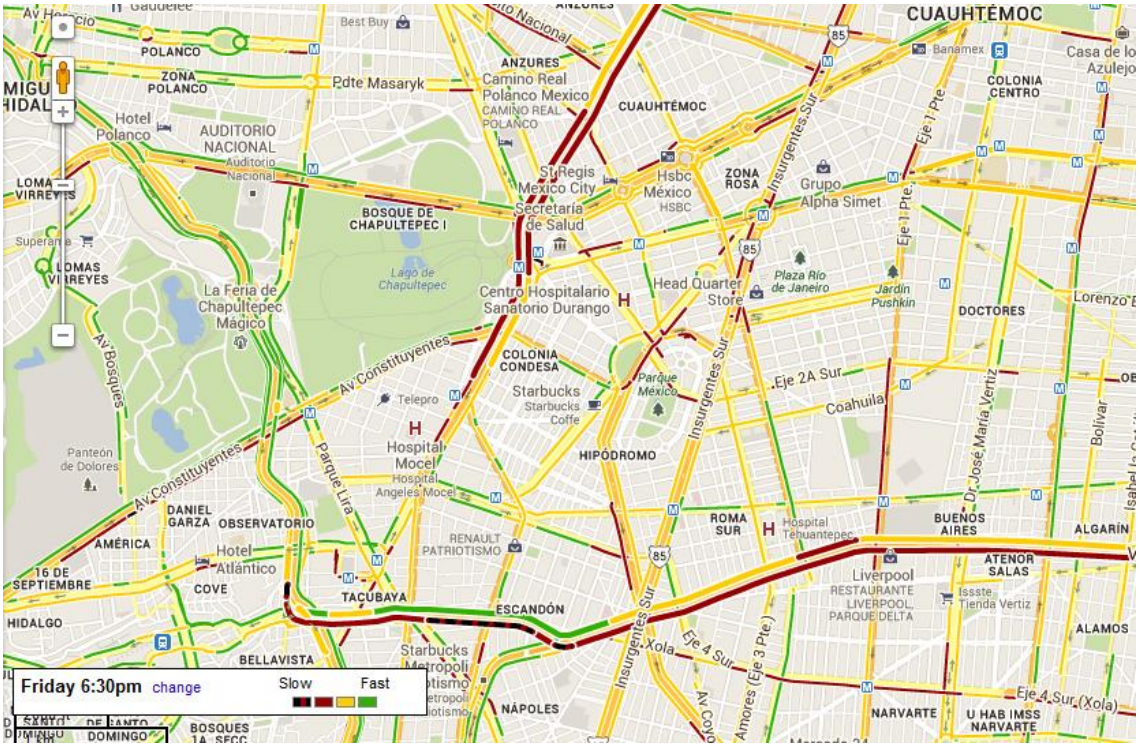

Figure 7. Traffic congestion Mexico City. (Source: screenshot Google Maps June 15, 2013, 6:30pm)

Climate Change

CO_2 emissions from transport in 2011 were 7 Gt, which accounts for a quarter of energy-related CO_2 emissions (IEA, 2012a). Emissions from the sector, which is dominated by oil for road transport, have increased by 1.7% per year on average since 2000, but with differing underlying regional trends. OECD transport emissions are

around 3.3 Gt: having declined to around year-2000 levels during the global recession, they have remained broadly flat since. Market saturation in some countries and increasing efficiency and emissions standards appear to be curtailing emissions growth. Non-OECD transport CO2 emissions have increased by more than 60% since 2000, reaching 2.5 Gt in 2011, with increased vehicle ownership being a key driver. Emissions in China and India have both grown strongly but, collectively, their emissions from transport are still less than half those of the United States (IEA, 2013).

The growth in CO_2 emissions from transport has been faster than economic growth; CO_2 emissions from road transport grew at an annual rate of 10% in the period 2002–2010 vs. 9% annual growth in Gross Domestic Product. (Clean Air Asia. 2012).

Emissions from transport are projected to rise 70% by 2050 from 2010 in a business-as-usual scenario making it the fastest growing source of GHGs. Nearly all of this growth will take place in emerging and developing economies and can be attributed to a growth in both passenger and freight transport and an increase in the kilometers travelled on a per vehicle basis.

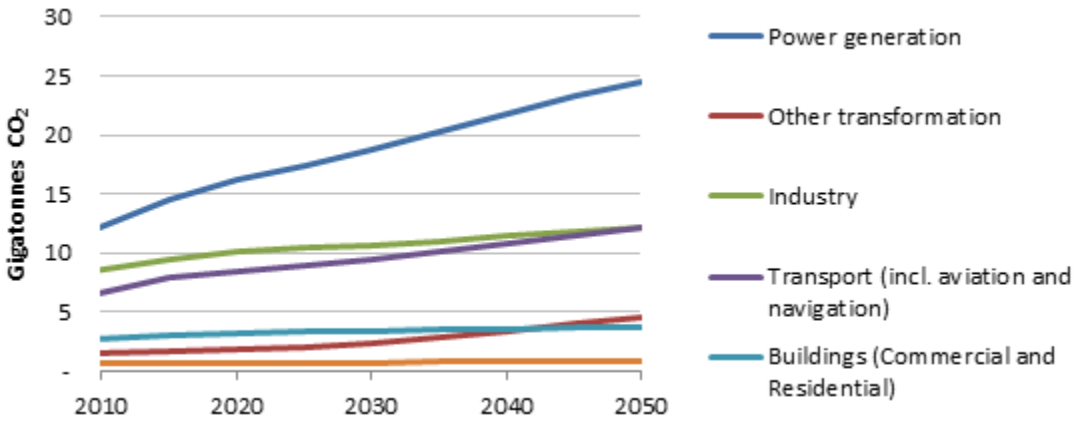

Figure 8. Business-as-usual growth in GHG emissions by sector 2010 – 2050. (Source IEA)

Recently there has been increasing attention for the role that small particulates associated also with air pollution can have on climate change. From the climate side, black carbon (which is part of Particulate Matter) is now believed to be the second most important climate forcer. A recent four year scientific assessment shows that black carbon emissions have a much larger impact on climate change than previously thought making black carbon the second most important climate agent (UNEP, WMO 2012). In contrast to CO_2, black carbon has a short life span in the atmosphere and thus emissions reductions will have direct climate benefits.

Although there are still scientific uncertainties about black carbon, as some parts of black carbon also have a cooling effect, this is not the case for diesel vehicles emissions. Diesel black carbon emissions have a relative large share of warming black carbon parts and thus are recommended as a first area of intervention for reducing black carbon emissions.

New Sustainable Transport Paradigm Inclusive Access through Avoid-Shift-Improve

To realize a transformative change in the transport sector and create more inclusive access transport policy will need to shift from building roads to move cars or trucks to building transport systems that move people and goods. There is growing agreement among transport policy specialists and planners on the need to deploy three interlinked strategies to realize inclusive access to jobs, goods and services. The development of transport infrastructure and services need to be guided by the Avoid-Shift-Improve approach. This calls for: (a) **Avoiding** the need for unnecessary motorized trips through smarter land use and logistics planning; (b) **Shifting** the transport of goods and persons to the most efficient mode[2]; and (c) **Improving** the efficiency and environmental performance of transport systems by improved vehicle, fuel, and network operations and management technologies. To enable the successful implementation of the Avoid-Shift-Improve approach and it will be highly desirable to internalize external costs' in the pricing of transport.

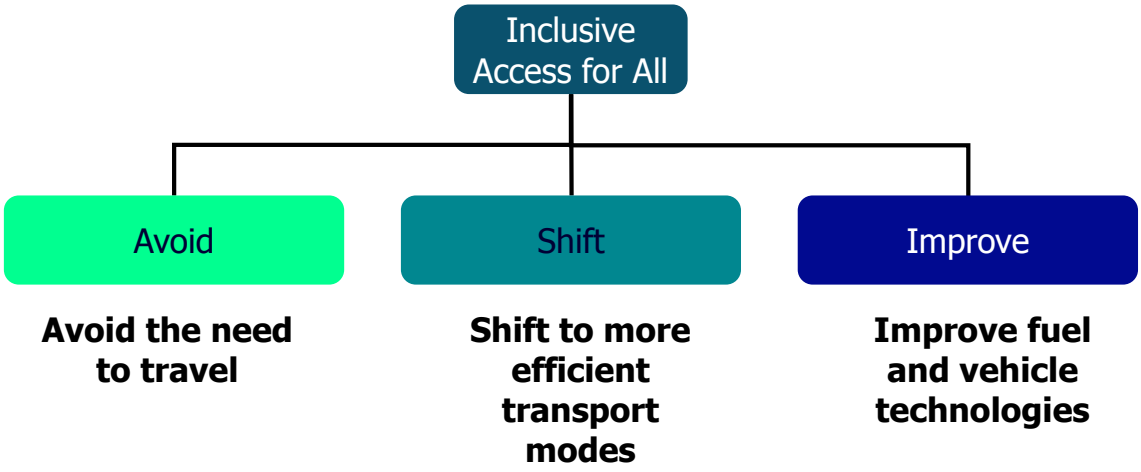

Figure 9. Sustainable Transport Paradigm

The Avoid-Shift-Improve approach has universal applicability and is equally relevant for the developed and the developing world. However, in the case of the developed world most countries deal with a mature vehicle fleet and the emphasis in infrastructure planning is likely to be more on replacing or maintaining existing infrastructure rather than creating new infrastructure. This is likely to result in a greater emphasis on "Improve" measures. In the developing world where there is a large need for additional and new transport infrastructure and services and where urbanization is proceeding most rapidly, there is likely to be greater opportunity for "Avoid" and "Shift" measures. However "Improve" measures are still important as well to counter the impacts of rapid motor vehicle fleet growth in the developing world.

[2] In the case of persons this is usually mass public transport, walking or cycling and in the case of freight to increase the share of rail or water transport

The Rio+20 conference sent out a strong message that sustainable development needs to be understood as having an economic, a social and an environmental dimension and the conference stressed the need for a more balanced approach between these three dimensions in pursuing sustainable development. The Avoid-Shift-Improve approach, although initially developed as an environmental policy paradigm, increasingly serves as a comprehensive policy framework for a sustainable development of the transport sector. In terms of road safety, fewer kilometers traveled by private vehicles (Avoid), a greater use of public transport and more walking and cycling (Shift), as well as safer vehicles and roads (Improve) can potentially save millions of lives and prevent even larger numbers of serious injuries.

The illustrative examples of the application of Avoid-Shift-Improve below demonstrate that there is a growing number of proven and tested solutions available that have the capacity to deliver inclusive access. In many cases these solutions will have multiple benefits combining an improvement in access, reductions in congestion, improvement in road safety, cleaner air and reduced contribution to dangerous climate change.

Bus Rapid Transit (BRT) – cheap but high quality mass transit systems

Strengthening public transport is an important part component of sustainable transport policies. In the last years a silent revolution has started, which is changing the face of bus transport in many of the cities, especially in the developing world. Over 150 cities have now put in place Bus Rapid Transit (BRT) systems, which include many of the features of rail based mass transit systems, but at a fraction of the cost. Figure 10 shows the rapid increase in BRT systems over the last 15 years when the total length of BRT systems increased almost 500%. These systems now transport over 25 million passengers per day.

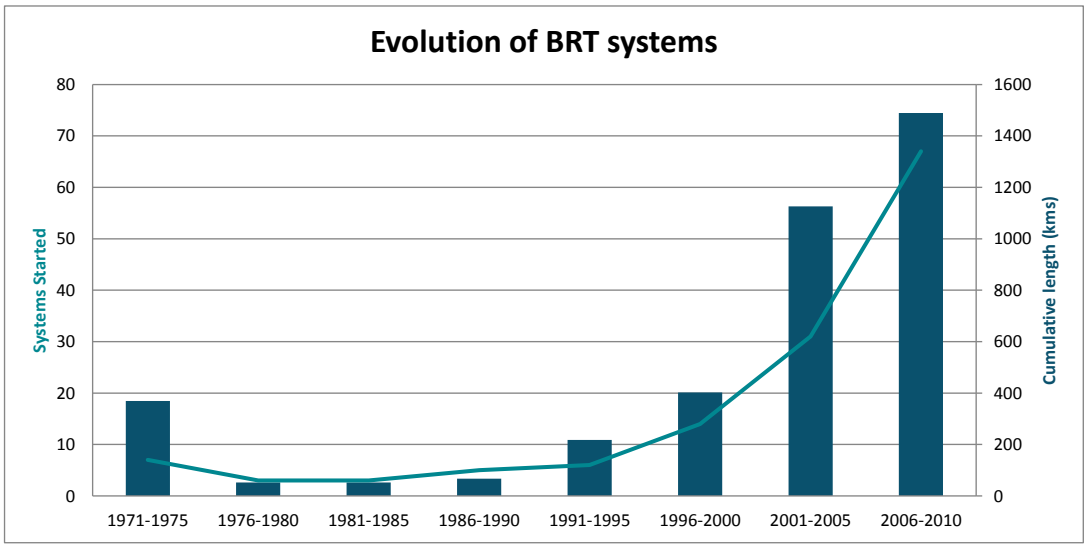

Figure 10. Growth in number of cities with a BRT systems and Evolution of length of BRT systems. (Source: Global BRT)

Note: Data, produced by BRT-ALC Centre of Excellence and EMBARQ, in partnership with IEA and SIBRT, http://brtdata.org March 2013)

Bike Sharing- a renewed appreciation for cycling

Another example of a transport system, which makes use of an already existing mode of transport in delivering a new sustainable transport oriented service is public bikes. Adapted from earlier less successful programs from the '60s in the Netherlands, modern public bikes, many with computer-based control systems, have exploded on the scene starting with the success of the Velib system in Paris, France a few years ago. Over 500 cities now have a public bike scheme (Larsen, 2013). Much of this rapid growth is taking place in China. The world's largest bike-sharing program is in Wuhan, China's sixth largest city, with 9 million people and 90,000 shared bikes. Wuhan recently claimed the No. 1 spot from Hangzhou, which has 69,750 bikes in its bike-share scheme. Overall, 17 out the world's largest public bike schemes are now in China.

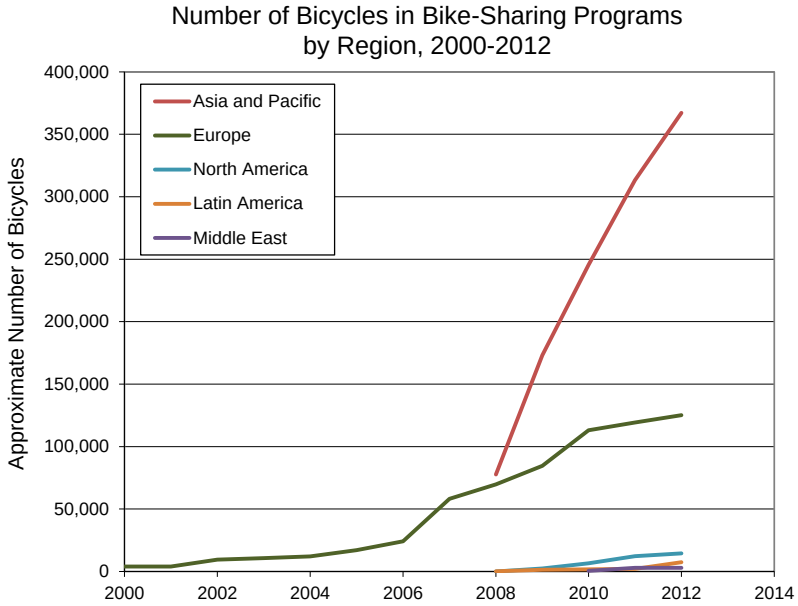

Figure 11. The Number of Bicycles in Bike-Sharing Programs 2000. (Source: Janet Larsen, Earth Policy Institute)

Note: Source: EPI based on Midgley, Meddin and Demalo; Yang et al; Shaheen et al.

The impact of the public bike schemes is two-fold. It has resulted in a modest impact in terms of modal shift towards cycling. More importantly these schemes raise the awareness of decision makers on the need to create cycling infrastructure and thereby opening up the possibilities for a more sustained growth of cycling not just through the use of public bicycles but also by increasing the use of privately owned bicycles.

