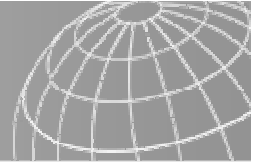


Sustainable Transport Evaluation

Developing Practical Tools for Evaluation in the Context of the CSD Process

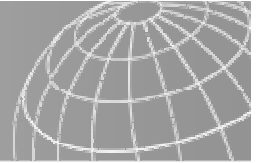
Andrea Henkel
Transport Policy Advisor
Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)



“Transport is unique as the only development sector that worsens as incomes rise. While sanitation, health, education and employment tend to improve through economic development, traffic congestion tends to worsen.”



Lloyd Wright



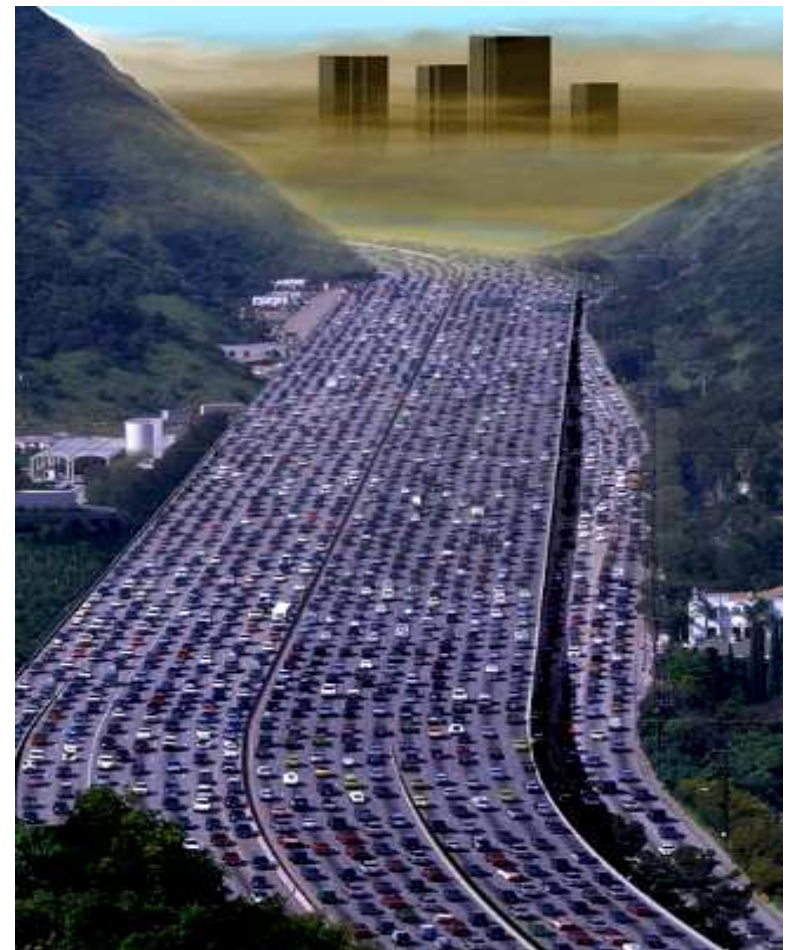
What is sustainable transport?

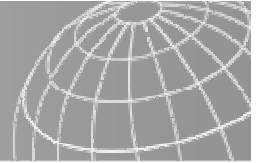
Example: Urban transport

Traditional focus was given to road design:

- More infrastructure for cars
- More space for motorized vehicles
- Neglecting of alternative modes such as public transport, walking, cycling

=> Unsustainable focus!





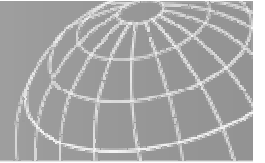
What is sustainable transport?

Example: Urban transport

Sustainable principles shift the focus of policies and investments:

- Less individual motorized transport
- Less flyovers and expressways
- More public transport
- More infrastructure for walking and cycling
- Corresponding institutional setting: Integration of land use and transport planning etc.



