Sustainable Development Goals for Transport

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

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


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

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

Predict and Provide
Build Roads to promote economic and social development

Then

Road safety 1.3 million deaths
Air Pollution 3 million deaths (large part transport)
Climate change – transport GHG fast growing
Congestion
Access not inclusive – large groups no access (urban and rural)

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

Access: (Avoid + Shift + Improve)

Expand/Improve Transport infrastructure and services
Avoid unnecessary motorized transport
Shift Transport to most effective mode (people and goods)
Improve environmental performance transport

Now

Economic benefits of new paradigm
50 Trillion USD up to 2050 (International Energy Agency 2012)
Results Framework on Sustainable Transport

Sustainable Development Goal: Provide Sustainable Transport

- **Urban Access**
  - **Target**: Secure universal access by sustainable transport for urban populations by 2030

- **Rural Access**
  - Secure universal access by sustainable transport for rural populations by 2030

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

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

- **Climate Change**
  - Realise at least 1.6 to 2.5 GtCO2e reduction by
### Avoid / Shift / Improve potential impacts

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<thead>
<tr>
<th>Avoid</th>
<th>Energy savings</th>
<th>CO2 reduction</th>
<th>Air pollution reduction</th>
<th>Safety improvements</th>
<th>Access / Mobility improvements</th>
<th>Congestion reduction</th>
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Car travel is already high in many cities

Shares of trips in selected cities and years, motorized modes

The “High Shift” scenario: a vision of urban travel that cuts car travel in half by 2050
CO2 emissions ~ 50% reduction (4.9 to 2.5 gigatonnes in 2050)
High shift case: total lane/track kms, 2010 and 2050
Avoid/Shift does require a major ramp up in mass transit infrastructure

IEA 4 versus 2 degree scenario
By 2050 the world will need to shift to selling mainly near-zero emissions vehicles (plug-ins, or PEVs)

Figure 13.18  Global portfolio of technologies for passenger LDVs

Key point  In the Improve case, electric, PHEV and FCEVs together account for nearly three-quarters of new vehicle sales in 2050.
IEA: Avoid/Shift/Improve strategy would save $50 trillion

Global transport expenditure estimates to 2050
Global SLoCaT Campaign in 2014 and 2015

Means of Implementation for a Transport SDG

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

Why a campaign?

Communication

Why is transport important?

Commitments

Rio+20 Commitments:
MDB US$ 175 billion

What is transport sector doing already?

New Commitments:
- Project Prep. Facility $100 million – 3 years
- Capacity building: 1 million persons – 10 years
- Sustainable Transport Financing facilities – 10 countries
“We need to change the way we plan our cities, the way we move goods and ourselves”

SG Ban Ki-moon, October 2013

Thank you!

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