Fuel Economy – an essential part of enhancing transport's sustainability

In addition to improving public transport and non-motorized transport it is equally important to improve the environmental performance of motorized transport. Especially in terms of addressing climate change it is important to improve the fuel economy of vehicles. The Global Fuel Economy Initiative (GFEI) promotes a target of halving new light duty vehicle fuel economy (in l/100km or gCO2/km) by 2030. Global fuel economy

improved by an average of 1.7% per year between 2005 and 2008, far below the required 2.7% annual improvement rate to reach the 2030 GFEI target (GFEI, 2013). Since then the pace of improvement has slightly accelerated between 2008 and 2011, but at 1.8% annual improvement rate is still lagging behind the overall GFEI target (see Table 2). In particular, non-OECD countries have not been making sufficient progress towards better fuel economy over the 6-year period, and as non-OECD vehicle market growth is increasing much faster than OECD markets, most focus in the near future should be placed in helping non-OECD countries to develop and deploy more stringent fuel economy policies. OECD countries are on the right track but need to slightly accelerate the trend to meet the GFEI target in 2030, which will be more and more challenging as the target gets closer.

		2005	2008	2011	2030
OECD average	average fuel economy (Lge/100km)	8.1	7.6	7.0	
	annual improvement rate (% per year)	-2.2%		-2.7%	
		-2.4%			
Non-OECD average	average fuel economy (Lge/100km)	7.5	7.6	7.5	
	annual improvement rate (% per year)	0.4%		-0.6%	
		-0.1%			
Global Average	average fuel economy (Lge/100km)	8.0	7.6	7.2	
	annual improvement rate (% per year)	-1.7%		-1.8%	
		-1.8%			
GFEI target	average fuel economy (Lge/100km)	**8.0**			**4.0**
	annual improvement rate (% per year)	**-2.7%**			
		2012 base year			**-3.0%**

Table 2. Improvements in Fuel Economy OECD and non OECD countries 2005-2011 against 2030 target. (Source: GFEI)

Cleaner Fuels – an opportunity to improve air quality and reduce climate change

Cleaner Fuels are important, both from a health perspective and also from a climate change perspective the latter especially in the case of diesel fuel. Low sulfur fuels (of 50 ppm or less, ideally 10 ppm) enable the use of emission reduction technology needed to implement stricter vehicles emissions standards for light-duty diesel passenger cars and heavy-duty diesel vehicles (busses and trucks). The combined stricter fuel and vehicle emission standards will help to realize major health benefits, due to reduced air pollution, and, can help to reduce black carbon emissions from heavy trucks and busses by 90% or more.

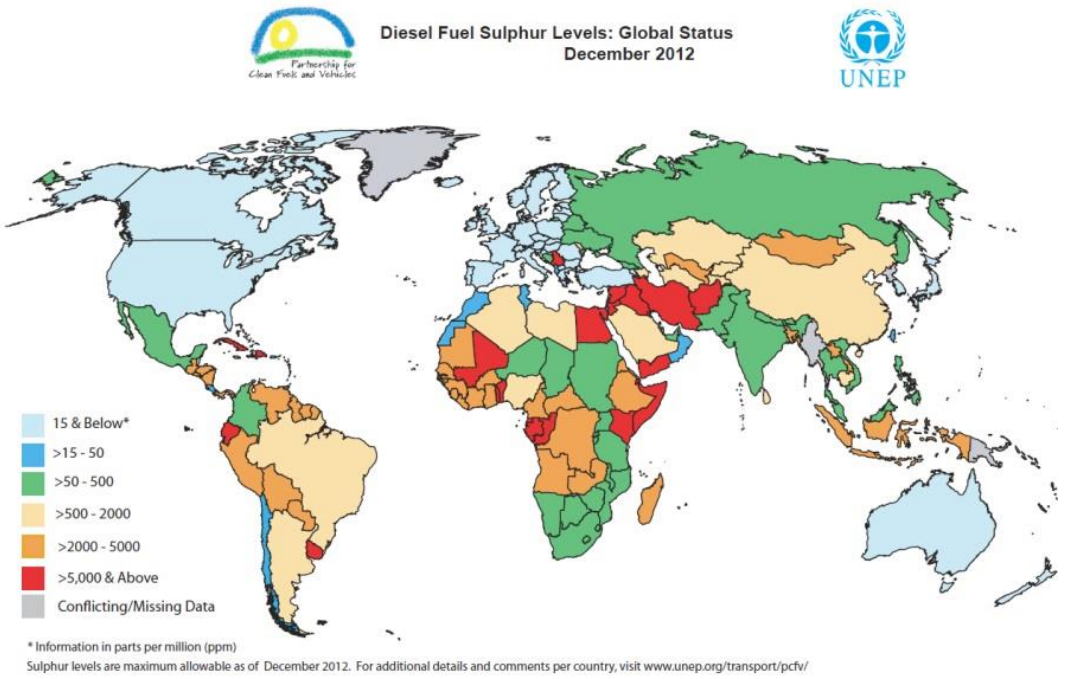

Figure 12. Global Status of Low Sulphur Diesel December 2012. (Source: PCFV)

Low sulfur fuels are essential to the effective operation of modern emission control systems on motor vehicles. Figure 12 shows that while the developed world largely has the required diesel fuel quality to enable strict emission standards the developing world still has a long way to go before it has the required fuel quality.

Benefits of Sustainable Transport Policies

Changing the course of transport policy has large benefits. More inclusive access to markets, jobs, goods and services will help to make it possible "to end extreme poverty in all its forms in the context of sustainable development and to have in place the building blocks of sustained prosperity for all" which was described by the High Level Panel of Eminent Persons on the Post-2015 Development Agenda as its vision and responsibility for the next 15 years.

The potential benefits of sustainable transport are also explained through the case of road safety and climate change and the economics associated with a low-carbon, sustainable transport growth scenario.

Saves millions of lives because of greater road safety

In 2010, the United Nations General Assembly adopted resolution 64/2551, which proclaimed a Decade of Action for Road Safety. The goal of the Decade (2011–2020) is to stabilize and reduce the increasing trend in road traffic fatalities, saving an estimated 5 million lives over the period. Realizing this aim, will also save billion of dollars in avoided health costs.

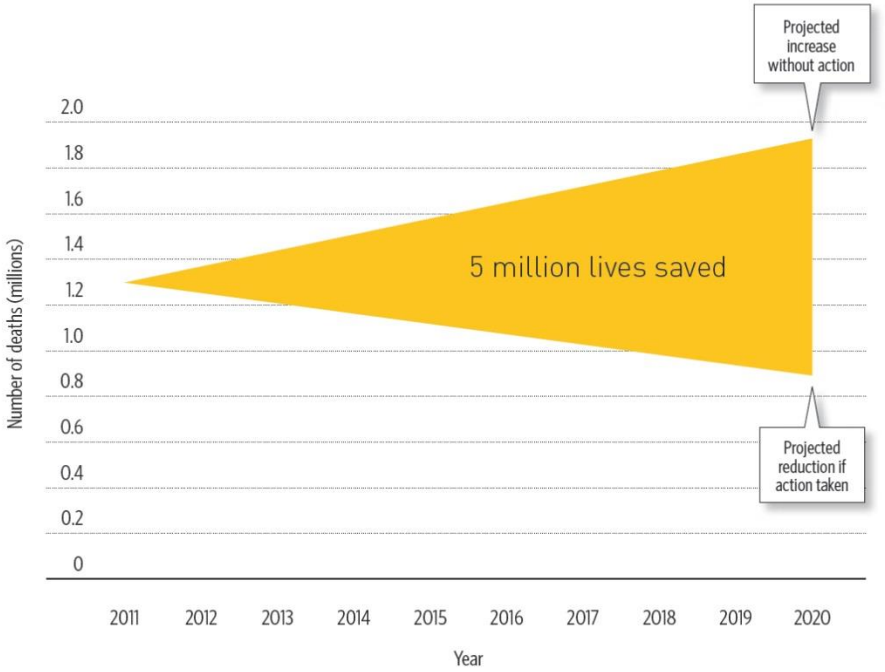

Figure 13. Goal of the Decade of Action for Road Safety (Source: J. Guria)

Putting Transport on a low carbon growth path - Cheaper than Business as Usual

The IEA Energy Technology Perspectives 2012 includes 6, 4 and 2-degree climate scenarios (IEA 2012a). For transport, achieving the 2-degree scenario requires strong uptake of new vehicle technologies and fuels, but also major shifts in future travel growth. Applying Avoid and Shift based policies cuts growth in car travel up to 2050. Increasing growth in mass transit and non-motorized modes significantly over baseline levels, in conjunction with better planning and infrastructure investments to reduce the length of some trips will also reduce passenger transport CO2 emissions worldwide.

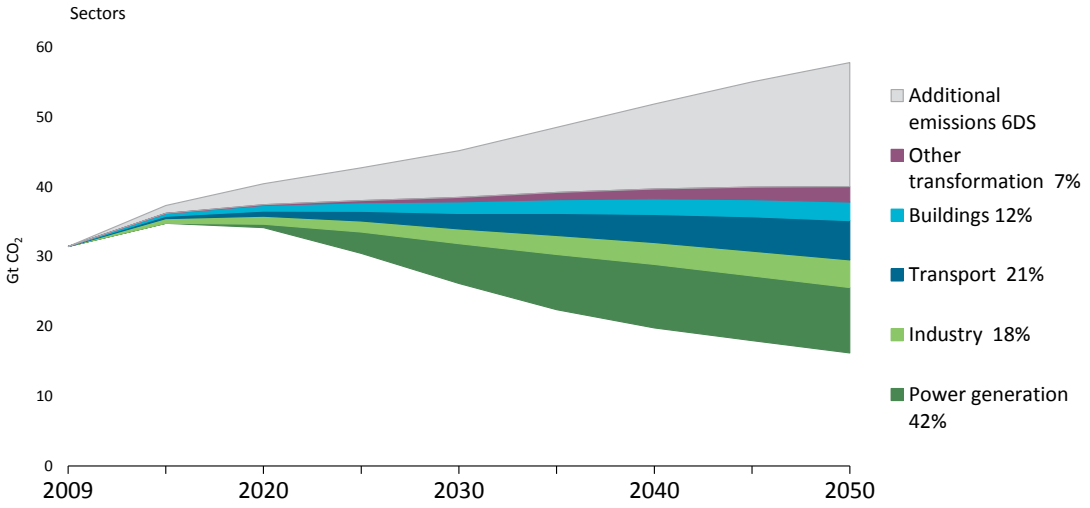

Figure 14. Emission reductions by sector in support of a 2 Degree Climate Scenario (Source: IEA 2012a)

The IEA concurrently investigated the costs of these scenarios and found that, including only the costs of vehicle purchases (across all modes), the cost of fuel, and the cost of transport infrastructure, total global expenditures through 2050 are estimated to be over $500 trillion. These costs could be reduced by more than 10% by following the transport policies of the 2-degree scenario (which includes avoid, shift and improve policies), due to lower fuel demand, slower growth in vehicle purchases, and significant reductions in road and parking infrastructure costs. The IEA details their findings in a recent report that concludes that global adoption of Avoid-Shift-Improve based policies in the transport sector would realize a USD$ 30 trillion in savings in vehicle and fuel expenditures and a USD$ 20 trillion in infrastructure savings giving a net savings of USD$ 50 trillion (IEA 2012b). In economic terms these figures are impressive and they are enormous in CO_2-terms; by just considering fuel savings, cumulative CO_2 emissions reduction would exceed 130 $GtCO_2$ over the 40-year period from 2011 to 2050.

Another climate change related economic impact valuation of measures related to transport is the UNEP/WMO (2012) 'Integrated Assessment of Black Carbon and Tropospheric Ozone', which identified 16 measures that could reduce global warming by 0.5oC (0.2-0.7oC) in 2050, and if implemented by 2030 could result in complementary, annual health and crop benefits include 2.4 million avoided premature deaths (0.7-4.6 million) and avoided loss of 52 million tonnes (30-140 million) of maize, rice, wheat and soybean.

Sustainable Transport does not require billions in fuel subsidies and has large climate benefits[3]

Total fuel subsidies are estimated to be about $ 600 billion per year. The IEA estimates that subsidies for the consumption of fossil-fuels and electricity in 37 non-OECD countries were US$ 523 billion in 2011, of which US$ 285 billion was for oil subsidies. These subsidies have been increasing since 2009 due largely to increasing international oil prices and rising consumption of subsidized fuels. Of the consumer subsidies for gasoline and diesel, only 6% are distributed to the poorest 20% of the population (IEA 2011).

Without reform, the IEA estimates that consumption subsidies for fossil fuels and electricity could total US$ 660 billion by 2020. However if fossil-fuel subsidies were phased out by 2020, global primary energy demand would reduce by 5% and CO_2 emissions by 5.8% (2.6Gt) (IEA, 2011). Approximately 60% of the savings would come from the transport sector (IEA, 2010).

In addition to the US$ 523 billion of subsidies in 37 non-OECD countries, subsidies for the production and consumption of fossil fuels in 34 OECD countries amounts to between US$ 55 billion and US$ 90 billion each year (OECD, 2013). Of these, the largest share by energy type is for petroleum and the largest share by indicator is for consumption.

Alternatively, the IMF estimates that global subsidies and under-taxation of fossil-fuels (for 176 countries) could be as high as US$ 1.9 trillion for 2011, equal to 2.5% of global GDP (IMF, 2013). Of this, US$ 879 billion is for petroleum products. The estimates should be interpreted carefully as they include the cost of externalities.

[3] This section of the report was drafted based in materials of the Global Subsidies Initiative http://www.iisd.org/gsi

In 2009, G20 leaders committed to “rationalize and phase out over the medium term inefficient fossil-fuel subsidies that encourage wasteful consumption” while recognizing “the importance of providing those in need with essential energy services, including through the use of targeted cash transfers and other appropriate mechanisms” (G20 Leaders, 2009). Shortly afterward, G8 and APEC leaders followed suit with a similar commitment (APEC Leaders, 2009).

In response to the G20 and APEC commitments in 2009, a group of non-G20 countries formed “the Friends of Fossil-Fuel Subsidy Reform.” The aim of the group is to build international political consensus on the importance of fossil-fuel subsidy reform. The Friends have collaborated with both the G20 and APEC energy groups to hold technical workshops and seminars on issues related to fossil-fuel subsidy reform. The Friends are also exploring avenues for raising fossil-fuel subsidy reform within the UNFCCC.

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Chapter 2

Implementing the Rio+20 Sustainable Transport Voluntary Commitments

"We welcome the commitments voluntarily entered into at the United Nations Conference on Sustainable Development and throughout 2012 by all stakeholders and their networks to implement concrete policies, plans, programmes, projects and actions to promote sustainable development and poverty eradication".

- The Future We Want, Rio+20, 2012.

The Voluntary Commitments entered into at Rio+20 were a game changer and have galvanized a large range of thematic and sectoral communities, including the sustainable transport community, into action on sustainable development. More and more it is acknowledged that effective action on sustainable development needs to be based on a multi-stakeholder approach, which cuts across traditional constituencies of government, international development organizations, Non-governmental organizations, private sector and academe.

The High Level Panel of Eminent Persons on the Post-2015 Development Agenda, which recently published its recommendations to the UN Secretary General, also highlighted the need for partnerships. The High Level Panel included “Forging a New Global Partnership” as one of five big transformative shifts needed to implement post 2015 agenda. Each priority area identified in the post-2015 agenda should be supported by dynamic partnerships.

To respond to the call for multi-stakeholder action the Partnership on Sustainable, Low Carbon Transport through its members and other organizations working on sustainable transport made 17 Voluntary Commitments at the Rio+20 conference to promote more sustainable transport.