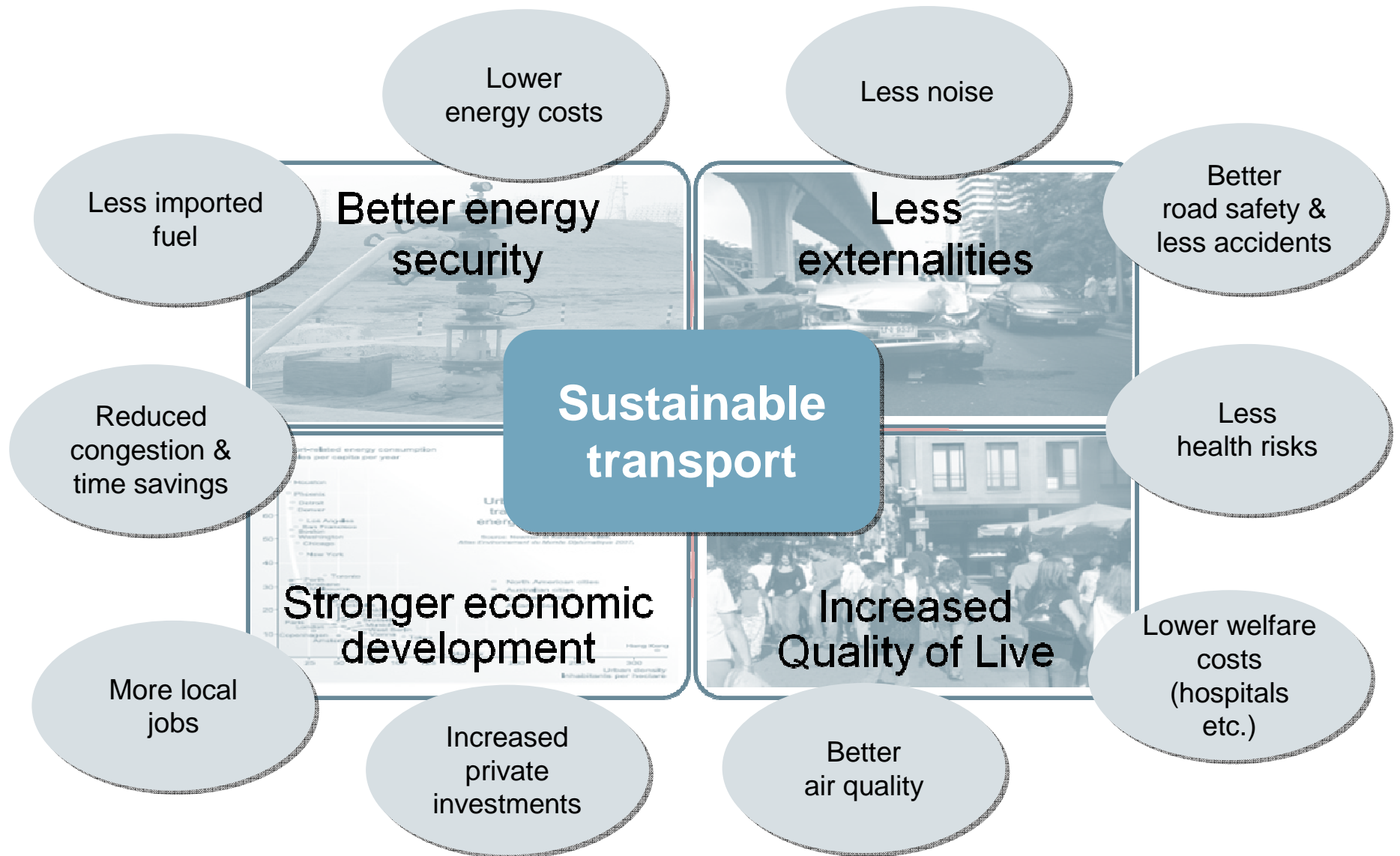
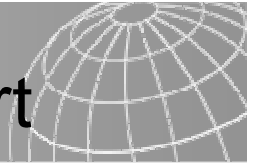


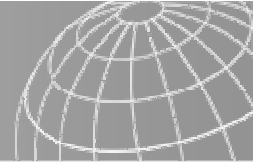
What is sustainable transport?

Similar challenges on a **national level:**

- Fostering more environmentally friendly and energy efficient modes
- More efficient use of existing (road) infrastructure vs. building additional freeways etc.
- ...



