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H.E. Mr. Geir O. Pedersen
Permanent Representative of Norway to the United Nations

H.E. Mr. George Talbot
Permanent Representative of the Republic of Guyana to the

Shanghai, June 12, 2015

Your Excellencies,

The 2015 international processes on sustainable development and climate change will set out quantified targets for a range of sectors, including the transport sector to guide action in the next 15 years. The international community is coming to a consensus on what and how much needs to be done to achieve sustainable development goals and climate change mitigation and adaptation priorities. It is also clear that the availability of funding is key for the success of the 2015 agreements on sustainable development and climate change.

Considering the urgency and scope of change required to shift to a low carbon economy globally and the central role of transport in achieving this aim, it is critical to quickly scale up current levels of funding for sustainable low carbon transport infrastructure and services. A significant increase in funding will be required to develop sustainable transport infrastructure, intelligent transport systems and services that currently do not exist, particularly in developing economies, in order to eradicate poverty and fully adopt the principles of sustainable development within these economies.

The funding will need to come from a variety of traditional and innovative sources, but it is clear that the public sector will be calling on the private sector to accelerate investment to scale up from current investments levels and meet global sustainable transport needs. Effective sustainable transport development will need to strengthen the fiscal capacity of sub-national governments that are vital to developing, operating, and maintaining mobility systems.

The outcomes from the Third Finance for Development Conference will guide development finance for the next decade. It is therefore essential that the Outcome Document gives strong guidance to ensure that adequate funding and financing is available to specific sectors, and addresses the need to rapidly scale up sustainable transport infrastructure and services, including intelligent transport systems .

The Partnership on Sustainable Low Carbon Transport (SLoCaT) represents over 90 organisations who are actively working in policy development, financing and the implementation of projects globally. In this context, Annex 1 makes a number of suggestions on how the current draft text could be strengthened from a sustainable transport perspective. We would like to bring these to your attention on behalf of those co-signing this letter and request that they may be considered for inclusion in the final document.

The organizations listed in Annex 2 congratulate you on the emphasis placed in the draft text on the development of infrastructure, which we agree should be a key focus of international finance. However in our view that current draft text does not fully acknowledge the specific funding requirements of the transport sector; in contrast to other sectors such as the energy sector, whose position is detailed at various points throughout the document. We believe that more specific reference to the transport sector as a vital, cross cutting sector that enables all other sectors to develop and deliver on the national and international global policies, targets and agreements on sustainable development and climate change should be more prominently emphasized.

We appreciate your consideration of these recommendations submitted on behalf of the SLoCaT Partnership, and we welcome your action on these recommendations as further encouragement and inspiration to scale up our efforts on sustainable transport.

Best regards,

A handwritten signature in black ink, consisting of a large, stylized 'C' followed by a horizontal line that ends in a small arrowhead.

Cornie Huizenga,
Secretary General
Partnership on Sustainable, Low Carbon Transport