Box 1. Rio+20 Voluntary Commitments on Sustainable Transport facilitated by the SLoCaT Partnership

Asian Development Bank and partners: *Commitment to Sustainable Transport*

Clean Air initiative for Asian Cities (CAI Asia), Secretariat for Green Freight Europe: European Shippers' Council (ESC) and EVO Dutch Shippers' Council, Sustainable Supply Chain Centre Asia Pacific (SSCCAP): *Promoting Green Freight in Europe and Asia*

Dutch Cycling Embassy: *Cycling*

EMBARQ: *Scaling Up Sustainable Transport Solutions Worldwide*

FIA Foundation and partners: *To promote the development and implementation of fuel economy standards and policies across the globe*

FIA Foundation and Partners: *Protecting children from traffic injuries and improving their urban environment*

German International Cooperation: *CAPSUT – "Capacity Building on Sustainable Urban Transport"*

Institute for Transportation and Development Policy and partners: *Principles for Transport in Urban Life*

Institute for Transportation and Development Policy and partners: *Principles for Bus Rapid Transit Systems*

Institute for Transportation and Development Policy and partners: *Results-Based National Urban Transport Policy and Finance*

International Association of Public Transport (UITP): *PTx2 Doubling the market share of public transport worldwide by 2025*

International Road Assessment Program (iRAP): *Creating a world free from high risk roads*

UIC - International Union of Railways, and participating members: *UIC Declaration on Sustainable Mobility*

United Nations Center for Regional Development (UNCRD) and partners: *Promoting Environmentally Sustainable Transport (EST)*

United Nations Environment Programme (UNEP) on behalf of the Partnership for Clean Fuels and Vehicles (PCFV) *"Promote and support the reduction of PM/BC emissions from transport through the introduction of cleaner, low sulphur fuels and cleaner vehicles through adoption of vehicle emissions standards"*

UN-HABITAT and partners: *Building Institutional and Political Capacity for Urban Sustainable Mobility*

Velo Mondial and Partner: *Pas-port to Mobility*

This included the unprecedented ten years Voluntary Commitment of $ 175 billion for more sustainable transport, made by eight of the world's largest multilateral development banks. This was also the largest Voluntary Commitment made at Rio+20 (see Figure 15). Other commitments made by the sustainable transport community focused on knowledge development, capacity building, and policy facilitation and development.

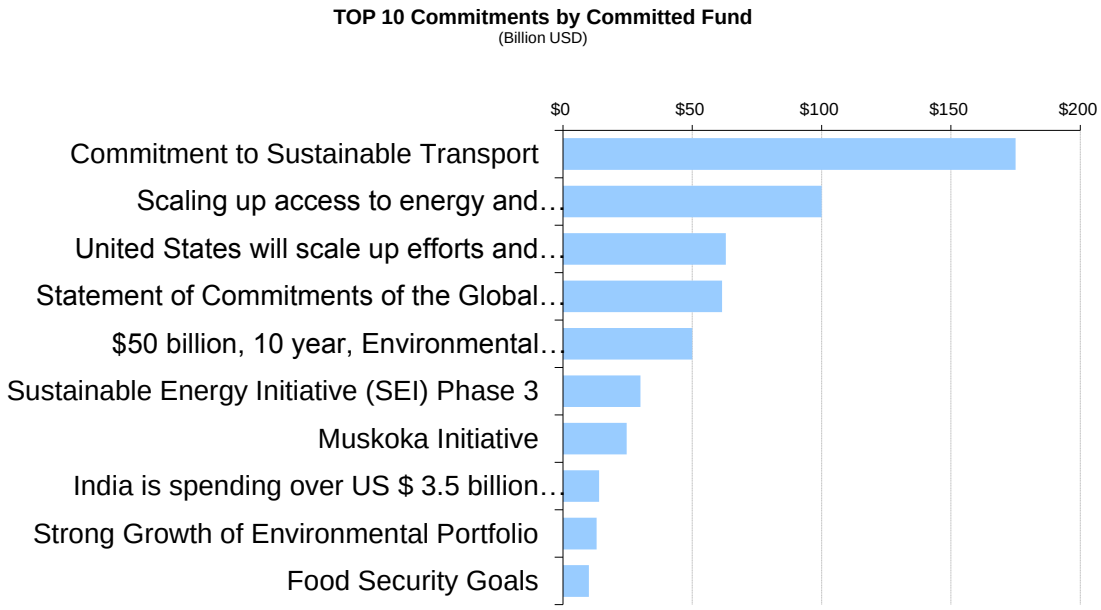

Figure 15. Top 10 Rio+20 Commitments by Committed Fund (billion USD)

Impact

The updates for the respective commitments, described in this chapter, make it clear that the commitments have a universal applicability – they are helping to make transport more sustainable in both developed and developing countries.

Many of the Voluntary Commitments have a running time of ten years and after one year it is too early to draw up a detailed and quantified picture on the implementation of the voluntary commitments and their impact. Most of the organizations implementing the Voluntary Commitments have made use of the past year to prepare for the full implementation of their commitment. They have done so in a number of different ways:

- Delivery of planned financial support (Multilateral Development Banks)
- Developing new modalities – e.g. inclusion of sustainable mobility in Urban Basic Services Trust Fund (UN-Habitat)
- Developing – strengthening partnerships (UN-Habitat, GIZ-German International Cooperation, Multilateral Development Banks, Dutch Cycling Embassy, Clean Air Asia, UNCRD, UIC)
- Policy and standards development (ITDP, UNEP, Global Fuel Economy Initiative, UNCRD)
- Development – rolling out new tools (UN-Habitat, Multilateral Development Banks, Dutch Cycling Embassy, Velo-Mondial, ITDP, Clean Air Asia)
- Building capacity through outreach materials, new training courses and trainers (German International Cooperation, Dutch Cycling Embassy)
- Development of tracking – monitoring formats for VCs (UITP, Multilateral Development Banks,
- Pilot activities (FIA Foundation, EMBARQ)
- Full scale implementation – (iRAP)

A number of the Voluntary commitments have however, after one year, already been able to report on specific impacts:

Influenced by the Voluntary Commitment “Doubling the market share of public transport worldwide by 2025” put forward by the International Association of Public Transport (UITP), a shift towards more sustainable travel patterns is emerging in a number of cities worldwide, through a combination of supply and demand policies and measures. Selected examples include:

- In Paris region, between 2001 and 2010, the number of public transport trips increased by 21%, while the number of private car trips increased by less than 1%.
- In Greater London, There has been a sustained shift in mode share away from private cars (from 46% in 2001 to 38% in 2011) and towards public transport (from 28% in 2001 to 36% in 2011).
- In Dubai, the modal share of public transport doubled, from 6% in 2006 to 12% in 2012.
- Public transport’s share of motorized travel in the Oslo Region increased from 24% in 2006 to 31% in 2011.
- In Beijing, the number of public transport trips increased by 63% between 2006 and 2012.

The Partnership for Clean Fuels and Vehicles (PCFV) is promoting and supporting the reduction of Particulate Matter/Black Carbon emissions from transport through the introduction of cleaner, low sulphur fuels and cleaner vehicles through adoption of vehicle emissions standards. Initial results on lowering sulphur levels in automotive fuels include:

- Central and Eastern Europe: Sulphur levels in Montenegro, FYR Macedonia, Armenia, Albania, Belarus are at 50 ppm and below. Bosnia and Herzegovina, Georgia, Azerbaijan, Ukraine are at 300-350 ppm in diesel. Russia adopted Euro 4 and 50ppm for implementation by 2015 and 10ppm by 2016.
- Latin America and Caribbean: Paraguay moved from 5000ppm to 2500ppm sulphur levels nationwide and 500ppm in major cities. Colombia, Peru and Uruguay have set timelines for 50ppm.
- Africa: Morocco, Tunisia and Mauritius adopted 50ppm. South Africa adopted legislation to move to 10ppm by July 2017. The East African region plans regional standards of 50ppm sulphur in diesel fuels. Almost all countries are part of regional low sulphur roadmaps for 50ppm by 2020.
- Asia: Most countries have set timelines for 50ppm, particularly in the ASEAN (Indonesia, Philippines, Vietnam, and Malaysia), in or before 2018. China, India, and Thailand are in the process of adopting 50ppm nationwide.
- Middle East and Western Asia: Many countries have 50ppm sulfur in fuels.

The Global Fuel Economy Initiative (GFEI) has worked closely with the Chilean Government and stakeholders to develop the first light duty vehicle fuel economy labeling system in Latin America and Caribbean region, which was launched on the 1st of February 2013.

International Road Assessment Programme (iRAP) as part of its Voluntary Commitment to create a world free of high-risk roads was able to star rate 100,000km+ of roads in the last 12 months, (e.g. Australia (22,000km), Brazil (4,000km), Colombia (11,000km), Indonesia (4,000km), Mexico (46,000km), Netherlands (10,000km), Philippines (6,000km), and Ukraine (4,000km). This in addition to work in Bangladesh, India across 7 states, and China across 3 provinces.

EMBARQ as part of its efforts to scale up sustainable transport world-wide was able, over the last 12 months to:

- Deliver 5 game-changing policies or projects
- Directly impacted 39 cities

- Influence 62 cities
- Save 0.85 billion hours of travel time
- Serve 4.5 billion person-trips
- Avoid 2.2 million tons of CO2 emissions
- Save 1,062 lives

Box 2. Sustainable transport in practice: Saving CO2 with Yuriy Didevych

Cyclists are an increasingly common sight in Lviv / Ukraine: One of them is Yuriy Didevych – dressed in shirt, suit and tie. As traffic is sometimes quite challenging and the cycling infrastructure is just developing, Yuriy chooses roads, dedicated cycling tracks and sidewalks as safety permits. When he is wearing office clothes, car drivers treat him with far more respect, he tells.

Yuriy is a young married man, by profession lawyer, and he used to take the minibus to get to work – but about 2 years ago he switched to cycling for the daily 3.5 kilometre trip to work. Asked for reasons, he will reply that regular cycling allows him to keep his weight and stay more concentrated at work. Not less important, cycling takes him just half of the travel time by bus or car - without any congestion. By the way he is saving 350 kg of CO_2 per annum.

In 2011, the city of Lviv has started developing cycling infrastructure to offer sustainable mobility options without car. German International Cooperation (GIZ), on behalf of the German Ministry for Economic Cooperation and Development, is working with the city of Lviv to deliver this task. (Source: www.mobilnist.org.ua/home)

The Rio+20 Voluntary Commitments on sustainable transport have evoked strong support from a wide range of beneficiary organizations as well as other organizations linked to sustainable development and sustainable transport:

- "*The significant financial commitments for sustainable transport made by multilateral development banks at last years Rio+20 conference can help us to realize those aspirations.*" Ban Ki-Moon, Secretary General United Nations "*These unprecedented commitments have the promise to save hundreds of thousands of lives by cleaning the air and making roads safer; cutting congestion in hundreds of cities; and reducing the contribution of transportation to harmful climate change*." Joan Clos, Executive Director U.N.-HABITAT – **MDB Commitment to Sustainable Transport**
- "*Public transport can be clean, it can be efficient, it can be convenient. It is good for people, it is good for economies, it is good for our planet. That is the message that you – UITP – have over many years tried to bring to the world*". Achim Steiner, UNEP Executive Director and Under-Secretary-General of the United Nations, at the 59th UITP World Congress – **Doubling the market share of public transport worldwide by 2025**
- "*These documents and the training course have helped support the development of our newly created "Sustainable Urban Mobility Unit", as we use the documents as daily reference for our activities*" N. Estupiñan, Deputy Minister of Transport Colombia – **GIZ-CAPSUT : Capacity Building on Sustainable Transport**
- The New Zealand Minister for Transport has announced that Roads of National Importance will be 4-star standard and Vice Minister Feng Zhenglin (Guizhou) praised ChinaRAP work and recommended wide application of the programme.–**Creating a world free of High Risk Roads**
- "*In Chicago, The BRT Standard helped us guide design on two planned signature BRT corridors and include measures we otherwise would not have*

considered. The BRT Standard 2013 provides a clear roadmap to high-quality BRT. In just two years, it has become a well-recognized tool used by more and more cities, quickly becoming a key piece of the global urban renaissance." Gabe Klein, Chicago's Commissioner for Transportation – **Principles for Bus Rapid Transit**

- "*I encourage the China Green Freight Initiative and the CGFI Seminar to support the Ministry's of Transport's work and fully exchange the good practices in the field of green freight*" Mr. Li Gang, Director-General, Department of Road Transport of MOT speech at the China Green Freight Initiative Seminar in 2012. – **Promoting Green Freight in Europe and Asia**
- "*We've experienced a reduction in the number of accidents, as well as the intensity of the collisions*." Raul Lopez, Trunk Line Manager, Macrobus, Guadalajara; *"…EMBARQ support has really helped to identify critical areas and improve our service delivery*." Jaspal Singh, Star Bus Services Pvt. Ltd. New Delhi – **Scaling up Sustainable Transport Solutions World Wide**
- "*Non-governmental organizations like ITDP have been most active and helpful in building capacity to implement Mexico's national urban transport program*." -- Carlos Mier y Teran, Coordinator, Mass Transit Program, FONADIN (Mexican Development Bank) - **Results-Based National Urban Transport Policy and Finance**
- "*I'm particularly proud that cycling takes a very important place on Gdansk's political agenda. Thanks to the projects like Mimosa we are able to go further, to introduce travel behavior change programs that encourage people to walk and cycle. There is still a lot to be done of course, but we are definitely on the right path*."--Maciej Lisicki, Deputy Mayor of Gdansk, commenting on 'Engaging Cycling Cities; Ingredients for success" and the portal based on the book: http://www.pas-port.info - **Pas-port to Mobility**

(left to right) Nelson Mandela reads the Zenani Mandela Rio+20 Commitment; Zenani's bereaved mother, Zoleka, supports the Long Short Walk campaign; one of hundreds of Long Short Walk events, this in Tanzania.
(Source: Make Roads Safe)

1- Building Institutional and Political Capacity for Urban Sustainable Mobility

ORGANIZATIONS: ***United Nations Settlement Programme (UN-HABITAT) in partnership with City Governments, ICLEI, Institution for Transportation and Development Policy (ITDP), GIZ, UITP, CODATU and Regional Development Banks***

WHAT WILL BE ACHIEVED?

- Greater awareness of sustainable mobility amongst citizens and policy makers in partner cities in Africa, Asia and LAC regions.
- Partner cities will adopt policies, strategies and plans for sustainable mobility. Cities will have strong institutional capacity and become adept in analyzing the real problems and securing financing and implementing people-centered projects.
- The share of public transport in cities will increase.
- Public transport will be better integrated with walking, cycling and other non-motorised transport.
- Improved road safety. Congestion, air pollution, GHG emissions, noise and vibration will decrease.

HOW TO ACHIEVE THE DESIRED OUTCOME

UN-HABITAT in collaboration with its partners will:

- focus on awareness raising and capacity building
- build a constituency for support for a new planning approach focusing on the role of the street and the greater role of public transport integrated with non-motorized transport by planning and implementing innovative demonstration projects and widely disseminating its experiences.
- develop practical tools and guides that can assist city authorities in their efforts towards the goal of sustainable mobility.
- link such up-front work with the lending and grant support programmes of the Multilateral Financial Institutions.
- Existing communication platforms such as the Urban Gateway and the World Urban Campaign will provide the agency powerful mechanisms to build support at a global scale for sustainable mobility.

DELIVERABLES

- Rapid Assessment Tool for Sustainable Urban Mobility Developed (for Application in the Africa, Asia and the LAC Region) by 2013
- Dissemination of Experiences from UN-HABITAT's GEF-Sustainable Transport Project East Africa and the GENUS project by 2015
- Demonstration Projects implemented in Africa and Asia and lessons disseminated (First Phase); 2 tool kits /guides/ publications developed by 2015
- Demonstration Projects implemented and lessons disseminated (2nd Phase); 8 tool kits/guides/publications by 2015

ALLOCATED RESOURCES

- Financing: $20,000,000
- Staff/Technical Expertise: Eight Full -Time Staff ;
- In-kind contribution: $ 20 Million represents UN-HABITAT's implementing partners

CURRENT STATUS AS OF JUNE 20, 2013

The following was undertaken by UN-Habitat:

- Formed agreements with strategic and Knowledge partners (e.g EMBARQ, ITDP, UITP, KOTI, ICLEI, City of Suwon)
- Agreed in the 24th Governing Council of UN Habitat to create a n Urban Basic Services Trust Fund, which will include sustainable mobility component
- Engaged with policy makers and city managers on Urban Mobility issues such as congestion and the post-2015 development agenda on transport during various national, regional and global events i.e. World Urban Forum in September 2012, the CODATU XV conference in October 2012, the UITP 60th World Congress in May 2013 and the UN-Habitat Governing Council in April 2013.
- Commenced work on Developing an "Urban Mobility Rapid Assessment Tool with ITDP as well as work on a series of "quick guides" on Urban Mobility with EMBARQ;
- Supported capacity building and awareness raising for sustainable urban mobility in East African Cities (under the GEF supported SUSTRAN Project);

NEXT STEPS IN IMPLEMENTATION OF VC

UN-Habitat will continue to focus on the role of pro-active urban planning in ensuring sustainable urban mobility. It will propagate the vision that urbanization, is a great force for the economic and social development of countries and UN Habitat will expand its activities on urban mobility plays in support of achieving this vision. UN-Habitat is seeking to build on its operational and normative work and its awareness raising and advocacy activities to engage with more countries and cities on sustainable urban mobility. Possibilities of Partnerships with MDBs to facilitate the delivery of their VCs ($175 billion are being pursued).

