



## Summary Report<sup>1</sup> on Global Consultation on Sustainable Transport in the Post-2015 Development Agenda

Bali, 25 April 2013

Organized by:

United Center for Regional Development  
United Nations Department for Economic and Social Affairs  
Ministry of Transportation, Government of Indonesia  
Partnership on Sustainable, Low Carbon Transport

One of a series of consultation meetings being held in 2013, the Global Consultation on Sustainable Transport was organized around the Regional EST Forum in Asia to engage ministries of environment, health, and transport in considering how sustainable transport can contribute to sustainable development and be best integrated in the post 2015 goal framework associated targets and indicators.

### *Participants in the 25 April Global Consultation Meeting on Sustainable Transport in the Post-2015 Development Framework:*

- *Underscored the need for transport to be well represented in the post 2015 goal framework for sustainable development to maintain and build on the Rio+20 momentum on Sustainable Transport*
- *Agreed on having either a separate SDG on sustainable transport, or a combined one with Energy and Water – Universal Access to Safe, Clean and Affordable Energy, Transport and Water for All*
- *Supported dedicated focus on sustainable transport through three global targets on: Access, Road Safety and Emissions, which are to be translated into the specific context of individual countries*
- *Called for development of more detailed indicators to operationalize the three targets*
- *Emphasized the need to develop appropriate enabling Means of Implementation*
- *Encouraged a better linkage and integration with other processes at global and regional level*
- *Acknowledged the important role that regional Environmentally Sustainable Transport Forums can play in promoting and implementing the integration of EST in the post-2015 goal framework on sustainable development*

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<sup>1</sup> This report makes use of the IISD Summary Report of the 7<sup>th</sup> EST Forum and Global Consultation on Sustainable Transport in the Post-2015 Development Framework (<http://www.iisd.ca/transport/est/est7>)

## OPENING STATEMENTS

Thomas Hamlin, UN-DESA, opened the meeting on the role of sustainable transport in the Post-2015 Development Agenda. He recalled SG Ban Ki-Moon, who in his [welcome message](#) to the 7<sup>th</sup> EST Forum said he would “welcome” the forum’s ideas and suggestions on defining “a transformative post-2015 development agenda.” Hamlin referenced discussions at Rio+20 where it was agreed to develop Sustainable Development Goals (SDGs) and the open working group (OWG), which would take a lead role in development of the SDGs. Highlighting that actual negotiations are being conducted within the OWG, he expressed that the EST Forum and the Global Consultation could provide timely input to the OWGs.

Wendy Aritenang, Ministry of Transport (MoT) -Indonesia, referred to Indonesia’s voluntary GHG reduction target of 26% compared with business as usual, stressing that if provided with adequate international support, a reduction of up to 41% could be achieved. Noting the appointment of Indonesian President Susilo Bambang Yudhoyono as Co-chair to the Secretary-General’s High-Level Panel of Eminent Persons on the Post-2015 Development Agenda, he expressed his country’s commitment to sustainable transport and the SDGs.

**PRESENTATIONS:** [Michael Replogle](#) spoke about the incorporation of sustainable transport in past global sustainable development processes as well as in the outcome of the Rio+20 Conference on Sustainable Development. He reflected on these past processes that acknowledged the role of and development of sustainable transport strategies, including Agenda 21, the Johannesburg Plan of Implementation and the Commission on Sustainable Development. He acknowledged the contribution of many stakeholders, which led to the inclusion of transport as one of the central themes in the Rio+20 Outcome document. The document acknowledges the importance of transport and mobility for sustainable development and stressed the need for an integrated approach to policy development, locally-appropriate solutions, as well as the need for international support.

Cornie Huizenga presented a background document titled “[Post 2015 Development Framework and Transport: a unique opportunity for transformational change](#)” on how sustainable transport and connectivity could be incorporated in the Post-2015 Development Agenda and the SDGs. Lamenting that the Millennium Development Goals (MDGs) were held back because Environmentally Sustainable Transport (EST) strategies were not given their due priority, Huizenga asked delegates how to make use of the EST Forums in Asia and Latin America to promote the integration of sustainable transport in the post 2015 goal framework. He explained that international processes, which include sustainable transport related goals, can accelerate EST efforts. He highlighted the growing awareness of transport to achieve sustainable development, noting transport strategies were given an entire section in the Rio+20 Outcome document and deemed one of 26 priority areas.