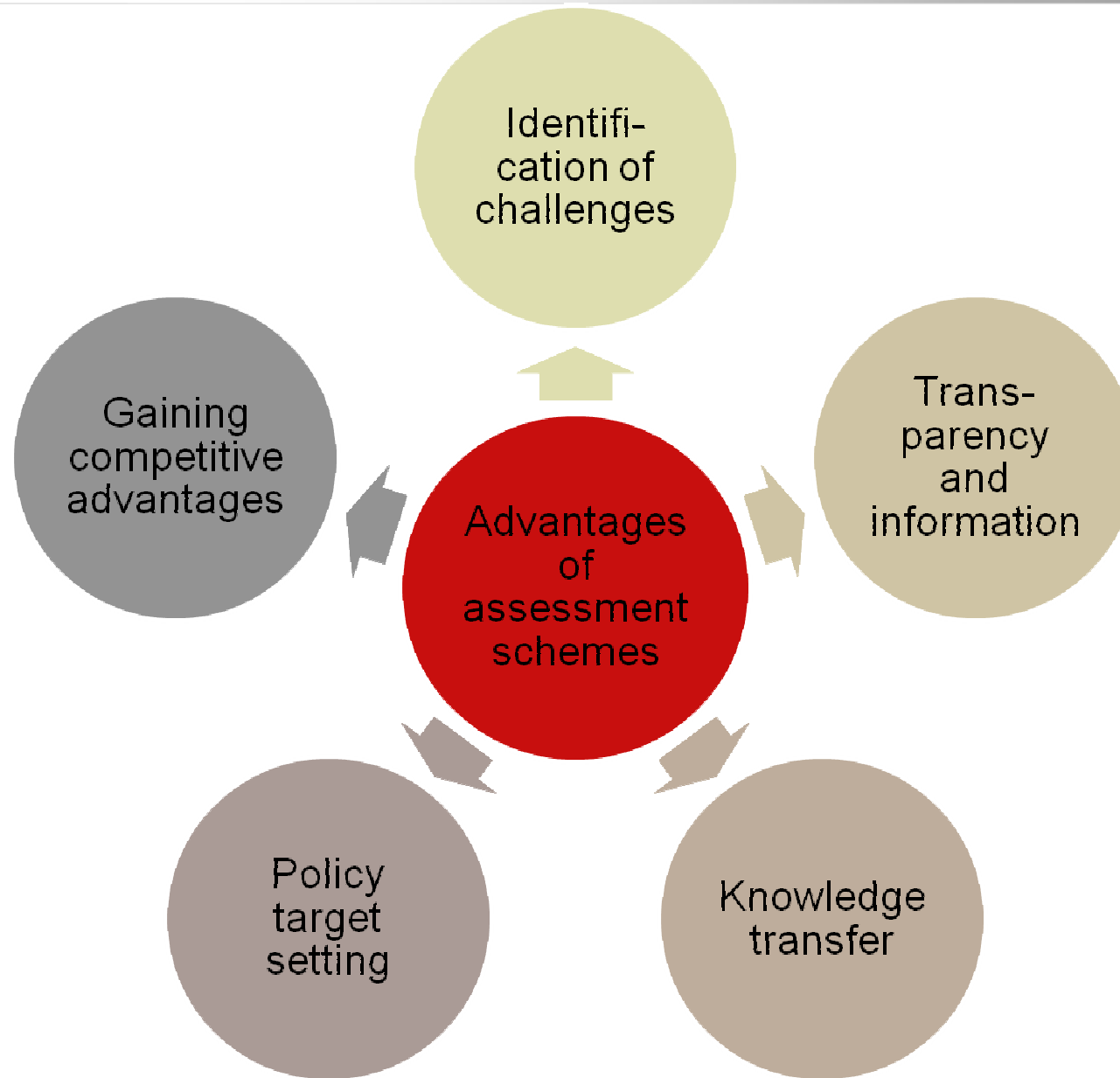
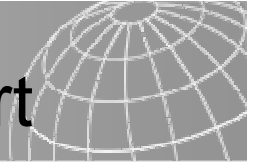


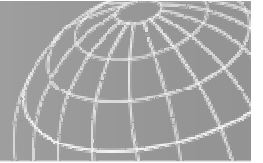


Why do we need indicators & evaluation methods?