ONLINE RESOURCES RELATED TO THE VC

http://sustainabledevelopment.un.org/index/php?Page=view&type=1006&menu=1348&nr=520

CONTACT PERSON

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2- CAPSUT-"Capacity Building on Sustainable Urban Transport"
ORGANIZATIONS: *Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)*

WHAT WILL BE ACHIEVED?	CURRENT STATUS AS OF JUNE 20, 2013
http://www.sutp.org/index.php/capsut to be developed as international platform for training activities in the field of urban mobility. The international community of practitioners and decision-makers in the field of mobility will be able to pick up knowledge, trends and developments more quickly and more comprehensively. Further, as a result of this global overview, the development of new and enhancement of existing courses and capacity development efforts will be facilitated. Online courses and direct courses will be offered and announced through this dedicated webpage.	• 17 training courses with more than 350 participants: Transport and Climate Change, Sustainable Urban Transport, TDM and Parking Management • Ongoing implementation of third e-learning course "Sustainable Urban Mobility in Developing Countries" • Development of Spanish version of e-learning course "Sustainable Urban Mobility in Developing Countries"; first course is running at present • Development of a new training course on "Transport and Climate Change" • Numerous publications have been translated to French and Russian language; • Webpage www.capsut.org is being built up right now • Cooperation on training with many organisations, such as TRL, ADB, LTA, Embarq, ITDP, ICLEI
HOW TO ACHIEVE THE DESIRED OUTCOME	
GIZ SUTP establishes its webpage " CAPSUT - Capacity Building on Sustainable Urban Transport" http://www.sutp.org/index.php/capsut as international platform for training activities in the field of urban mobility. The platform provides an overview on training methodologies, planned training courses and training material. It will help to make training activities by various partners more accessible for the global audience. Further, other international partners will be invited to contribute their knowledge and experiences to the new CAPSUT-initiative. GIZ SUTP is GIZ's umbrella for urban mobility interventions on behalf of BMZ (German Federal Ministry for Economic Cooperation and Development".	
DELIVERABLES	**NEXT STEP IN IMPLEMENTATION OF VC**
• Webpage " CAPSUT - Capacity Building on Sustainable Urban Transport" is set up • Develop training material and new training courses • Execute Trainings (at least 6 per year) • Develop cooperation agreements with partners • Train trainers through GIZ s regional projects • Develop the existing online training course on SUT (English) for participants from Latin American countries (in Spanish language) • Prepare for train the trainer concept for Latin America • Train East African city planners on SUT	• Development of e-learning training course "Sustainable Urban Mobility in Developing Countries" in French language • Development of knowledge modules on taxi's car sharing and public transport integration • Development of a new training course on public transport integration and training trainers in Indonesia and India, China
	ONLINE RESOURCES RELATED TO THE VC
	www.capsut.org / www.sutp.org http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=2335
ALLOCATED RESOURCES	**CONTACT PERSON**
• Staff/Technical Expertise: for management, website, training. • In kind contribution: By public and private parties for providing in kind resources for course implementation, assistance and capacity building	Manfred Breithaupt Manfred.breithaupt@giz.de

3- Commitment to Sustainable Transport
ORGANIZATIONS: *African Development Bank, Asian Development Bank, CAF - Development Bank of Latin America, European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, Islamic Development Bank, and the World Bank*

WHAT WILL BE ACHIEVED?	CURRENT STATUS AS OF JUNE 20, 2013
• Over the coming decade, MDBs will continue to play a leading role in providing financial support for transport in developing countries. • These investments will help to develop more sustainable transport– transport that is accessible, affordable, efficient, financially sustainable, environment friendly, and safe. • The financial support provided by our organizations will help develop and implement sound policies for sustainable transport, build capacity of institutions, finance projects and disseminate best practices.	Endorsed by the heads of our organizations during the MDBs meeting in Tokyo in October 2012, work has commenced under a "Working Group on Sustainable Transport (WGST)" to develop harmonized definitions, indicators and reporting mechanisms. Initial analysis conducted by the WGST shows that MDBs are on track to meeting the Commitment: In 2012, more than $17 billion was approved for projects to support transport in developing countries.
HOW TO ACHIEVE THE DESIRED OUTCOME	
• Cooperate with recipient countries, development partners, donor countries and civil society. • To the extent justified, create and administer special financing facilities by donor countries, sovereign wealth funds and the private sector to support particular aspects of sustainable transport. • Annually report on our sustainable transport related lending and develop common arrangements for this purpose	
DELIVERABLES	**NEXT STEPS IN VC IMPLEMENTATION**
By 2022, in more than 150 countries served by the MDBs collectively: • Policies supportive of sustainable transport are developed and implemented • Institutional capacity to support sustainable transport is built • Knowledge and expertise on sustainable transport is generated, disseminated and widely used • Financial resources of $175 billion mobilized for transport	The MDBs will continue to work under the WGST to develop and launch its first Annual Report by end of 2013. The Annual Report will provide information on the types of projects supported by the MDBs, as well as ways in which MDBs have catalyzed changes in developing countries through policy support, capacity building and knowledge transfer.
ALLOCATED RESOURCES	**ONLINE RESOURCES RELATED TO THE VC**
• Financial contribution: $ 175,000,000,000 • Staff and Technical Support: Approximately 500 staff from participating Multilateral Development Banks to provide knowledge and technical expertise in support of sustainable transport.	Joint statement http://www.adb.org/sites/default/files/news/statement-commitment-sustainable-transport.pdf http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=290
	CONTACT PERSON
	Tyrrell Duncan, Chair of the MDB Working Group on Sustainable Transport tduncan@adb.org

4- Cycling
ORGANIZATIONS: *Dutch Cycling Embassy, United Nations Environment Program (UNEP), United Nations Settlement Program (UN Habitat), United Nations Centre for Regional Development (UNCRD), FIA Foundation, Clean Air Asia (CAI-Asia), League of American Bicyclists*

WHAT WILL BE ACHIEVED?

- Programs on the shelf for capacity building on local cycling and walking policies: to assess conditions and requirements, short term solutions and scenario's for a comprehensive policy
- Instruments on board by regional, national and local bodies to forecast the impact of interventions that promote cycling and walking: in two stages: effects on travel behavior and safe accessibility, and social, economic and environmental impact of these effects.
- Guidelines for cycling and walking inclusive planning and design (Share the Road principles) developed by regional stakeholder platforms

HOW TO ACHIEVE THE DESIRED OUTCOME

Dutch Cycling Embassy wants to organize support to current institutional arrangements in order to:

- Build capacity in UN programs and support match making between companies that want to deliver assistance and develop plans and interventions.
- help develop integrated guidelines for planning and design and support regional platforms, such as Regional EST Forum in Asia and Latin America by UNCRD and others in order to promote/advance NMT as an integral part of the transport policy, planning and development at local and national level,
- assist economic, social and environmental impact assessment with multi modal traffic modeling,
- establish a joint program with the Cycling Academic Network coordinated by ITC/University Twente with universities in India, Brazil and South Africa,
- integrate strategies on cycling with walking
- help forward joint contributions by user organizations to the UN process

DELIVERABLES

- Rio de Janeiro: in house application of a multi modal traffic model to elaborate cycling plans and create commitment with impact assessments
- Kampala: through the Share the Road Program, assistance to kick off with the integration of cycling and walking facilities, by reviewing plans and designs before implementation and building capacities to mainstream integration
- Guidelines that integrate requirements for all modes of transport in Asia, building on previous work with CAI-Asia

ALLOCATED RESOURCES

- In-kind contribution: In kind contributions by Dutch public, UNCRD and private parties for providing assistance and capacity building

CURRENT STATUS AS OF JUNE 20, 2013

The programs for capacity building developed, GiZ offers assistance with an in-kind contribution (a trainer).
We showcase our capacities in cooperation with more Dutch diplomatic posts in more than 20 countries, in the North and the South
We produced a brochure for the coordinators of the MDB's of the Rio+20 commitment during their first meeting in the Netherlands
We contributed to the policies by UN Habitat and UNEP in Eastern Africa with policy tools and capacity building toolkits

NEXT STEPS IN VC IMPLEMENTATION

Regarding Rio, on-going consultations with the city and the World Bank on the Low Carbon development program; Regarding Kampala, first stage of a process with the aim to upscale current projects and policies.
No detailed plans regarding Asia yet in place.

ONLINE RESOURCES RELATED TO THE VC

http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=521
https://www.youtube.com/watch?v=gcrfDkkIG5s

CONTACT PERSON

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5-Doubling the market share of public transport worldwide by 2025
ORGANIZATIONS: *International Association of Public Transport (UITP)*

WHAT WILL BE ACHIEVED?

- Saving around 170 million tons oil equivalent and avoiding the emission of around 550 million tons CO2 equivalent in 2025 compared to the business as usual scenario.
- Reduce urban traffic fatalities by 15% as opposed to an increase of 30% in a business as usual scenario.
- Daily mobility alone would provide the 30 minutes of physical exercise recommended by the World Health Organization and reduce the risk of obesity and coronary heart disease by 50%.
- The number of green jobs with public transport operators would double by 2025 (provided that labor productivity increases by 1% per year) to 14 million.

HOW TO ACHIEVE THE DESIRED OUTCOME

- UITP's call for action is aimed at governments, local authorities, investors and stakeholders, as well as public transport actors themselves, be they organizing authorities, operators or industry suppliers.
- Strong political will, intelligent urban planning, a reliable funding architecture, the right balance between private cars, public transport, walking and cycling, good operating conditions and a dynamic public transport sector: these are some of the essential ingredients needed to keep our cities moving.

CURRENT STATUS AS OF JUNE 20, 2013

This campaign began life in June 2009 at the UITP World Congress in Vienna, Austria, when UITP launched its **PTx2 strategy**. This strategy for the public transport sector sets out the ambitious aim to double the market share of public transport worldwide by 2025 and pinpoints the key areas where action is urgently needed. Many cities have taken up the challenge and are working towards this goal, in line with their specific political, geographical and historical contexts. Successful examples include:

- In Paris region, between 2001 and 2010, the number of public transport trips increased by 21%, while the number of private car trips increased by less than 1%.
- In Greater London, There has been a sustained shift in mode share away from private cars (from 46% in 2001 to 38% in 2011) and towards public transport (from 28% in 2001 to 36% in 2011).
- In Dubai, the modal share of public transport doubled, from 6% in 2006 to 12% in 2012.
- Public transport's share of motorized travel in the Oslo Region increased from 24% in 2006 to 31% in 2011.
- In Beijing, the number of public transport trips increased by 63% between 2006 and 2012.

DELIVERABLES

- Doubling the market share of public transport worldwide by 2025

NEXT STEP IN IMPLEMENTATION OF VC

In September 2013, public transport networks around the world will convey the same message at the same time to highlight the benefits of UITP's PTx2 strategy: 'Grow with public transport'. UITP will continue to advocate for the development of public transport and to encourage governments, local authorities, investors and stakeholders, as well as public transport actors themselves, to double the market share of public transport.

ONLINE RESOURCES RELATED TO THE VC

http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=204
http://growpublictransport.org

ALLOCATED RESOURCES

Staff/Technical Expertise: UITP a platform for worldwide cooperation, business development and the sharing of know-how between its 3,400 members from 92 countries. UITP is the global advocate of public transport and sustainable mobility, and the promoter of innovations in the sector.

CONTACT PERSON

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6- iRAP-Creating a world free of high-risk roads
ORGANIZATIONS: *International Road Assessment Programme (iRAP)*

WHAT WILL BE ACHIEVED?

iRAP will work together with development bank, government, automobile club and toll road partners:

- One and two star roads will be eliminated from the world's highest volume road networks saving an estimated 1,700,000 deaths and serious injuries a year when achieved by all countries
- Infrastructure-related risk for vehicle occupants, motorcyclists, pedestrians and bicyclists will be assessed on more than a million kilometers of road
- Capacity and knowledge in how to build, design and maintain safe and sustainable road networks will be developed on a global level

HOW TO ACHIEVE THE DESIRED OUTCOME

iRAP will work in partnership with development bank, government and NGO's to:

- support a global programme of partner countries committed to the elimination of one and two star roads for pedestrians, cyclists, motorcyclists and vehicle occupants.
- inspect high-risk roads and develop Risk Maps, Star Ratings and Safer Roads Investment Plans
- develop safe new road designs through the setting of minimum star rating standards for new designs and inclusion of high-return viable design improvements
- provide training, technology and support that will build and sustain national, regional and local capability
- track road safety performance so that funding agencies can assess the benefits of their investments
- create and support professional networks between experts in all countries that will provide a sustainable model of mutual support for the delivery of safer roads

CURRENT STATUS AS OF JUNE 20, 2013

- The iRAP programme has now extended to activities in over 80 countries worldwide.
- 100,000km+ of roads have been star rated in the last 12 months (e.g. Mexico (46,000km), Colombia (11,000km), Australia (22,000km), Netherlands (10,000km), India, China, Philippines, Ukraine, Brazil, Indonesia, and Bangladesh.
- Targets for no one- or two-star roads by 2020 have been set as national policy targets.
- The World Bank and GRSF specified minimum 3-star safety levels for new road designs in India.
- South Africa (36,000km), Nepal, Bhutan, Uruguay, Barbados, Qatar and Egypt projects planned.
- Upgraded roads in many countries including Belize (Caribbean Development Bank), India (World Bank), China (World Bank, ADB and Anhui Province), Uganda (UNRA) and others.

DELIVERABLES

- More than 100 countries undertaking iRAP assessments and implementing road safety upgrades by 2020
- High-return Safer Road Investment Plans developed for more than 1,000,000km of road network by 2020
- Regular 'Vaccines for Roads' reports that track road safety Star Ratings of roads around the world every two years
- Global road safety benchmarking and investment tools, training and support provided to all countries who choose to participate in the programme-ongoing

NEXT STEP IN IMPLEMENTATION OF VC

- Build further capacity in G20 countries
- Support existing countries to achieve the no one or two star target and minimum 3 star for all new road designs

ONLINE RESOURCES RELATED TO THE VC

http://sustainabledevelopment.un.org/index.php?Page=view&type=1006&menu=1348&nr=264
www.irap.org www.kiwirap.org.nz
www.eurorap.org www.ausrap.org
www.usrap.us www.chinarap.net
http://capacity.irap.org http://toolkit.irap.org

ALLOCATED RESOURCES

- Financing: $50,000,000
- Staff/Technical Expertise: iRAP provides over USD0.5 million of annual staff support to undertake road assessment projects and support active programmes undertaken by partners
- In kind contribution: iRAP has invested over USD3 million in the development and testing of the risk mapping, star rating and investment plan protocols, quality systems and software that are provided free of charge to low and middle income countries.