Huizenga emphasized the need to consider sustainable transport not just as an environmental issue but also as economic and social issues. He elaborated this by providing various illustrations of the importance of sustainable transport vis-à-vis economic, social and environmental dimension of sustainable development.

While there will be a limited number of SDGs connected to the 26 Rio+20 priorities, Huizenga emphasized that there are many justifications for a standalone transport SDG. Acknowledging that a joint proposal may have a stronger footing, Huizenga suggested transport could be coupled with the energy and water sectors. He explained that within the SDGs, targets could

specifically address social, economic and environmental aspects of EST. Huizenga suggested that targets could be adopted related to improved access (economic), improved road safety (social) and reduced air pollution and Greenhouse gas emissions (environment). Such targets would balance the developmental role of transport (improved access) with the need to reduce negative externalities (accidents and pollution).

Stressing that if EST is considered within the SDGs, ministries would have the needed backing; Huizenga underscored the role of discussions held at the Global Consultation on Sustainable Transport and the need for delegates to continue the dialogue.

## **PANEL DISCUSSION**

Facilitator Heather Allen Transport Research Foundation (TRF) welcomed the panelists to a discussion on the relevance and consistency of national policies and plans for achieving sustainable transport goals.

Sanjeev Lohia, Ministry of Urban Development (MoUD)--India, said a unified authority for transport was necessary and that urban transport in India encompasses more than 20 agencies, which may often work at cross purposes. India has developed a national urban transport policy to emphasize the need to shift from moving cars to moving people. India prefers to work on self-targets (voluntary) rather than imposed targets.

Wendy Aritenang, MoT-Indonesia, indicated that setting targets would be useful. EST Forum has provided useful background on how to implement these. He emphasized the need to convince senior government leaders such as presidents, prime ministers and ministers to prioritize sustainable transport, perhaps by clearly demonstrating the linkage between EST and GDP growth. Quantifying the contribution of transport to the increase of GDP would be most useful.

M.A.N. Siddique, Ministry of Construction (MoC) Bangladesh, indicated that to address the challenges being faced (congestion, pollution, accidents) there is a need for political commitment to implement a multimodal transport policy. Vehicle use is growing every day. Poor people are suffering more from not having mass transit access. Bangladesh is aware of the difficulty to including sustainable transport in the post 2015 development discussion, but "we must raise our voice throughout the world to include sustainable development and goals within the transport sector". If we could include the sustainable transport as SDG, we must include targets, which are not only (reduced) congestion, pollution and accidents, but other targets as well (at least one or two more). He observed that targets for many Asian countries would differ significantly from those for developed countries or other regions.

Cosmas Takule, Dar es Salaam Rapid Transit, Prime Minister's Office, Tanzania, agreed, saying that transport modes in his country are largely limited to road and rail; he further emphasized the importance of rural access to transport. Transport is important in the whole East African region, Dar es Salaam has a port, which is an outlet for various landlocked countries in the region. The city itself generates 70% of the internal revenue of the country. Congestion affects not only the city itself but the entire region. There is a need to develop infrastructure that is more adequate to sustainable transport, that addresses all users.

Some delegates expressed concern about the feasibility and high investment cost of the draft targets, especially regarding GHG emission reductions. Huizenga commented that some countries have been able to expand development while also reducing GHG emissions, while the

Dutch Cycling Embassy said that cycling and walking can actually save money.

Suggestions from delegates about how to move forward the concept of a SDG for transport included:

- Regarding the process, there is a need to be pragmatic and set achievable targets. Number of goals must be limited, easy to understand, manageable, easy to promote with the media. Goals need to be evidence-based, scientifically sound and achievable
- The people who negotiate are UN Missions in New York, these are government representatives who are not from the transport sector but who will have to pick transport among all other sectors.
- Setting the goal in transport: we should build on similar initiatives, have the set timeframe (30 years) and must project what can be achieved in that timespan.
- The devil comes in the details: targets but also indicators: this is what the governments will be looking at. Additional effort must be placed in the development of the indicators related to each targets.
- Clarify whether indicators supporting the goals would be mandatory;
- Proposed target on Global road safety and a target of 50% reduction of 2030 is mentioned in an upcoming report and aligns well with what is being proposed here. There is a need for a champion.
- There is a need for economic, environmental and social targets.
- Targets of 40-60% reduction in GHG by 2050 do not take into account the effect of urbanization and economic development which is taking place in developing countries. There will be an increase in economic activities. Putting it at 2005 levels may not be possible unless it is correlated to increase in economic activities. Emission reductions should be linked to per capita emissions in developing cities (they are much lower than developed countries).
- Take into account the different levels or status of governments;
- Feed results from this consultation meetings to regional commissions and meetings of high-level ministers;
- Increase public awareness to influence governmental action, including through use of social media. If people can understand the future they want they can put pressure or demand to the government what they want, and
- Use regional ESTs as a mechanism to work through operational challenges of implementing sustainable transport goals in different parts of the world.

Huizenga suggested participants promote the concept of sustainable transport with their individual UN missions and consider whether an SDG should be on transport or perhaps transport and energy. In closing the session, Allen said the tendency is to focus on barriers and challenges and that it was important to show what progress has been made and how creative the sector can be.

## **PARALLEL BREAKOUT DISCUSSIONS**

On Thursday morning, delegates met in three breakout groups to discuss a possible sustainable transport SDG and other means to highlight sustainable transport in the Post-2015 Development Agenda. Delegates were asked to consider the specific goals, potential indicators, implementation aspects, and how to make use of the EST Forum.

*Group 1:*

- Several delegates indicated that including Information and Communication Technology (ICT) in the transport discussion was very important. ICT can reduce demand for travel by providing market information and social media is already reducing travel for in-person contact.
- It was noted that accessibility to transport by itself may not be an adequate goal and that perhaps it should include a quality component.
- Delegates considered whether lack of an SDG on transport would have any negative impacts on the status of sustainable transport in the Post-2015 Development Agenda. Delegates generally agreed on its importance and made the following points: with so many initiatives in the international arena the absence of specific goals would make sustainable transportation a “least visited issue”; countries will repeat the same mistakes that larger and richer countries have made even though a different path was possible the issue would not be well articulated; and pushing the issue forward would help secure needed expertise, resources and capacity within traditional UN frameworks.

*Group 2:*

- Concerning the time estimate of 30 minutes (in the proposed target on access in cities), some delegates thought this was a viable allocation. Others said it depends on the size of the city. It was also highlighted that traffic congestion depends on personal behavior choices. Regarding promotion of cycling, climate considerations were acknowledged as well as how to facilitate optimal conditions for cycling.
- Concerning the target proposed in paragraph 27 for GHGs which calls for reductions of 40- 60% by 2050 compared to 2005 levels, some delegates preferred that this be addressed within the United Nations Framework Convention on Climate Change (UNFCCC) climate negotiations.
- The need for continued development in many Asian countries was also identified with respect to setting targets regarding air pollution. Replogle clarified that this could be interpreted as a global target, reached by developing and developed countries, recognizing common but differentiated responsibilities.
- Delegates also raised the question of lifecycle management of vehicles as well as the adoption of green corridors to mitigate some urban pollutants and sequester carbon. Discussions centered on the need for scientifically sound and evidenced-based data when setting targets, with suggestions to work with the UN Statistics Division.
- Questions were raised about how to set and prioritize relevant indicators.
- Concerning financing, delegates stressed the need for both loans and grants, as many Asian countries still require financial assistance to develop EST systems.
- Educational approaches were also suggested for capacity building.
- To continue momentum, the adoption of EST focal points was suggested, to further discussions between meetings through webinars and conference calls.
- It was also suggested that member states encourage their national delegates to lift this issue at the UN General Assembly.

*Group 3:*

- There is a need for clearer definitions, using road fatalities as an example of a term needing clarification. Delegates emphasized: the importance of data collection.
- Need to give more attention to freight. Discussion on freight is very much energy related at present.
- Need to not conflict with other UN processes, particularly in the climate change arena.

- Flexibility for timeframes, suggesting a progression from voluntary standards in the short-term with more binding commitments over the long-term.
- Linking sustainable transport to the international process would require clear demonstration of progress.