cc. Missions to the UN

Annex 1: Proposed Revision for the Draft of the Outcome Document

P#	Original Text	Proposed Text
8	At the same time, national development efforts need to be supported by an enabling international economic environment, including coherent and mutually supporting world trade, monetary and financial systems, processes to develop and share appropriate technologies globally, capacity building, and strengthened global economic governance.	At the same time, national development efforts need to be supported by an enabling international economic environment, including coherent and mutually supporting world trade, monetary and financial systems, <i>safe, reliable and efficient movement of goods to support world trade</i> , processes to develop and share appropriate technologies globally, <i>promote equitable development</i> , capacity building, and strengthened global economic governance.
11	We will also set nationally appropriate spending targets on essential public services, including health, education, and water and sanitation, consistent with national sustainable development strategies.	We will also set nationally appropriate spending targets on essential public services, including health, education, <i>transport, ICTs</i> and water and sanitation, consistent with national sustainable development strategies <i>that promote equitable development and national and regional integration</i> .
12	Investments in nutrition, rural development and sustainable agriculture and fisheries will lead to rich payoffs across the SDGs.	Investments in nutrition, rural development, <i>including safe, reliable and efficient year-round transport to rural areas and smart technologies as well as</i> sustainable agriculture and fisheries will lead to rich payoffs across the SDGs. <i>This will help reduce food losses along production and supply chains, including post-harvest losses.</i>
New Item between 12 and 13		<i>Scaling up efforts to halve road deaths:</i> <i>It is unacceptable that 1.24 million people are killed and a further 30-50 million people are injured on the world's roads every year. It is unacceptable that road death and injuries are estimated to cost the world economy 2-5% of GDP. Investments in safe and sustainable transport outcomes will lead to direct health care, welfare, business and community savings and contribute to the target to halve road deaths. The provision of safe and sustainable transport infrastructure will lift the burden of road death and injury from both developed and developing economics whilst also providing safe, reliable and sustainable movement of people and freight. We recognise the need for coordinated financing of safe and sustainable transport and acknowledge the Rio+20 commitment by the multi-lateral development banks to pledge \$175 billion to fund more safe and sustainable transport and the establishment of the Global Road Safety Facility and Road Safety Fund.</i>
13	We recognize that infrastructure, including access to water, sanitation and affordable, reliable, sustainable and modern energy for all, is critical for	We recognize that infrastructure, including access to water, sanitation, <i>safe and sustainable transport, information and communication technologies</i> and

	economic structural transformation as well as meeting social needs.	affordable, reliable, sustainable and modern energy for all, is critical for economic structural transformation as well as meeting social needs. <u>We will work towards at least a doubling of annual investments for safe and sustainable infrastructure</u> <i>In addition to national actions, we reiterate our recognition of the need for continued international cooperation to address the issues relating to transport and transit corridors as an important element of sustainable development, as stipulated in UN GA Resolution 69/213 adopted on 19 December 2014.</i>
28	We agree to support national efforts with commensurate international cooperation and finance, particularly to LDCs and other vulnerable countries, to ensure that by 2030, every woman, every child and every family has access to a nationally agreed package of essential services.	We agree to support national efforts with commensurate international cooperation and finance, particularly to LDCs and other vulnerable countries, to ensure that by 2030, every woman, every child and every family <u>in all parts of the country</u> has <u>reliable</u> access to a nationally agreed package of essential services, <u>including water, energy, information and communication technologies and transport.</u>
30	We note with concern the large financing gaps in areas crucial for sustainable development, including infrastructure, agriculture, industrialization, science, technology and innovation, as well as for financial inclusion.	We note with concern the large financing gaps in areas crucial for sustainable development, including infrastructure (<u>e.g. water, energy, transport, buildings and ICTs</u>), agriculture, industrialization, science, technology and innovation, as well as for financial inclusion <u>with infrastructure being an essential facilitator of economic and social development.</u>
32	We call on businesses to apply their creativity and innovation toward solving sustainable development challenges and to engage as partners in the development process. We invite them to invest in areas critical to sustainable development, including in industrial transformation and industries that create productive employment and strengthen local communities.	We call on businesses to apply their creativity and innovation toward solving sustainable development challenges and to engage as partners in the development process. We invite them to invest in areas critical to sustainable development, including in industrial transformation and industries <u>and transport</u> that create productive employment and strengthen local communities.
40	We will ensure that by 2030 all men and women are given equal rights to economic opportunities, as well as access to basic services, ownership and control over land and other forms of property, inheritance, natural resources, appropriate new technology and financial services.	We will ensure that by 2030 all men and women are given equal rights to economic opportunities, as well as access to basic services <u>supported by safe and reliable and efficient means of transport</u> , ownership and control over land and other forms of property, inheritance, natural resources, appropriate new <u>smart</u> technology and financial services.
46	Given the importance of this challenge, particularly for developing countries, more needs to be done, and we call for a new infrastructure platform to bring together all stakeholders to make to ensure that no countries or sectors are left behind, and that investment is aligned with sustainable development.	Given the importance of this challenge, particularly for developing countries, more needs to be done, and we call for a new infrastructure platform to bring together all stakeholders to ensure that no countries or <u>economic sectors or sections of society</u> are left behind, and that investment is aligned with sustainable development. <i>It should be noted that safe and sustainable infrastructure investments are often more cost-</i>