CONTACT PERSON

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7- Pas-Port To Mobility
ORGANIZATIONS: *Velo Mondial, RAI Intertraffic Amsterdam*

WHAT WILL BE ACHIEVED?	CURRENT STATUS AS OF JUNE 20, 2013
'Pas-Port to Mobility' a freely accessible portal with 10 different angles for city officials to approach sustainable urban mobility: • The 'Urban Mobility Embassy' is a Service Desk • The 'Urban Mobility Lab' offers a process for sustainable urban mobility planning • 'Showcasing' is a supporting portal • 'Experience by Peers' positions cities with expertise • The 'Studio' is a Portal to Innovation • The 'Publisher' provides news in articles, web TV, pictures, blogs and websites • 'The Consultancy' is the Portal to Solutions • 'The Factory' is the Portal to Products. • The 'Academy' is the portal to Knowledge and Good Practice. • The Pas-Port to Mobility Search Engine • A tool that creates 'City Glossy Fact Sheets'.	• The Search Engine has been deployed and now integrated in Pas-Port to Mobility, the 9 website portal for cities to focus on sustainable urban mobility planning. The European Commission has supported this portal financially in its CiViTAS MIMOSA project. • Currently ahead of schedule Velo-Mondial has developed the 9 websites that compose the portal as well as the integrated search engine.
HOW TO ACHIEVE THE DESIRED OUTCOME	
Pas-Port to Urban Mobility establishes a portal with 9 websites and a search engine that connect relevant elements for urban mobility planning. The Search Engine will be the connecting Tool between the websites in Pas-Port to Mobility and will be fully available and for free to cities and others who seek connections.	
DELIVERABLES	**NEXT STEPS IN VC IMPLEMENTATION**
• Search Engine with connection to many databases with 25,000 documents by October 2012 • Main portal structure with databases and space for 9 websites by September 2012 • 4 Websites filled ad connected to search engine by August 2013 • 5 Websites filled ad connected to search engine by December 2013	• In summer 2013, as planned, the portal is fully operational and the database will gradually be filled by us and by the partners and the supporting cities and consultancies that we find. • From Amsterdam we will start the 'Global Embassy on Cycling Planning' with the working title '[With a Dutch Touch]; we will gradually develop similar embassies on a variety of issues in the field of sustainable urban mobility planning. • Next step is to develop and implement a tool for the creation of 'Glossy City Fact Sheets', that can be saved in pdf and published. Every time the city changes the information in the database the glossy will change.
ALLOCATED RESOURCES	**ONLINE RESOURCES RELATED TO THE VC**
• Financial contribution: $ 600,000 • In-kind contribution: Database Connection Permissions Contract with Elsevier for Search Engine and Database filling, Database Analyses for main portal • Staff and Technical Support: Design of the Language of Sustainable Mobility for the Search Engine and Web 3.0 for the portal	http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=2333 http://www.pas-port.info
	CONTACT PERSON
	Pascal van den Noort operations@velomondial.net

8- Principles for Bus Rapid Transit Systems
ORGANIZATIONS: *Institute for Transportation and Development Policy (ITDP), GIZ, GSD, Logit Engineering*

WHAT WILL BE ACHIEVED?	CURRENT STATUS AS OF JUNE 20, 2013
By 2020, • BRT Standard will help evaluate bus rapid transit (BRT) systems, recognize those of the highest quality, enabling planning, design, and development of the best proposals. • At least 10 cities have used the Standard to make their systems higher quality silver or gold standard and will serve as global models, inspiring better systems worldwide.	Chicago, Pittsburgh, Boston, Nashville, Seattle, and Nairobi have been using the 2013 BRT Standard for planning, among many other cities. The BRT Standard is also incorporated into the Transportation Emission Evaluation Model for Projects (TEEMP), which helps encourage good project designs early on. Complementing the Standard is the BRT Planning Guide, now available in five languages, which ITDP and its partners will be issuing in updated form in 2013, enabling hundreds of cities to follow best practices in BRT development.
HOW TO ACHIEVE THE DESIRED OUTCOME	
The organizations will work one-on-one with key cities to help them evaluate their plans and offer technical assistance. They will embed the Standard into planning guides for wider dissemination. Leading BRT systems will be recognized, with annual rankings and certification of effective BRT corridors. The four parts of the BRT Standard process are: 1) Develop a BRT Recognition Scheme: Clearly define, at a global level, what BRT is and what best practice looks like; 2) Create a Certification Program: Provide a means of building and sustaining political will by ranking and certifying systems that achieve these high standards 3) Deploy a Public Relations Strategy: Showcase the highest ranking systems, as well as the positive economic, social, and environmental impacts that these high-quality BRTs bring to a community; and 4) Evaluate Planned Systems: Serve as a benchmark for evaluating new system plans to convince government leaders to build systems that achieve high standards.	
DELIVERABLES	**NEXT STEPS IN VC IMPLEMENTATION**
One new silver or gold BRT system built in the US and one in each of the venues in Brazil, Mexico, China, India, and Africa by December 2020	ITDP anticipates achievement of a Gold BRT in Chicago by 2015, Silver BRT in Oakland/East Bay by 2016, and Gold BRT in San Francisco by 2018 (on Geary). In Africa, Dar es Salaam should open by 2015, and Johannesburg's Phase 1b, will open in 2013, and both meeting the Silver BRT Standard.
ALLOCATED RESOURCES	**ONLINE RESOURCES RELATED TO THE VC**
• Staff/Technical Assistance : Average of $2.4 million in-kind over 8 years: support for development of BRT Standard at: $100,000 per year plus technical expertise globally valued at $200,000 per year	http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=331 www.brtstandard.org
	CONTACT PERSON
	Aimee Gauthier aimee.gauthier@itdp.org

9-Principles for Transport in Urban Life
ORGANIZATIONS: *Institute for Transportation and Development Policy (ITDP), Nelson/Nygaard, Gehl Architects*

WHAT WILL BE ACHIEVED?	CURRENT STATUS AS OF JUNE 20, 2013
• The Principles for Transport in Urban Life will be used to leverage sustainable transportation as a principal driver for sustainable and liveable urban development, with the goal of land use regulatory reform in five cities worldwide. • A Transit Oriented Development (TOD) Standard will be finalized that measures how well particular principles are represented in a development	The TOD Standard has had an initial review from top experts and has been updated in the first quarter of 2013. Since then a final testing version has been completed. It is being tested in mid-2013 to calibrate the metrics and has been applied to a sample of 22 cities with equal representation from developed and developing countries. The TOD Standard was also presented at the World Bank Transforming Transportation Conference in January 2013 and has been vetted with key technical experts.
HOW TO ACHIEVE THE DESIRED OUTCOME	
The approach is three-fold: 1- To promote and disseminate best practices to government officials and practitioners on sustainable urban development 2- To use the Principles and the Metrics to influence land use regulation reform. 3- To provide technical assistance to cities seeking to reform land use codes to incentivize better development. ITDP and its partners will be working in China, India, Indonesia, Brazil, Argentina, and Mexico to achieve this.	
DELIVERABLES	**NEXT STEPS IN VC IMPLEMENTATION**
• TOD Standard with metrics for the Principles for Transport in Urban Life by December 2013 • Evaluations of plans in at least five cities using metrics by December 2018	A technical workshop is being convened in Mexico City in June 2013 to review the testing and discuss any changes that need to be made to the metrics. The goal is to finalize peer review, engage other stakeholders in the field, and produce a final TOD Standard by the end of 2013.
ALLOCATED RESOURCES	**ONLINE RESOURCES RELATED TO THE VC**
• Financial contribution: $ 50,000-Grants • Staff and Technical Support: $200,000 Technical assistance	http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=330
	CONTACT PERSON
	Luc Nadal Luc.nadal@itdp.org

10-Promote and support the reduction of Particulate Matter/Black Carbon emissions from transport through the introduction of cleaner, low sulphur fuels and cleaner vehicles through adoption of vehicle emissions standards
ORGANIZATIONS: *United Nations Environment Program (UNEP) on behalf of the Partnership for Clean Fuels and Vehicles (PCFV)*

WHAT WILL BE ACHIEVED?

Major health benefits through improved urban air quality (especially reduction of small particulate matter) will be achieved. The objective is that in 10 years' time, all developing and transition countries will have introduced low sulphur fuels (50ppm and below) and cleaner vehicle technologies and emission standards leading to reduced urban particulate matter by between 50-80%.
Expected co-benefits included:

- Reduced energy dependency
- Significant reduction of Black Carbon (BC), a potent short lived climate forcer

HOW TO ACHIEVE THE DESIRED OUTCOME

UNEP and the PCFV will work with and support governments to put in place fuel and vehicle policies and standards that improve air quality. The main activities will include:

- Raising awareness
- Building capacity
- Providing technical and financial support
- Networking for sharing best practices and case studies
- Providing experts to support standards development

CURRENT STATUS AS OF JUNE 20, 2013

- *Central and Eastern Europe:* Montenegro, FYR Macedonia, Armenia, Albania, Belarus are at 50 ppm fuels and below, no equivalent Euro vehicle standards. Bosnia and Herzegovina, Georgia, Azerbaijan, Ukraine are at 300-350 ppm in diesel without Euro vehicle standards. Russia adopted Euro 4 and 50ppm by 2015 and 10ppm by 2016.
- *Latin America and Caribbean:* Paraguay moved from 5000ppm to 2500ppm nationwide and 500ppm in major cities. Colombia, Peru and Uruguay set timelines for 50ppm.
- *Africa:* Morocco, Tunisia and Mauritius adopted 50ppm. South Africa adopted legislation to move to 10ppm by July 2017. East African region plans regional standards to 50ppm sulphur in diesel fuels. Almost all countries are part of regional low sulphur roadmaps for 50ppm by 2020. South Africa and Nigeria are at Euro 2 vehicle standards.

Asia: Most countries set timelines for Euro 4 and 50ppm, particularly in the ASEAN (Indonesia, Philippines, Vietnam, and Malaysia), in or before 2018. China, India, and Thailand are in the process of adopting Euro 4 and 50ppm nationwide.
- *Middle East and Western Asia:* While many countries have 50ppm sulfur in fuels, few have adopted linked emission standards. Discussions currently ongoing for adoption of Euro 4.

DELIVERABLES

- Central & Eastern Europe (CEE) to be at 50ppm fuels or lower with Euro 4 vehicle standards (except Belarus & Ukraine) by 2015
- Latin America and the Caribbean (LAC) to be at 50ppm fuels or lower with Euro 4 vehicle standards by 2022
- Africa to be at 50ppm fuels or lower with Euro 4 vehicle standards by 2020
- Asia to be at 50ppm fuels or lower with Euro 4 vehicle standards (excluding Bangladesh, Cambodia, Myanmar, North Korea & Pakistan) by 2018
- Middle East & West Asia (MEWA) to be at 50ppm fuels or lower with Euro 4 vehicle standards by 2022

NEXT STEP IN IMPLEMENTATION OF VC

- *Central and Eastern Europe*: Prioritize Euro 4 standards and continue support for implementation of 50ppm or lower sulfur in fuels.
- *Latin America and Caribbean*: Work with Colombia and Uruguay to support implementation, set timeframes in Peru (by 2016) and Caribbean.
- *Africa*: Focus on harmonization of standards in East Africa and Southern Africa to 50ppm and support adoption of timelines for implementation of 50ppm and Euro 4 standards for all countries
- *Asia*: Focus on harmonization of standards particularly for ASEAN & continue working with other countries for adoption of Euro 4 and 50ppm.
- *Middle East and Western Asia*: Continue engagement with government and private sector on development and implementation of standards.

ONLINE RESOURCES RELATED TO THE VC

http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=2334
http://www.unep.org/pcfv/

ALLOCATED RESOURCES

- Financing: $25,000,000
- In-kind contribution: National Governments and UNEP

CONTACT PERSON

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11- Promoting Environmentally Sustainable Transport (EST)
ORGANIZATIONS : *United Nations Centre for Regional Development (UNCRD) and partners*

WHAT WILL BE ACHIEVED?

The objective of the Environmentally Sustainable Transport (EST) initiative is to foster a common understanding across Asia/Latin America / Africa on the essential elements of Environmentally Sustainable Transport (EST) as well as promote an integrated approach to deal with multi-sectoral social, economic, environment, and transport issues, and to set in motion a regional mechanism and consultative process to address policy and institutional issues and gaps to deal with multi-sectoral environment, public health and transport issues. Through this initiative the Bangkok 2020 Declaration (for Asia) and Bogotá Declaration (for Latin America) will be implemented. This will lead to:

- accomplish safe, reliable, affordable, efficient, people-centric and environment friendly transport system
- foster economic, social and environmental development; and
- integrate developing countries in the world economy and contribute to the eradication of poverty.

The regional EST Forums will act as a link between national level transport policies and global policies on sustainable development and climate change.

DELIVERABLES

- Regional EST Forum in Asia, Africa and Latin America and the Caribbean
- Improved transport policies and programmes at local and national level, including formulation of national EST strategies
- Policy and implementation guidelines on integrated approach (Avoid-Shift-Improve), including sectoral guidelines on NMT, multi-modal integration, green-freight, mainstreamed in many countries.
- Improved capacity (trained officials and practitioners) of developing countries in various EST areas - emission control, standards, I/M, cleaner fuel, road safety, environment and people friendly rural and urban transport infrastructures, green freight and logistics, transport demand management, win-win solutions in transport and climate.

CURRENT STATUS AS OF 6 JUNE 2013

The 7th Regional EST Forum in Asia, was held on 23-25 April, 2013 in Bali, Indonesia, with twenty-two Asian countries agreeing the “Bali Declaration on Vision Three Zeros - Zero Congestion, Zero Pollution, and Zero Accidents towards Next Generation Transport Systems in Asia”.
UNCRD is working with other partners to realize a regional agreement on green freight in Asia.
Similarly, Latin American countries are at various stages of implementing the Bogotá Declaration on EST . Efforts are underway to set up an African EST forum.

NEXT STEP IN IMPLEMENTATION OF VC

Next Asian EST Forum will be in Sri-Lanka in 2014. The Africa EST Forum will be established to address the EST-Initiative in African region by 2014.
UNCRD, UN ECLAC, IADB and SLoCaT are currently consulting on necessary modalities in organizing the 2nd Latin American EST Forum in 2014.

ONLINE RESOURCES RELATED TO THE VC

http://www.uncrd.or.jp/env/est/index.htm
http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=365
http://www.slocat.net

ALLOCATED RESOURCES

- Staff/Technical Expertise: UNCRD will provide technical guidelines and advisory support to the developing countries.
- In-kind contribution: Organizing Regional EST Forums, training courses, workshops, seminar and conferences with cooperation from other partners.
- In-kind contribution: UNCRD will monitor the implementation of the Bangkok 2020 Declaration in Asia and the Bogotá Declaration in Latin America in cooperation with EST partners.

CONTACT PERSON

Choudhury Rudra Charan Mohanty,
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12-Promoting Green Freight in Europe and Asia
ORGANIZATIONS: *Secretariat for Green Freight Europe: European Shippers' Council (ESC) and EVO Dutch Shippers' Council, Clean Air Asia, Green Transformation Lab (formerly SSCCAP)*

WHAT WILL BE ACHIEVED?

- Green freight programs will be fully operational in Europe and Asia that help countries reduce fossil fuel dependency, improve air quality and minimize CO2 emissions
- These programs promote reporting and reduction of fuel use and carbon emissions from freight movement and the standardization and harmonization of reporting.
- Help freight sector to become more competitive; improve carbon accounting and reporting to clients; ensure recognition of green efforts, and provide input into government freight policies and programs.

HOW TO ACHIEVE THE DESIRED OUTCOME

Work together with government agencies, the private sector, research institutes and civil society to develop national and regional green freight programs by:

- Defining clear objectives, scope, plan of action and timelines to introduce green freight programs
- Obtaining government endorsement and aligning programs with governmental policies
- Developing a consensus based, multi- stakeholder approach with defined roles and benefits for relevant stakeholders
- Establishing/maintaining a clear governance structure and working mechanism, convened by a neutral body
- Creating and sharing success stories, best practices
- Developing/adopting consistent tools and methodologies for carbon measurement and reporting while ensuring data confidentiality
- Developing financial mechanisms and resources which support carriers to invest in cleaner technologies and strategies
- Developing schemes that reward sustainable transportation and the adoption of Green technologies

CURRENT STATUS AS OF JUNE 20, 2013

- Involvement of GFAN private sector members in the development of national green freight programs through national seminars in China (June 2012), Indonesia (September 2012), Korea (October 2012), Taiwan (August 2012) and Singapore (May - November 2012)
- Completed pilot of emissions measurement methodology for 100 companies in Europe.