- Sustainability challenges in the transport sector are generally widely acknowledged, **but...**
- Policymakers need **information** about specific problems and trends on a national/local level!
- A comprehensive evaluation scheme could provide such information and deliver several **benefits....**:

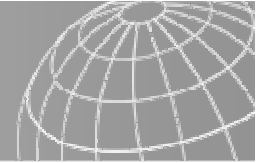






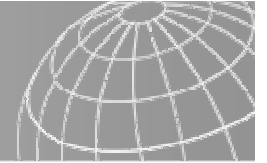
Principles for relevant Indicators

- cover all dimensions of sustainability (social, environmental, economic and governance) and correspond to underlying sustainability goals
- selected in a participatory process, involving experts and policymakers
- limited in number
- Preferably include quantitative indicators and additional qualitative information and interpretation



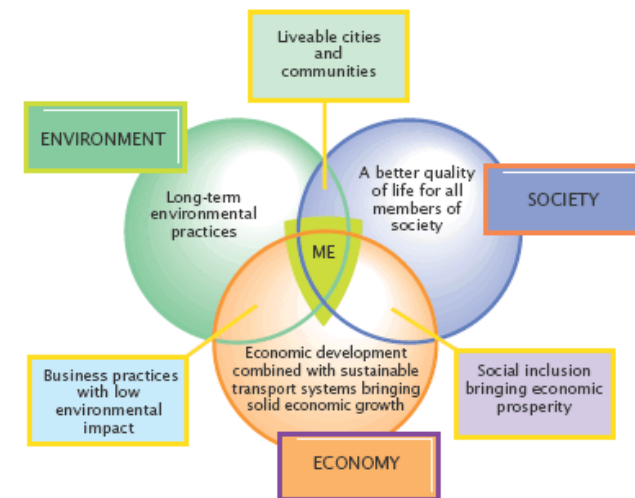
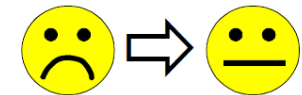
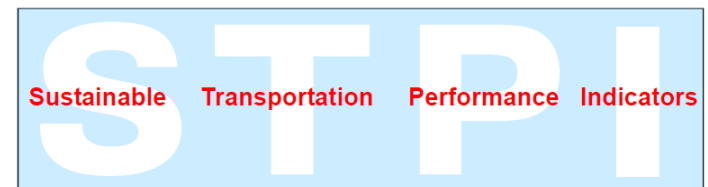
An initial suggestion: Ten key indicators for sustainable transport

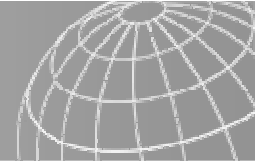
Dimension/Indicator	Data availability
Environment	
Land consumption by transport infrastructure	Low
Transport GHG emissions per capita	Medium
Percentage of population affected by local air pollutants	Medium
Equity/Social	
Road fatalities	High
Modal share of PT/NMT	Medium
Share of transport cost from total household expenditure	Medium
Economy	
Minimum taxation on fuel	High
Transport investments by mode	High
PKM/TKM per unit GDP	Medium
Governance	
Participatory transport planning	Low



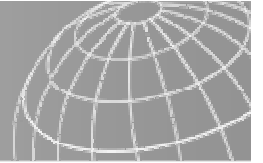
Frameworks for sustainability indicators

- Ranking
- Benchmarking
- SWOT-Analysis
- Audits
- Labels
- Awards





Project/ concept	Main application						Dimensions of sustainability				Governance	Level	Data availability
	Identification of challenges	Transparency and information	Knowledge transfer	Benchmarking and policy target setting	Monitoring process toward sustainability	Gaining competitive advantages	Environmental	Social	Economic	Public participation			
ADB/PSUTA – Indicators for sustainable transport	✓			✓			✓	✓	✓	(✓)	✓	Urban	Significant gaps
SLoCat Indicators				✓	✓		✓	✓	✓	✓	✓	All levels	Large gaps
Urban Transport Benchmarking Initiative	✓		✓	✓			✓	✓	✓			Urban	Significant gaps
EST Bangkok Declaration				✓	✓		✓	✓	✓	✓	✓	International (urban focus)	Large gaps
OECD	✓	✓		✓			✓	(✓)	(✓)			International	Some gaps
BMU – Local Agenda 21				✓	✓		✓	✓		✓		Urban	Large gaps
The Urban Audit		✓	✓				✓	✓				Urban	Large gaps
TERM		✓		✓	✓			✓	✓		✓	International	Significant gaps
CSD / UNDESA Indicators		✓		✓	✓		✓	✓	✓	✓	✓	International	Some gaps

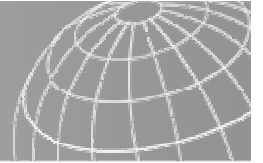


Transport and Environment Reporting Mechanism (TERM)

- Concept:
 - European Environmental Agency (EEA) is monitoring, assessing and reporting progress towards sustainability
 - Existing data from various sources are used
- Advantages:
 - Proven concept on an international level
 - Repeated collection => identification of trends
 - Underlying policy/sustainability goals