		<p><i>effective than traditional approaches when taking into account environmental and social co-benefits (for example, sustainable transport, and intelligent/ smart transport systems yields co-benefits in air quality, greenhouse gas reductions, time savings, fuel savings, and road safety, thus increasing equity and affordability).</i></p> <p><i>Taking into account the Vienna Programme of Action Special attention should be given to infrastructure needs, especially transport related of landlocked and transit countries.</i></p>
48	We will strengthen capacity building for PPPs, including in planning, contract negotiation, management, accounting and budgeting for contingent liabilities.	We will strengthen capacity building for PPPs <i>and Social Impact Investment (in key sectors including water, energy, transport, ICT and buildings)</i> , including in planning, contract negotiation, management, accounting and budgeting for contingent liabilities.
49	We welcome the Secretary-General's Sustainable Energy for All initiative as a useful framework.	(Add new para following para 49:) <i>We call on the transport sector to replicate the efforts of energy sector, taking into account the \$175 billion pledge by the world's eight largest MDBs at Rio+20 to fund more safe and sustainable transport over 10 years. This pledge is a basis to leverage additional investments from national governments and the private sector, in order to provide needed transitional investments in safe and sustainable transport. We acknowledge the Secretary-General's High-Level Advisory Group on Sustainable Transport, which will provide recommendations on safe and sustainable transport actionable at global, national, local and sector levels, and will promote safe and sustainable transport in line with inclusive and equitable growth, social development, protection of the global environment and ecosystems, and addressing climate change.</i>
68	We value the contribution of the Food and Agriculture Organization (FAO), the International Fund for Agricultural Development (IFAD) and the World Food Program (WFP), the World Bank and other MDBs. ... We call for strengthening collaboration with regional initiatives towards addressing the key constraints to sustainable agriculture and the achievement of food security and nutrition.	We value the contribution of the Food and Agriculture Organization (FAO), the International Fund for Agricultural Development (IFAD) and the World Food Program (WFP), the World Bank and other MDBs, <i>as well as bilateral programs including the African and Asian Community Access Programmes (AFCAP-ASCAP).</i> ... We call for strengthening collaboration with regional initiatives towards addressing the key constraints to sustainable agriculture and the achievement of food security and nutrition, <i>including reliable year-round transport infrastructure to facilitate the movement of agricultural products.</i>
72	We will integrate sustainable development into trade policy at all levels, including sustainable development provisions in both trade and investment agreements.	We will integrate sustainable development into trade policy at all levels, including sustainable development provisions in both trade and investment agreements, <i>and improved national and regional connectivity for freight and logistics services. We reiterate our recommendation in paragraph 24 of the Vienna Programme of Action that the harmonization, simplification and</i>

		<i><u>standardization of rules and documentation should be promoted, with the full and effective implementation of international conventions on transport and transit and bilateral, sub-regional and regional agreements in order to ensure the sustainability of global supply chains.</u></i>
112	The global platform will map existing technology mechanisms, as well as needs and gaps, including in the environment, agriculture, industry, cities and health areas.	The global platform will map existing technology mechanisms, as well as needs and gaps, including in the environment, agriculture, industry, cities, <u>transport</u> and health areas.