NEXT STEPS IN VC IMPLEMENTATION

- Reporting by GFE members of emissions in accordance with the emissions measurement methodology developed
- Initiate pilot of emissions measurement methodology for up to 100 companies in Asia
- Development of best practice database
- Formal incorporation of GFAN as an association
- Further development of China Green Freight Initiative
- Seminars, pilot projects, feasibility of national green freight programs in India and other Asian countries

ONLINE RESOURCES RELATED TO THE VC

www.greenfreightasia.org
sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=517

DELIVERABLES

- Publications, websites and events on green freight to raise awareness, share experiences and technical knowledge and engage stakeholders
- Consistent tools and methodologies for carbon measurement and reporting
- National Green Freight Programs and urban and transport policies in Europe and Asia that integrate green freight

CONTACT PERSON

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Sophie Punte, sophie.punte@cleanairasia.org
Stephan Schablinski, stephans@smu.edu.sg

ALLOCATED RESOURCES

- In-kind contribution: ESC, EVO, Clean Air Asia, Green Transformation Lab
- Staff and Technical Support: ESC, EVO, Clean Air Asia, Green Transformation Lab

13- Protecting children from traffic injuries and improving their urban environment
ORGANIZATIONS: *Amend; Asia Injury Prevention Foundation; Costa Rica Automobile Club; Dutch Cycling Embassy; EMBARQ, Center for Sustainable Transport at the World Resources Institute; FIA Foundation; International Road Assessment Programme; Make Roads Safe; Road Safety Fund; Safe Kids Worldwide; Share the Road: Increase investment in walking and cycling Initiative; United Nations Environment Programme; Zenani Mandela Campaign*

WHAT WILL BE ACHIEVED?	CURRENT STATUS AS OF JUNE 20, 2013
• The Zenani Mandela Campaign will encourage policies to protect children and young people from traffic injury. During the 2nd UN Global Road Safety Week in May 2013, safe walking and cycling as a right for all will be promoted. • Implementation of pilot projects: promoting sustainable urban transport policies, showcasing sustainable road design, improved cycling and pedestrian provision, safe routes to school and child injury prevention.	• Construction of a cycle path in the city of Cartago, Costa Rica, led by the Automobile Club of Costa Rica; • Implementation of a pilot project in Mexico City for 'Safe School' star ratings of neighbourhood roads; • Implementation of model schools zone road safety pilot schemes in 9 countries by Safe Kids Worldwide; • Implementation of Safe School pedestrian infrastructure safety improvements, child education and community advocacy pilot project at 2 schools in Dar Es Salaam, Tanzania by Amend; • Child motorcycle helmet safety advocacy, support for enforcement and promotion of passenger helmet legislation in Vietnam and Cambodia by AIP Foundation, funded by the FIA Foundation and the Road Safety Fund; • 'Helmets for Kids' programme delivery in Vietnam and Cambodia at 39 schools, with 26,000 children receiving helmets, implemented by AIP Foundation with funding from the Road Safety Fund; • Launch of 'Long Short Walk' campaign in more than 60 countries urging inclusion of safe and sustainable transport in the post-2015 agenda, and promoting safe walking and cycling as a right for all;
HOW TO ACHIEVE THE DESIRED OUTCOME	
• Increased provision for pedestrians and cyclists in East Africa led by UNEP, with the Dutch Cycling Embassy, and co-funded by UNEP and the FIA Foundation/Road Safety Fund; • School Area Road Safety Assessment & Implementation pilot project in Tanzania, led by Amend and co-funded by the Road Safety Fund; • Global Helmet Vaccine Initiative distributing helmets for kids, in Cambodia, Thailand and Vietnam, led by AIP Foundation; • Safe Kids Walk This Way school zone improvement initiative in ten countries; • Cycle-way demonstration implementing an urban cycle way in Cartago, Costa Rica, with financing from FIA Foundation; • Sustainable Urban Transport and Sustainable Urban Development projects led by EMBARQ in Brazil, China, India, Mexico, Peru, and Turkey	
DELIVERABLES	**NEXT STEP IN IMPLEMENTATION OF VC**
• Campaign led by AIPF to promote helmet wearing for children riding on family motorcycles in Vietnam and Cambodia by 2013 • Demonstration bicycle network in City of Cartago, Costa Rica • Pilot initiative to develop safe infrastructure and community engagement to ensure safe school route in Dar es Salaam, Tanzania by 2013 • Capacity development workshops with government and other stakeholders on safe and sustainable transport design, promoting and enabling walking and cycling in East Africa through the UNEP-led Share the Road initiative by 2013	Our Rio+20 Commitment has been a launch-pad for further collaboration amongst partners on pedestrian and cycle-safety projects around schools and further development of the IRAP 'star rating' methodology for safer schools. The Long Short Walk campaign launched by the Mandela Family and Make Roads Safe will advocate for safe and sustainable mobility in the UN Post-2015 process.
	ONLINE RESOURCES RELATED TO THE VC
	http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=472 www.makeroadssafe.org;www.longshortwalk.org; www.roadsafetyfund.org;
ALLOCATED RESOURCES	**CONTACT PERSON**
• Financing: $1,000,000 • In-kind contribution: Support of Mandela Family for Zenani Mandela Campaign and UN Global Road Safety Week	Saul Billingsley s.billingsley@fiafoundation.org

14- Results-Based National Urban Transport Policy and Finance
ORGANIZATIONS: *Institute for Transportation and Development Policy, Carnegie Endowment for International Peace*

WHAT WILL BE ACHIEVED?	CURRENT STATUS AS OF JUNE 20, 2013
ITDP and the Carnegie Endowment for International Peace will cooperate in developing a 2012 symposium on national urban transport policy and financing and disseminating the results of this through a synthesis document and follow up workshops and public forums in key countries in 2013. This will focus on common challenges faced by many countries that are striving to enable more effective implementation of results-based infrastructure investment and system management. As a result of this commitment, ITDP hopes at least four governments will adopt, update, or revise national policies to support sustainable transport by 2015.	A Symposium on National Urban Transport Policy was held in October 2012 in Washington, DC. ITDP and Embarq co-organized a related session at the International Transport Forum 2013 Annual Summit. The 7th Asia Environmentally Sustainable Transport Forum in April 2013, brought together transport and environment ministries from 30 countries that adopted the Bali Declaration. ITDP cooperated with GIZ, Embarq, SLoCaT, and the China Sustainable Transport Research Center in a November 2012 workshop summarized in a report, Financing Sustainable Urban Transport in China. ITDP has organized workshops for senior government officials in Brazil, Mexico, and India in 2012-13 regarding national urban transport policy and financing.
HOW TO ACHIEVE THE DESIRED OUTCOME	**NEXT STEPS IN VC IMPLEMENTATION**
Interviews with key transport decision-makers, financing agencies, and experts in key countries will ensure relevant and up-to-date knowledge development, complemented with expert forums. Results will be disseminated through Regional Environmentally Sustainable Transport (EST) Forums, the International Transport Forum's Annual meeting, and other venues. A publication and online distribution will make the results of a discussion with key global leaders and experts widely available. Follow on workshops and targeted strategic assistance will help officials in key countries focus on how to solve local political and governance barriers to effective national urban transport policy and finance system reforms. This will be complemented with strategic support for best practice implementation of national urban transport policies at the sub-national level in targeted venues that can establish new models for replication. Enhanced performance evaluation and decision-support tools for transport investments and policies, e.g., the Transport Emissions Evaluation Model for Projects (TEEMP), and related training and capacity building will further enable performance-focused funding reforms.	Carnegie Endowment will publish in 2013 a report on The Great Transition, highlighting key issues faced by many countries in national urban transport policy. ITDP is developing strategic advice to be presented to the China State Council on green urban transport in cooperation with the European Union and the China Ministry of Transport, through the China Council for International Cooperation on Environment and Development (CCICED). ITDP will organize continuing strategic advice and training regarding national urban transport policy to the governments of China, Brazil, Mexico, and India, among others, in 2013-2015.
DELIVERABLES	**ONLINE RESOURCES RELATED TO THE VC**
• Report on Meeting Common Challenges to Effective National Urban Transport Policy and Financing by March 2013 • Discussion at International Transport Forum and other venues, incorporation in national policies by 2015	http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=332
ALLOCATED RESOURCES	**CONTACT PERSON**
• Staff/Technical experience: $300,000 on staff and consultant support for work advancing national urban transport policy and finance reforms over the commitment time frame	Michael Replogle michael.replogle@itdp.org

15- Scaling Up Sustainable Transport Solutions Worldwide
ORGANIZATIONS: *EMBARQ*

WHAT WILL BE ACHIEVED?

- By 2016, 200+ cities in mostly emerging economies will substantially adopt high-quality sustainable mobility and urban development.
- Global performance goals include:
  - 10+ game-changing policies or projects
  - 50+ cities directly impacted
  - 200+ cities influenced

HOW TO ACHIEVE THE DESIRED OUTCOME

Through a network of country-focused centers for sustainable transport in Brazil, China, India, Mexico, Turkey, and the Andes, EMBARQ will propel this movement at local, national and international levels through the following three approaches:

- Deliver Game-changer Solutions in Cities: Catalyze and help implement game-changer solutions that set precedent, shift paradigms, and create a new standard, with extraordinary influence across an entire country, region, or the globe.
- Replicate Best Practices to 200+ Cities via Deep and Broad Engagements: EMBARQ will spur adoption of best practices via targeted technical assistance and broad capacity building to local and national decision-makers.
- Shift International Policy to Prioritize Sustainable Transport, Urban Development, and Climate Change Mitigation through Transport: Convene international agencies through major conferences, original independent research, and other partnerships, to prioritize sustainable mobility solutions. Then connect international policy to national regulation and local projects, by convening decision-makers at all levels.

DELIVERABLES

- 3.1 billion hours of travel time saved by 2016
- 11.8 billion person-trips served by 2016
- 6.7 million tons of CO2 emissions avoided by 2016
- 4,217 lives saved by 2016

ALLOCATED RESOURCES

- Financing: $76,000,000
- Staff& Technical Expertise: Centers for sustainable transport in Mexico, Brazil, India, China, Turkey and the Andean Region contributions by Dutch public, UNCRD and private parties for providing assistance and capacity building

CURRENT STATUS AS OF JUNE 20, 2013

Global performance achievements:

- 5 game-changing policies or projects
- 39 cities directly impacted
- 62 cities influenced
- 0.85 billion hours of travel time saved
- 4.5 billion person-trips served
- 2.2 million tons of CO2 emissions avoided
- 1,062 lives saved

EMBARQ is involved in:
Guidance for Mobility Plans in Brazil, required for 1600+ cities; Improving bus operations in Indian cities and distributing knowledge by Bus Karo network; Implementing BikeLab projects in 5 major cities in Turkey; Peru Sunday Bikeways program, improving physical activity nationwide; Reforming local regulations in Mexico to encourage transit-oriented development.

NEXT STEPS IN VC IMPLEMENTATION

EMBARQ is scaling up through influencing national funding and planning programs and the portfolios of the Multi-lateral Development Banks. EMBARQ is also expanding geographically to increase work in China. EMBARQ continues to provide technical guidance and research to support best practices and high quality implementation and is increasing work on economic evaluation of projects.

ONLINE RESOURCES RELATED TO THE VC

http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=266
http://www.embarq.org/en/rio20-commitment

CONTACT PERSON

Holger Dalkmann
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16- Promote the development and implementation of fuel economy standards and policies across the globe

ORGANIZATIONS: *United Nations Environment Programme (UNEP), FIA Foundation, International Energy Agency (IEA) International Transport Forum of the OECD (ITF) , International Council on Clean Transportation (ICCT)*

WHAT WILL BE ACHIEVED?

The Global Fuel Economy Initiative signatories will work to secure real improvements in fuel economy across the world. It has set itself three key challenges over the next three years, as well as outlining more specific targets as part of its roadmap for achieving them. For example, to have engaged a further four countries in the in-country policy support toolkit work with which it is already working in Chile, Ethiopia, Kenya and Indonesia. Through this sort of activity GFEI aims to secure a 50% improvement in the fuel economy of all new cars by 2030.

HOW TO ACHIEVE THE DESIRED OUTCOME

The GFEI will:

- continue to focus on three key areas of work – policy support, outreach and research and analysis.
- seek to improve global understanding of fuel economy through research, data development and modeling, in particular to help individual countries and regions to fully understand their own circumstances in order that they might develop policy which is best suited to them.
- continue to raise awareness of the issue of fuel economy, to interact with global and regional policy development processes, and to develop working partnerships with other key stakeholders to promote this agenda also.

DELIVERABLES

- Upwards of 20 countries engaged in fuel economy toolkit work by 2015
- A working fleet projection model for each country by 2015
- Increased global awareness of fuel economy by 2015

CURRENT STATUS AS OF JUNE 20, 2013

Country specific development of fuel economy regulations ongoing in Benin, Chile, Cote d'Ivoire, Ethiopia, Georgia, Indonesia, Kenya, Montenegro, Peru, Philippines, and Viet Nam.
Research outputs include (a) report into the implications of improved fuel economy in Caribbean countries, (b) an update to its Fuel Economy Global Trends work, bringing the data up to 2011 (c) an update or previous research identifying key trends in vehicle size, technology adoption etc in countries such as South Africa, Russia, India, China and the US.
Outreach and advocacy resulted in inclusion of Fuel Economy target in post 2015 High Level Panel report.
The GFEI launched its African regional activities in 2012 in Nairobi. The GFEI expanded its membership to 6 with the addition of the Institute for Transportation Studies at UC Davis in California.
The GFEI website has been updated with an enhanced members' area, and improved access to GFEI resources, such as the in-country Toolkit. Regular newsletters and updates. GFEI has re-launched its social media campaign through Twitter, Facebook and Linkedin,

NEXT STEPS IN VC IMPLEMENTATION

In country support to be provided for further development of standards and policies in Chile, Peru, Macedonia, Viet Nam, Indonesia, Philippines, ASEAN, Ethiopia, Kenya, and Benin.
Research will focus on fuel economy and alternative fuels, developing GFEI annual report, fuel economy policy analysis.
Outreach, GFEI Global Networking Meeting - In June 2013. Caribbean meeting (Nov 2013) Building on the momentum of the High Level Panel report with an even greater role for its advocacy work in the light of growing momentum around the issue of fuel efficiency in the Post-2015 agenda.

ONLINE RESOURCES RELATED TO THE VC

http://sustainabledevelopment.un.org/index.php?page=view&type=1006&menu=1348&nr=454
http://www.globalfueleconomy.org/Pages/Homepage.aspx

ALLOCATED RESOURCES

- Financing: $1,000,000
- In-kind contribution: staff time, office facilities and other resources.

CONTACT PERSON

Sheila Watson
s.watson@fiafoundation.org

17- UIC Declaration on Sustainable Mobility

ORGANIZATIONS: *International Union of Railways (UIC) and participating members*

WHAT WILL BE ACHIEVED?

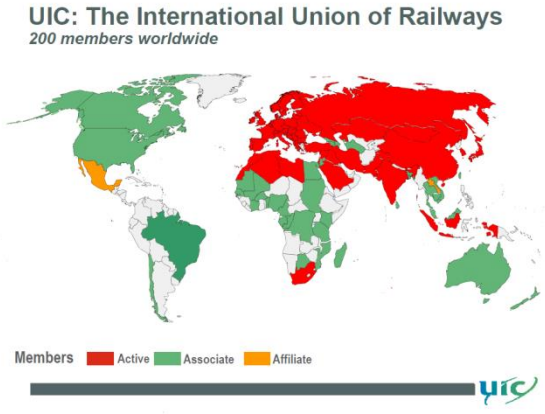
All UIC members will have signed the Declaration on Sustainable Mobility, which is a collection of 18 commitments on sustainable development, including environmental, social and ethical business topics.

HOW TO ACHIEVE THE DESIRED OUTCOME

- UIC continues to promote the Declaration on Sustainable Mobility to members and increase the number of signatories.
- It is a global association of railway companies, with around 200 members. Currently 50 of its members are signatories to the declaration.
- As part of the commitment UIC asks members to provide reports on their progress in implementing sustainable development.
- UIC also produces periodically a global summary of sustainable development in the railways - the first edition will be launched at Rio+20.

DELIVERABLES

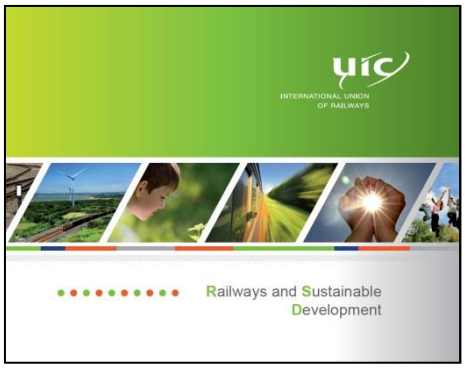
- Railways and Sustainable Development - A Global Summary by June 2012
- All 200 UIC members sign the Declaration on Sustainable Mobility by June 2013



CURRENT STATUS AS OF JUNE 20, 2013

Currently, there are 50 signatories to the declaration of sustainability

Railways and Sustainable Development - A Global Summary has been published (http://www.uic.org/spip.php?article1543)



UIC reporting guideline sustainable mobility & transport published in 2012 (http://www.uic.org/spip.php?article3013)

NEXT STEP IN IMPLEMENTATION OF VC

Further promotion to increase the number of signatories.