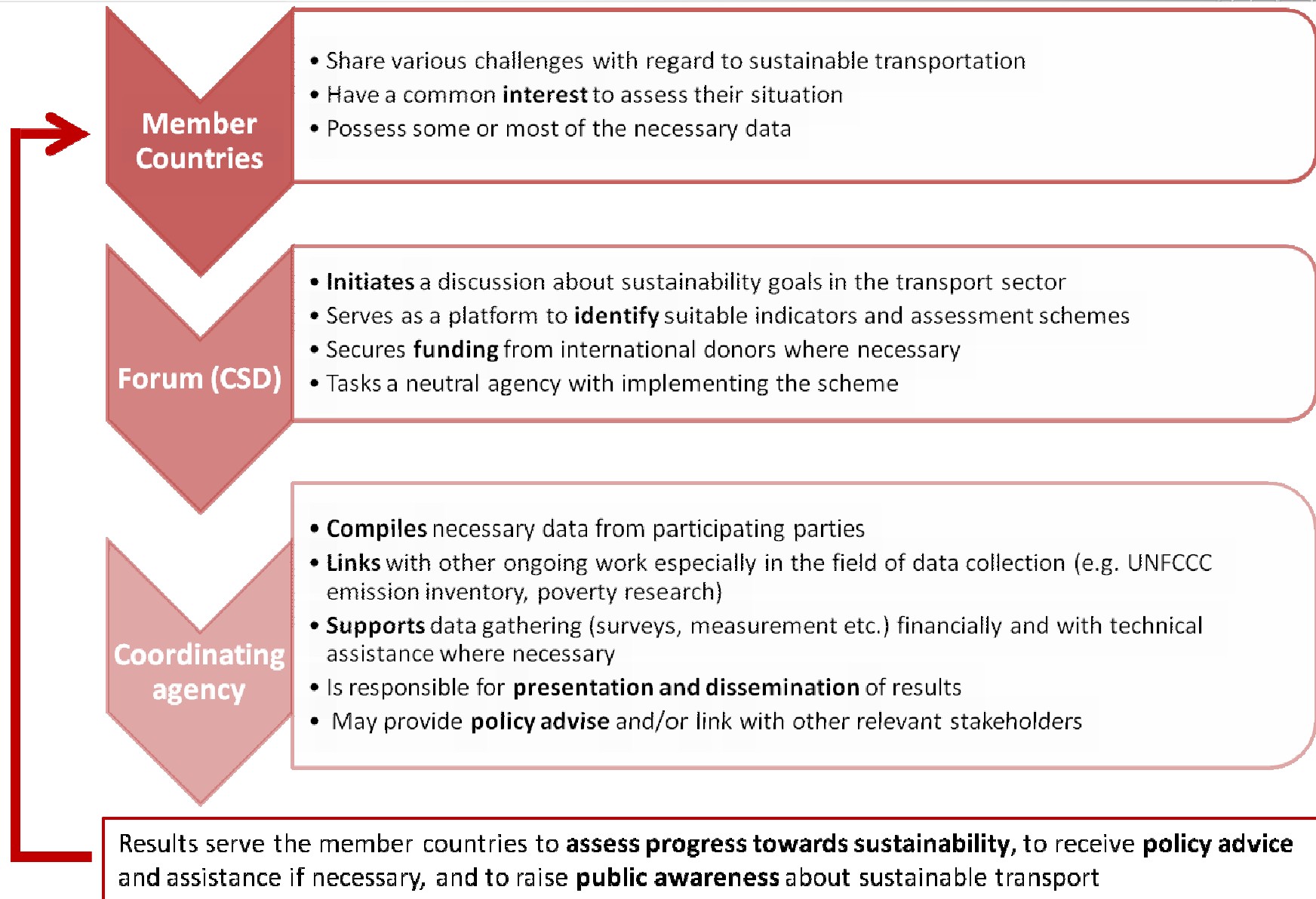
=> Template for application on a global level?

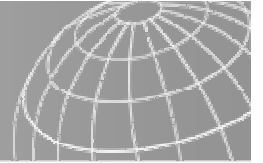


Existing concepts in the transport sector

- Insufficient Availability of indicators on a global level
- Currently no scheme is suitable and mature to be used on a global scale
- Huge potential to learn from good practices

Towards Evaluation of Sustainable Transport





Thank you for your attention!

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