Transport is the engine of cities
WORLD POPULATION
Source: United Nations Department of Economic and Social Affairs

7b
2011

9.8b
Estimated by 2040
Estimated number of new urban residents by 2030
Source: Foreign Policy

400m
China
(greater than the current population of the United States)

215m
India
(greater than the current population of Brazil)
Amount of GDP generated by top 100 cities

Source: McKinsey Global Institute

- 38% (2007)
- 60% (Estimated by 2025)
Cars also grow very fast
Transport enables access to...

- Jobs
- Education
- Health Care
- Services
- Markets

Improves quality of life
Assists to lift people out of poverty

...but, transport also means...
Long commutes

Air pollution

Lost of public space

Mobility divide
If not action is taken on transport, in 15 years...
Traffic Accidents

15 million people will die in traffic accidents

300 - 750 m people will be seriously injured
Air pollution

50 million people will die prematurely due to exposure to ambient air pollution.
Transport contribution to climate change

33%

for GHG emissions, becoming the largest contributing sector to climate change
Negative impacts on global economy

50 trillion USD

5% of global GDP 2015-2030 will be lost because of negative impacts of congestions, road crashes, air pollutions and extreme weather events.
Without transport, eradication of urban and rural poverty can not be achieved.

Lack of access for goods, services and markets, educations, jobs and economic productivity.
Our goals for sustainable transport
The Partnership on Sustainable Low Carbon Transport (SLoCaT)

Universal Access to Clean, Safe, Healthy and Affordable Transport for ALL
The Partnership on Sustainable Low Carbon Transport (SLoCaT) is a multi-stakeholder partnership of over 80 organizations including UN organizations, multilateral and bilateral development organizations, NGOs and foundations, academia and the business sector which promotes the integration of sustainable transport in global policies on sustainable development and climate change.
By 2030, increase to 80% of urban and rural population with appropriate access to employment, education, health and community services, through affordable sustainable transport.
Urban access to sustainable transport

PROCESS INDICATORS:

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

Sustainable access for 1/3 of humanity

PROCESS INDICATORS:

• Proximity and connectivity to all-weather roads
• Access to significant health services is less than 60 minutes
• Access to significant local markets/major shopping facilities is less than 60 minutes
Road Safety: reduction fo road traffic fatalities

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

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

1.24m people die on roads in 2012.

US$1,000b estimated economic losses for traffic deaths and injuries.
Air pollution and human health

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

INDICATORS:

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

3.2m early deaths in 2010 due to air pollution

2% of GDP estimated economic losses for air pollution
By 2030, reduce at least 1.6 to 2.5 GtCO2e from transportation.

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

23% Transport contribution to global GHG emissions
1 billion vehicles are projected to double or even triple by 2050
Our goal is to make sustainable mobility a reality in cities.
Approach to change
Avoid

Avoiding long motorized trips through the integration of land use and transport planning
New Urban Areas need infrastructure conditions to develop sustainable transport:

- Planning and reserving right of way for major roads and major urban equipment
- Creating conditions and incentives for minimum densities
- Requirement to build complete streets, with provisions for transit network

Built Urban Areas need programs to be renewed and better connected
Shift

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

- Reallocation of current and planned funding for the development of transport infrastructure and services
- Develop national sustainable transport financing facilities
- Capacity building on sustainable transport
- Address social and political problems related with the modernization of transit systems more effectively.
- Improve science, data and awareness about the impact of car oriented policies
Improve vehicle and fuel technology to all modes of transport increasing environmental efficiency from each kilometer traveled.
Adopt low carbon, low emissions transport technologies and policies for fuels and vehicles

Adopt policies to reduce the circulation of high emission vehicles.
Thanks

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