The first round of regular reporting on progress by the 50 signatories.

ONLINE RESOURCES RELATED TO THE VC

http://sustainabledevelopment.un.org/index.php?Page=view&type=1006&menu=1348&nr=78
http://www.uic.org/spip.php?article1543
http://www.uic.org/spip.php?article3013

ALLOCATED RESOURCES

- Staff/Technical Expertise: UIC Sustainability Unit

CONTACT PERSON

Nick Craven
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Chapter 3

Additional Sustainable Transport Voluntary Commitments

"Any new goals should be accompanied by an independent and rigorous monitoring system, with regular opportunities to report on progress ad short comings at a high political level". "Call for a data revolution for sustainable development, with a new international initiative to improve the quality of statistics and information available to citizens".

- The High Level Panel of Eminent Persons on the Post-2015 Development Agenda

The sustainable transport community is taking this call of the High Level Panel serious and has decided to add a number of additional Voluntary Commitments to those made at the Rio+20 conference in June of 2012. The new commitments will make it possible for the transport community and other developmental partners to better observe and track how the sector develops and what the impact of policies and measures will be on the sustainability of the transport sector at the global, national or local level.

The additional Voluntary Commitments include:

- Climate Change Adaptation for International Transport Networks (CCAITN) - United Nations Economic Commission for Europe (UN-ECE)
- Evaluating Impacts of Sustainable Transport Voluntary Commitments – Institute for Transportation and Development Policy and partners
- For Future Inland Transport Systems (ForFITS)- - United Nations Economic Commission for Europe (UN-ECE)

- Tracking Environmentally Sustainable Transport (TEST) – International Energy Agency
- UN-ECE Road Safety Activities - United Nations Economic Commission for Europe (UN-ECE)
- Urban Mobility Observatory (UMO) - CAF - Development Bank of Latin America

Climate Change Adaptation for International Transport Networks

Organizations making the Commitment: United Nations Economic Commission for Europe (UN-ECE) that services the Inland Transport Committee

Select Primary Sustainable Development Area: sustainable transport

Other Sustainable Development area: climate change, sustainable cities, sustainable transport infrastructure, sustainable transport networks

Keywords: infrastructure, adaptation, technical specifications, policy, transportation, mobility, passenger transport, freight transport, energy, CO_2 emissions, decision-making, strategic planning, measurement, indicators

Which Major Group does your organization identify with: United Nations & Inter Governmental Organizations

Location of where commitment is being implemented: Global

What will be achieved by the time commitment is fully delivered:

Climate Change Adaptation for International Transport Networks (CCAITN) identifies potential climatic impacts on transport infrastructure; determines the costs of climatic impacts for international inland transport networks, including the broader implications for trade and development of impacted countries and identifies the requirements for corresponding adaptation responses; Identifies existing best practices in national policies and risk management as well as formulation of relevant strategies to enhance the resilience of international transport networks, through changes in infrastructure design and operation planning and management, taking into account specific risks and vulnerabilities; determines specific technical adaptation construction parameters / measures for specific transport infrastructure of specific geographical regions and for different climatic impacts that ensure the long-term sustainability of international transport infrastructure.

Briefly describe how this commitment will be achieved:

CCAITN takes stock of the available data and analysis of climate change impacts on international transport networks; collects information on all relevant planning, management, organizational and other initiatives for adaptation of transport networks to climate change; prepares, in a coordinated manner, recommendations or proposals to member Governments, with a view to improving the adaptability of transport networks to climate change in areas such as: infrastructure, risk-assessment methodology, evaluation of adaptive measures, risk management, training tools, and cross-border information sharing

by national transport authorities. CCAITN will identify suitable methodological approaches for gathering and disseminating relevant information, i.e. conducting studies, distributing questionnaires, using existing studies and national strategies, existing best practices in risk management and in technical adaptation construction parameters/ measures and financing of adaptation measures, and it will identify any necessary data (including specific geological or meteorological data elements) required with regard to regions or countries that run a higher risk of being impacted, are particularly vulnerable, or are already experiencing the effects of climate change on their transport networks.

Date of Completion of commitment: 2023

September 2013 – delivery of the CCAITN study

2013 and on – development of technical adaptation construction parameters / measures

Deliverables:

Deliverable	Date
CCAITN study	2013
Development of technical adaptation construction parameters / measures for specific transport infrastructure and geographical regions (high risk of being impacted)	2017
Development of technical adaptation construction parameters / measures for specific transport infrastructure and geographical regions (medium risk of being impacted)	2020
Development of technical adaptation construction parameters / measures for specific transport infrastructure and geographical regions (low risk of being impacted)	2023

Resources devoted to delivery:

Type	Details
Financing (USD)	Secured for 2013; to be secured afterwards
Staff Technical Expertise	Climate change scientists; transport infrastructure engineers;

Contact person for information relating to commitment:

Name: Konstantinos Alexopoulos

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Title: Economic Affairs Officer

Telephone: +41(0)22 917 37 58

Evaluating Impacts of Sustainable Transport Voluntary Commitments

Organizations making the Commitment: Institute for Transportation & Development Policy, University of California Davis Institute for Transportation Studies (ITS), Inter-American Development Bank, International Energy Agency, International Council for Clean Transport and other partners

Select Primary Sustainable Development Area: Sustainable Transportation

Other Sustainable Development area: Sustainable Cities

Keywords: Transportation, sustainability indicators, infrastructure, finance, urban, urbanization, sustainable cities, passenger transport, freight transport, urban transport, transportation pricing, land use, metropolitan planning

Which Major Group does your organization identify with: Non-governmental organizations and International Organizations

Location of where commitment is being implemented: Global – all regions; focus on developing and emerging market economies

What will be achieved by the time commitment is fully delivered:

The project partners will cooperate developing and analyzing scenarios that consider the potential impacts on sustainable development indicators of sustainable transport Voluntary Commitments registered with UNDESA, considering leveraging effects that could fundamentally shift transport policies, investments, and pricing. This analysis will inform consideration of sustainable transport indicators and strategies as part of sustainable development goals in the UN's post-2015 development framework by 2015, and consideration of the mitigation potential of the transport sector for the post-2020 UNFCCC framework, building on momentum created by 17+ VCs, including $175 billion pledged by 8 Multilateral Development Banks towards more sustainable transport between 2012-2021.

Briefly describe how will this commitment be achieved:

The core project partners (UC Davis ITS and ITDP) will collaborate in developing scenarios and using tools such as IEA's Mobility Model (MoMo model) to evaluate baseline and alternative forecasts of GHGs, air pollution, fuel use, infrastructure, vehicle, and operating costs, and travel activity. The partners will cooperate in developing appropriate assumptions and methods to approximate potential economic and equity impacts of these scenarios through extensions of the current MoMo structure or through independent models that pivot off of MoMo inputs or outputs for various scenarios. The assumptions, methods, and findings will be guided by a Project Steering Committee, composed of all project partners, and will be subject to independent expert peer-review. A first round of preliminary findings will be presented at the UNFCCC COP-19 Transport Day 2013 in Warsaw. Further refinements will be presented in 2014-2015 to shape related discussions on the post-2015 development agenda and sustainable development goals, such as meetings of the UN Open Working Group on Sustainable Development Goals and a possible UN High Level Working Group on Sustainable Transport, as well as Transport Day 2014 at UNFCCC's COP-20.

Date of Completion of commitment: 2015

Deliverables:

Deliverable	Date
Presentation of initial findings related to potential impact of Sustainable Transport Voluntary Commitments on sustainable development	Dec-2013
Report on Potential Impact of Sustainable Transport Voluntary Commitments on Sustainable Development	Dec-2014

Resources devoted to delivery:

Type	Details
Financing (USD)	$50,000 in 2013 from ITDP and IDB for initial scenario development and extending analysis to consider equity and economic effects, with added focusing on Latin America. Future year funding being secured.
- In-Kind Contribution	$200,000 anticipated in-kind contribution of staff & technical expertise and data from project partners and Steering Committee.

Contact person for information relating to commitment:

Name: Michael Replogle **Email:** michael.replogle@itdp.org

Title: Managing Director for Policy and Founder, ITDP **Telephone:** +1.301.529.0351

For Future Inland Transport Systems

Organizations making the Commitment: United Nations Economic Commission for Europe (UN-ECE) that services the Inland Transport Committee

Select Primary Sustainable Development Area: sustainable transport

Other Sustainable Development area: sustainable energy, climate change, sustainable cities

Keywords: policy, transportation, mobility, passenger transport, freight transport, energy, CO2 emissions, decision-making, strategic planning, measurement, indicators

Which Major Group does your organization identify with: United Nations & Inter Governmental Organizations

Location of where commitment is being implemented: Global

What will be achieved by the time commitment is fully delivered: For Future Inland Transport Systems (ForFITS) allows the analysis of the evolution of transport activity, energy use and CO2 emissions in a range of policy contexts. Using ForFITS, transport stakeholders can better grasp the impact of drivers such as economic development; demographic evolution (including urbanization); energy price development; technology availability and cost. The tool considers the effect of policy instruments such as taxation and subsidies on vehicles, fuel, and road use; structural changes in passenger freight transport. ForFITS has the potential to allow policymakers and transport stakeholders to understand transport development patterns, enabling them to take decisions that can contribute to Rio+20 sustainable development goals.

Briefly describe how this commitment will be achieved: ForFITS leverages on the feedback received in a multi-stakeholder workshop analyzing different methodological options and builds on a review on statistics, mitigation polices, and similar modelling tools. It will be released on-line for free, jointly with a user-manual that will be translated in the five UN languages. An awareness raising process and capacity building workshops will be carried out in cooperation with the other UN Regional Commissions. The project aims to involve partners like national administrations, regional and city authorities, NGOs, statistical offices, research and academic institutions. Capacity-building workshop and training sessions will allow using and piloting the tool in specific case studies. The result of the analytical use of the tool will assist decision-makers in the choice and implementation of transport, mobility, energy and carbon-mitigation policies and plans.

Date of Completion of commitment: 2020

December 2013 – delivery of the ForFITS model together with one pilot per five UN regions and relevant capacity building activities. 2013 and on – could include one country per year for cooperation and review

Deliverables:

Deliverable	Date
Development of the modelling tool	2013
Capacity-building workshops in each UN region	2013
Training session for an administrative entity in each region	2013

Resources devoted to delivery:

Type	Details
Financing (USD)	Secured for 2013; to be secured afterwards
Staff Technical Expertise	Transport Policy Dialogue based on the ForFITS model, Development of the modelling tool, Capacity-building workshops and training sessions

Contact person for information relating to commitment:

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Title: Economic Affairs Officer

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Name: Martine-Sophie Fouvez

Email: martine-sophie.fouvez@unece.org

Title: Regional Advisor on Transport

Telephone : +41(0)22 91718 37

Tracking Environmentally Sustainable Transport

Organizations making the Commitment: International Energy Agency (IEA)

Select Primary Sustainable Development Area: Sustainable Transport

Other Sustainable Development area: Sustainable Energy, sustainable cities, climate change, measuring SD progress (through indicators)

Keywords: Tracking progress, GHG emissions scenarios, Climate Change, Air Quality, Urban Development, transport, energy security, cost savings, sustainable mobility, energy savings, Integrated Transport

Which Major Group does your organization identify with: International Organizations

Location of where commitment is being implemented: Global

What will be achieved by the time commitment is fully delivered: The commitment is aiming at tracking, monitoring and projecting GHG and local pollutant emissions, energy use, and cost of the transport sector globally to assess the progress of sustainable transport worldwide. Past trends and future possible evolutions are key to understand where the transport sector is heading and to evaluate its sustainability. As the modeling framework is developed and finalized, better and more accurate data will help gauge the transport sustainability for its environmental and economic pillars. Through this voluntary commitment, the IEA is pledging for better modeling capabilities of modal shifting, and is planning for a possible focus on urban areas.

Briefly describe how will this commitment be achieved: Greenhouse gas emissions, energy use and pollutant emissions are part of the modeling framework, and allow having a more comprehensive vision of the environmental pillar of the sustainable mobility. The economic aspect is addressed in the model by costing out the cost of the transport sector, for its vehicles, fuel and infrastructure needed for its operation for the four decades to come.

A team of analysts at the IEA is working at making the model better and more accurate, together with other international organizations from the private and public sectors, and also with the help of NGOs and academia. Data gathering and quality control is an important asset of the IEA mobility modeling task, and is also fundamental in order to assess the sustainability of the transport sector. This will be strengthen through the next phases of the model development, and especially the IEA is looking after improving the model capabilities regarding modal shifting potential, especially in urban areas.

Previous work of the IEA highlighted the fact that technological improvement and behavior changes are both needed and are complimentary in order to reach a sustainable transport sector; a better quantification is still needed and the task detailed under this voluntary commitment will significantly improve the capabilities of the model to that respect.

Date of Completion of commitment: on-going

Deliverables:

Deliverable	Date
Updated modeling capabilities for mass transport modes, rail and buses	2014
New modeling platform	2015

Resources devoted to delivery:

Type	Details
Financing (USD)	The IEA Mobility Model partnership has 13 active members that are supporting the modeling framework development (approx 300kUSD per year)
In kind contribution	The IEA is providing in-kind support from IEA staff to help improve the model database and architecture

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UN-ECE Road Safety Activities

Organizations making the Commitment: United Nations Economic Commission for Europe (UN-ECE)

Select Primary Sustainable Development Area: Sustainable Transport

Other Sustainable Development area:

Keywords: Road Traffic Safety; United Nations Decade of Action for Road Safety, 2011-2020

Which Major Group does your organization identify with: United Nations and Inter-Governmental Organizations

Location of where commitment is being implemented: Globally, regionally (Europe and Central Asia) and nationally

What will be achieved by the time commitment is fully delivered: Stabilization and reduction in the forecast level of road traffic fatalities around the world by 2020. The UN-ECE's goals for the United Nations Decade of Action for Road Safety, 2011-2020 are: (1) to ensure the widest possible geographical coverage of United Nations Road Safety Conventions and Agreements; (2) to assist countries in the ECE region and beyond in implementing the United Nations Decade of Action for Road Safety; and (3) to make progress in stabilizing and reducing road traffic fatalities in the ECE region and beyond.

Briefly describe how this commitment will be achieved: We will achieve our commitment by promoting the accession to or greater consistency between United Nations Road Safety Conventions and Agreements, and regional/national laws (as relevant to respective countries); conducting analytical work which supports the development of legal instruments and explores emerging challenges that require governments to take common action; as well as providing technical assistance and capacity building to help countries better implement international transport legislation and also in their road safety endeavours generally. Detailed information may be found in our UN-ECE Plan to implement the UN Decade of Action for Road Safety, 2011-2020 (http://www.unece.org/fileadmin/DAM/trans/doc/2012/itc/ECE-TRANS-2012-4e.pdf) and corrigenda (http://www.unece.org/fileadmin/DAM/trans/doc/2012/itc/ECE-TRANS-2012-4Corr1e.pdf and http://www.unece.org/fileadmin/DAM/trans/doc/2012/itc/ECE-TRANS-2012-4Corr2e.pdf).

Date of Completion of commitment: 2020

Deliverables:

Deliverable	Date
Promoting the accession to or greater consistency between United Nations Road Safety Conventions and Agreements, and regional/national laws (as relevant to respective countries).	2020
Analytical work, which supports the development of legal instruments and explores emerging challenges that require governments to take common action.	2020
Technical assistance and capacity building to help countries better implement international transport legislation and also in their road safety endeavours generally.	2020

Resources devoted to delivery:

Type	Details
Financing (USD)	Resources for technical assistance and capacity building need to be sought and secured through strategic partnerships and close cooperation with key stakeholders.
In kind contribution/ Staff Technical Expertise	UN-ECE staff provides all regulatory, analytical and technical assistance work related to road safety and road transport.

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Observatory of Urban Mobility

Organization(s) making commitment: CAF - Development Bank of Latin America

Select Primary Sustainable Development Area: Sustainable Transport

Other Sustainable Development area: Sustainable Cities

Keywords: Urban transport, transport data

Which Major Group does your organization identify with: Inter-Governmental Organizations

Location of where commitment is being implemented: Major cities in Latin America

Achievement of Commitment: CAF, Development Bank of Latin America, will continue its effort of data compilation on urban and sustainable transport in cities of the Latin American region and will enhance the policy application of data collected. This effort has started in 2007 involving 15 cities of 9 countries, and has recently been expanded and now covers 25 cities and 11 countries. It is intended that all major cities with more than 2 million inhabitants will be included although also smaller capital cities are included. The 10 largest urban areas of Latin America are already included.This effort is aimed at responding to the gaps identified in the availability of quality, trustworthy and updated data on transport and mobility in Latin America.