Annex 2: List of organizations supporting the proposed revision for the Zero Draft of the Outcome Document

1. African Development Bank
2. African Transport Policy Program
3. African Community Access Programme
4. Air Transport Action Group
5. Alliance to Save Energy
6. Alstom
7. Asian Development Bank
8. Brazilian Public Transport Association
9. CAF-Development Bank of Latin America
10. Cambridge Systematics
11. Center for Clean Air Policy
12. Centre for Green Mobility
13. Center for Science and Environment
14. Center for Sustainable Transport Mexico
15. Center for Sustainable Transport Brazil
16. Center for Transportation and Logistics Studies, GadjahMada University
17. Centre for Environment Planning & Technology Ahmedabad
18. China Urban Transport Research Centre
19. Civic Exchange
20. Clean Air Asia
21. Clean Air Institute
22. Climate Bonds Initiative
23. CODATU
24. Despacio
25. Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)
26. Dutch Cycling Embassy
27. Ecofys
28. EMBARQ, The WRI Center for Sustainable Transport
29. Energy Research Center Netherlands
30. European Bank for Reconstruction and Development
31. European Cyclists' Federation
32. European Institute for Sustainable Transport
33. FIA Foundation
34. First African Bicycle Information Organization
35. Ford Foundation
36. Fraunhofer- Institute for Systems and Innovation Research
37. Global Environmental Facility
38. Global Infrastructure Basel Foundation
39. Global Urban Development
40. Green Mobility Institute
41. Grutter Consulting
42. Health Bridge
43. HSBC
44. Innovation Center for Energy and Transportation
45. Institute for Global Environmental Strategies
46. Institute for Transport Policy Studies
47. Institute for Transportation and Development Policy
48. Institute of Transport Studies, University of California, Davis
49. Institute for Transport Studies, University of Leeds, UK
50. Institute of Urban Transport India
51. Inter-American Development Bank
52. International Association for Public Transport
53. International Council of Local Environmental Initiatives
54. International Council on Clean Transport
55. International Energy Agency
56. International Maritime Organization
57. International Road Assessment Program
58. International Road Federation
59. International Road Transport Union
60. International Sustainable Systems Research Center, Chile International Transport Forum
61. International Telecommunication Union
62. International Union of Railways
63. International Union for the Conservation of Nature
64. Korean Transport Institute
65. Mobility Magazine
66. National Center for Transportation Studies, Philippines
67. Nordic Development Fund
68. Renewable Energy and Energy Efficiency Partnership
69. Society of Indian Automotive Manufacturers
70. Stockholm Environment Institute
71. Sustainable Transport Africa
72. Tehran Urban and Suburban Railway operation Company
73. The Energy and Resources Institute
74. Transport and Environment
75. Transport Initiative C40
76. Transport Planning and Research Institute
77. Transport Research Laboratory
78. Uganda Road Sector Support Initiative
79. UNIFE-The Association of European Rail Industry
80. United Nations Center for Regional Development
81. United Nations Children's Fund
82. United Nations Development Program
83. United Nations Commission for Economic and Social Affairs in Asia and the Pacific
84. United Nations Economic Commission for Europe
85. United Nations Economic Commission on Latin America and the Caribbean
86. United Nations Environment Programme
87. United Nations Framework Convention on Climate Change
88. United Nations Global Compact
89. United Nations Human Settlement Program
90. United Nations Industrial Development Organization
91. United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and the Small Island Developing States
92. United Nations Secretary-General's Climate Change Support Team (CCST)
93. United Nations World Food Programme
94. University College of London, Department of Civil, Environmental and Geomatic Engineering
95. University of California
96. University of Transport and Communication Hanoi
97. University of Twente/ ITC-Department of Urban and Regional Planning
98. VEOLIA Transport
99. Victoria Transport Policy Institute
100. Volvo Research and Education Foundations
101. Walk 21
102. World Bank
103. World Business Council for Sustainable Development
104. World Cycling Alliance
105. World Health Organization
106. World Streets
107. Wuppertal Institute for Climate, Environment and Energy
108. World Wide Fund For Nature International
109. Youth for Road Safety