How this will be achieved: As part of the commitment CAF will do regular updates of the data, with minor updates on an annual basis and major review and update on a 5 yearly basis. In addition the data collected will be used in a series of about 25 research studies covering a range of topics including but not limited to fuel and vehicle technologies; planning and implementation of transport policies; road safety; environmental impacts; institutional arrangements and funding of transport. The data and research results will be utilized in policy dialogues that CAF will conduct with the 25 cities. Finally, as part of the voluntary commitment CAF will coordinate with data gathering initiatives in other major regions of the world to develop a global data initiative on urban transport.

CAF has established strategic partnerships with institutions linked to research in urban transport in the región (e.g. Fundación Latinoamericana de Transporte Público y Urbano (ALATPU), el Centro de Transporte Sustentable de México (CTS-EMBARQ) y la Asociación Nacional de Transporte Público de Brasil (ANTP)), which will continue during the implementation of this commitment and will further strengthen its achievements. CAF aims to gradually build local ownership for data collection and analysis whereby CAF's role would gradually be limited to the provision of technical support. CAF also intends to develop partnerships with other international organizations under which these organizations in the coming years would contribute financially to the implementation of the Observatory.

Date of Completion of commitment: 2020

Deliverables:

Deliverable	Date
Minor Review of basic data	Annually
Major revision of data	2015, and 2019
About 25different studies based on data collected . About 2-4 studies per year	Annually
Policy Dialog with participating 25 cities based on data and research	Ongoing
Integration of Latin American data in a Global Sustainable Urban Transport data initiative	TBD

Resources devoted to delivery:

Type	Details
Financing (USD)	Average of USD 1 million per years, USD 5-7 million for 7 years The intention is to gradually have countries absorb these costs and to raise co-financing from partners
In kind contribution	As part of sustainability campaign increase local support by cities. Value is between 1- 1.5 million USD in-kind.

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Chapter 4

Building the Case for Sustainable Transport in the Post-2015 Development Agenda

"Each priority area identified in the post-2015 agenda should be supported by dynamic partnerships".

- The High Level Panel of Eminent Persons Report

In addition to ensuring the full implementation of the Voluntary Commitments on sustainable transport described in the previous chapters, the SLoCaT Partnership and the wider sustainable transport community active efforts are underway to (a) promote the integration of sustainable transport in the post 2015 goal framework and (b) build an enabling global institutional framework for sustainable transport.

Defining Sustainable Transport's contribution to the Post-2015 Development Agenda

Transport, according to The Future We Want (paragraph 132) is "central to sustainable development". It is therefore relevant to many of the thematic areas and cross-sectoral issues that will enable the eradication of extreme poverty including "food security, nutrition and sustainable agriculture"; "water and sanitation"; "health and population"; "climate change"; and "education". None of which can be realized without better transport.

An important challenge for decision makers tasked with the development of the Sustainable Development Goals, the concept of which was agreed upon at the Rio+20 conference is that the outcome document of Rio+20 The Future We Want identifies 26 cross cutting thematic areas and cross-sectoral issues in which actions are required so as to accelerate sustained, inclusive and equitable economic growth in developing countries.

The Future We Want does not provide an organization of the 26 key thematic areas and cross-sectoral issues. Sustainable transport is highlighted as a key action area in its own right (in paragraphs 132 and 133 of) the outcome document, but is also actively referred to in several of the other 25 sections including "Energy", "Sustainable Cities and Human Settlements", "Landlocked Developing Countries" "Sustainable Consumption and Production". To realize the set economic, social and environmental development goals of the post-2015 development framework it will be key to ensure an accelerated growth in transport infrastructure and services that supports inclusive economic and social development and improved quality of life. However, both the currently existing, as well as new and additional, transport infrastructure and services need to provide safe, reliable, economical, efficient, equitable and affordable access to goods and services for all, while mitigating the negative impacts on health and the environment locally and globally, in the short, medium and long term without compromising the development of future generations.

Following the Rio+20 conference many of the constituencies associated with the 26 thematic areas and crosscutting issues have started to mobilize and conduct outreach to promote a SDG linked to their respective thematic area or crosscutting issue. So has the sustainable transport community.

Transport is a key economic sector, which contributes significantly to job creation in both the formal and informal sector. This can be up to 20% of all urban jobs if informal transport jobs are included. This makes the transport sector a key sector in terms of employment and job creation, which is one of the key emerging themes in the discussion on the post 2015-development framework. There is emerging evidence that re-orienting transport policies away from traditional emphasis on road construction and the use of private cars will have a beneficial impact of job generation and leveraging economic growth. Including sustainable transport in the goal framework for the post 2015 development framework can therefore help to ensure that the transport sector will continue to act as a job engine.

Box 3 and Box 4 describe how sustainable transport has been integrated in the goal frameworks of 'A New Global Partnership: Eradicate Poverty and Transform Economies Through Sustainable Development' – The High Level Panel of Eminent Persons on Post-2015 Development Agenda the post-2015 in the 'Action Agenda for Sustainable Development' by the Sustainable Development Solutions Network.

Box 3. Integration of Sustainable Transport in the Post-2015 High Level Panel of Eminent Persons Report

Transport does not merit a separate SDG in the HLP report but is listed as targets for two out of the twelve proposed illustrative goals.

Goal 7. Secure Sustainable Energy

Target 7c. Double the global rate of improvement in energy efficiency in buildings, industry, agriculture, and transport

Target 7d. Phase out harmful and inefficient fossil fuel subsidies that encourage wasteful consumption

Goal 8. Create Jobs, Sustainable Livelihoods, and Equitable Growth

8c. Strengthen productive capacity by providing universal access to financial services and infrastructure, such as transportation and ICT

The 'A new Global Partnership: Eradicate Poverty and Transform Economies Through Sustainable Development Report' explains to how transport can contribute to the development of certain developmental agenda's but fails to present a transformative agenda how the transport sector can improve its economic, social and environmental sustainability. The report fails to outline how current motorization patterns undermine economic, social and environmental sustainability of development. It ignores new insights on how transport can best contribute to sustainable development. The recommendations of the report on transport are not transformative and fail to give guidance to the transport sector how it can put sustainable development at the core of its much needed development and realize its potential as a building block of sustained prosperity for all

Box 4. Integration of Sustainable Transport in the Action Agenda for Sustainable Development

Transport does not merit a separate SDG in the SDSN Action Agenda but is listed as target for two out of the ten proposed draft Sustainable Development Goals.

Goal 6: Improve Agriculture Systems and Raise Rural Prosperity

Improve farm practices and rural infrastructure to raise yields, reduce environmental impacts, promote rural prosperity, and ensure resilience to climate change.

Target: Universal access in rural areas to basic infrastructure services (water, sanitation, modern energy, transport, and mobile and broadband communication).

Goal 7: Empower Inclusive, Productive and Resilient Cities

Make all cities socially inclusive, economically productive, environmentally sustainable, and resilient to climate change and other risks. Develop participatory, accountable, and effective city governance to support rapid and equitable urban transformation.

Target: Universal access to a secure and affordable built environment and basic urban services: housing; water, sanitation and waste management; low-carbon energy and transport; mobile and broadband communication.

Transport is correctly identified as an access issue. In describing sustainability of transport system there is a bias towards environmental sustainability, more specifically climate change. Most of the text on improving sustainability of transport focuses on technology related approaches to reduce energy consumption of the transport. The report ignores other pressing sustainability issues in the transport, e.g. road safety, which results in 1.4 million fatalities and 20-50 million injuries.

Not incorporating transport at the goal level in the post-2015 development framework will seriously hamper the transport sector's contribution to the post-2015 development framework. It would ignore the major contribution the sector can make in realizing various benefits linked to sustainable development: economic (job creation and poverty alleviation), social (improved road safety and inclusive access) and environmental (reduced Greenhouse Gasses and air pollution). Concepts like the MDGs or SDGs have the potential to galvanize and catalyze action. Specific sector based institutions and organizations are more likely to become actively involved if they recognize themselves in the goal framework. Institutions in many parts of the world are still organized largely in a sectoral manner, as are the developmental budgets, which need to make development happen.

The SLoCaT Partnership is advocating for a Sustainable Development Goal for transport: "Universal Access to Clean, Safe and Affordable Transport for All". This combines the two key priorities mentioned: increase access but do so in a more sustainable manner. The goal represents a vision and it will be important to further clarify this in targets and indicators. For example, while it is acceptable to use "universal" while describing access at the goal level, this will need to be detailed at the target level.

Three global targets could accompany this Sustainable Development Goal:

- Urban households are on average able to access jobs, goods and services within 30 minutes by quality public transport and/or quality walking and cycling infrastructure and rural households have access to paved or all-weather roads to take products to markets and reach essential services;
- Traffic related deaths are cut in half by 2030, compared to 2005, with an ultimate vision of near zero fatalities;
- Air pollution from passenger and freight transport is halved by 2030, compared to 2005, and GHG emissions from transport peak globally latest by 2020 with an ultimate vision of 40-60% reductions by 2050 compared to 2005 levels.

Any greenhouse gas emission targets should be compatible with the outcome of on-going UNFCCC deliberations on a new global climate change agreement (to be concluded by 2015), while reference to pollution generally could be covered in a sustainable transport goal.

The three proposed targets reflect the economic, social and environmental dimensions of sustainable transport. Taken together they also combine the developmental function of transport (enabling of economic and social development) and reducing negative externalities of unsustainable transport (congestion, traffic fatalities and pollution). Promoting public transport, walking and cycling will help ensure that transport becomes more inclusive. At the same time, such an approach is less wasteful and more environment and climate friendly as the need for fuel subsidies decreases.

The proposed targets are global targets. The current base-line values differ considerably between, and even within countries, and further planning will be required how individual countries will contribute towards the realization of these targets. This will require the development of detailed indicators. An example of such a differentiated indicator can be fuel economy. At present OECD countries are making more progress than non-OECD countries in improving fuel economy.

The proposed Sustainable Development Goal and associated targets forms the basis for the engagement of the SLoCaT Partnership in various consultation meetings on the post-2015 development framework.[4]

Building an enabling global institutional framework for sustainable transport

A vibrant and engaged institutional framework at the global level is an important enabling factor for a successful integration sustainable transport in the post-2015 goal framework and its subsequent implementation. The SLoCaT Partnership is actively engaged in shaping such an enabling global institutional framework for sustainable transport. It is doing so by taking a lead role in, or contributing towards: (a) The United Nations Sustainable Transport Action Network and linked to that the strengthening of the SLoCaT partnership; (b) Convening of stakeholders on sustainable transport by Secretary General Ban-Ki Moon; (c) the UN Friends of Sustainable Transport; and (d) Regional Environmentally Sustainable Transport Forums.

The SLoCaT partnership is also contributing towards a recent discussion on strengthening of coordination on sustainable transport among the different UN agencies, programs and commissions. This could potentially lead to the setting up of a UN-Transport like structure akin to those, which are in place for other sectors such as energy or water.

Sustainable Transport Action Network and Strengthening of the SLoCaT Partnership

Action Networks – are action-oriented communities where stakeholders may collaborate and share information on certain sustainable development topics. They are meant to catalyze actions among all stakeholders and their networks to implement concrete policies, plans, programmes, projects in support of the objectives of the network. UN-DESA now has the following action networks in place: (a) Green Economy Policies and Initiatives; (b) United Nations Global Compact; (c) Every Woman Every Child; (d) Sustainable Energy for All; (e) Sustainable Transport; (f) Higher Education Sustainability Initiative; (g) SIDS Partnerships; and (h) Sustainable Cities. Sustainable transport was made into an action network following the Rio+20 conference. The Sustainable Transport Action Network[5] will make an active contribution towards the implementation of the Secretary General's Five Year Action Agenda in which he made transport one of the building blocks for the post-2015 development framework.

Being included as an action network will help to facilitate the transport sector to have a collective voice in the discussion on the post-2015 development agenda. It is also expected to help in building bridges to other development communities and thereby promote the integrated approach to development as recommended by the High Level Panel of Eminent Persons on the post-2015 development agenda.

[4] See in this context the June 2013 Retreat: Sustainable Transport and the Post-2015 Development Framework http://slocat.net/event/929 and the April 2013 Global Consultation on Sustainable Transport in the Post-2015 Development Agenda http://slocat.net/event/899.
[5] See http://sustainabledevelopment.un.org/index.php?menu=1569

For the SLoCaT partnership to be able to take on an active role in the running of the Sustainable Transport Action Network as well as play a meaning in the other institutional processes described it important that the partnership strengthens its operational capacity. An internal working group in SLoCaT is currently reviewing the options available for the institutional strengthening of the partnership. It goes without saying that any proposals on this cannot be developed in isolation but will need to consider how other parts of the institutional framework on sustainable transport will develop.

It is envisaged to have a proposal on the institutional structure and functioning of the SLoCaT partnership ready for discussion and decision making by the 2014 SLoCaT annual meeting in January 2014.

Convening stakeholders on Sustainable Transport

UN Secretary General Ban Ki-moon in January 2012 announced the Action Agenda for his second term stating that the post-2015 framework for sustainable development would be an important priority and listing transport as one of six building blocks for sustainable development. The Action Agenda indicates that on transport the Secretary General "plans to convene aviation, marine, ferry, rail, road and urban public transport providers, along with Governments and investors, to develop and take action on recommendations for more sustainable transport systems that can address rising congestion and pollution worldwide, particularly in urban areas".

A multi-stakeholder Technical Working Group (TWG) was formed by the United Nations Department for Economic and Social Affairs (UN-DESA) to develop recommendations, on how to best convene the stakeholders on sustainable transport and to make suggestions on the outputs of this process. The TWG met twice at UN Headquarters in New York, on 7-8 June 2012 and on 29-30 October 2012.

Convening sustainable transport stakeholders and the implementation of a sustainable transport action plan as part of, and contributing towards, the UN post-2015 framework for sustainable development represents a good opportunity to better integrate transport in policy making on sustainable development.

The convening mechanism could take the form of a High Level Group on Sustainable Transport to advise the Secretary General of the UN on strengthening the link between sustainable transport and sustainable development, the development of actionable, national and local level, policy recommendations aimed at a rapid scaling-up of the implementation of proven sustainable transport policies and concepts.

Friends of Sustainable Transport

In conjunction with the first meeting of the TWG, the Netherlands Delegation to the UN in New-York, organized a "Biking for Sustainable Transport with Ban Ki Moon" event. The Netherlands, Kenya and Thai Missions to the UN, motivated by the outcome of the Rio+20 conference and the SG's action on sustainable transport have, together with UN-DESA, initiated the "Friends on Sustainable Transport" which is organizing a series of lunch sessions on sustainable transport for UN Delegations to raise the awareness of UN Missions on Sustainable Transport and its potential contribution to sustainable development and the post-2015 development agenda. Since Rio+20 three lunch sessions have been conducted: (a) Sustainable transport, an essential building block for sustainable development; (b) sustainable transport and its role in poverty alleviation; and Road safety and sustainable transport. In addition the SLoCaT partnership also

hosted a retreat together with the UN Friends of Sustainable Transport and UN-DESA on the integration of sustainable transport in the post 2015 development framework.[6]

Regional Environmentally Sustainable Transport Forums in Asia, Latin America and Africa

There is a gap between local national level decision makers on sustainable transport and the global discussions on sustainable development. Yet, it is the local and national level decision makers on transport and urban development who will be decisive in implementing the post-2015 development agenda when it comes to transport. To bridge this gap the SLoCaT partnership has embraced the regional Environmentally Sustainable Transport (EST) Forum in Asia as a model that can help bridge this gap. Also, the EST Forum deserves support because it brings together national decision and policy makers on transport with those representing the environment and the health sectors. The Asian EST Forum is facilitated by the United Nations Center for Regional Development (UNCRD). The Asian EST Forum has a track record of almost 10 years now. In 2011 a Latin American EST Forum was also conducted for the first time and plans are under way now to set up an African EST Forum as well.

[6] See http://slocat.net/event/929