

Shanghai, 1 May 2014

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Co-chairs Open Working Group

Members of the Open Working Group on Sustainable Development Goals

Subject: Integration of Sustainable Transport in the post-2015 development agenda

The discussion on Sustainable Development Goals has come a long way since the concept came up for the first time in the Rio+20 conference in 2012. The sustainable transport community believes that a set of well defined and measurable development goals that address the economic, social and environmental dimension of development can be very helpful in providing guidance to a range of communities working on sustainable development, including the transport community. SDGs if well defined can help to scale up sustainable transport policies, mobilize much needed funding and put in place enabling policy frameworks.

The 7th OWG session highlighted the importance of sustainable transport but indicated a preference for mainstreaming transport in a number of goal areas rather than to pursue it as a stand alone SDG. This could place transport in an exceptional position as energy and water, the two other main infrastructure related sectors, based on the Working Paper that will be discussed in the 11th OWG session are still considered as separate Focus Areas and thereby likely to be recommended as stand alone SDGs in the final recommendations of the OWG. As indicated in the Results Framework on Sustainable Transport (www.slocat.net/resultsframework) developed by the Partnership on Sustainable, Low Carbon Transport (SLoCaT) following extensive consultations, the transport community believes that mainstreaming transport in other focus/goal areas is a good way to help scale up the implementation of sustainable, low carbon transport.

There are a number of concerns related to the manner that sustainable transport was included in the different Focus Areas in the Working Document for the 11th OWG session. These concerns are also outlined in the three attached policy briefs on rural transport, road safety and sustainable urban transport.

We believe there should be a specific target relating to rural access. 3.3 billion people live in rural areas and in many countries poor access (insufficient roads, trails, bridges and transport services) contributes to extreme poverty and limits people's access to healthcare, education, markets and economic opportunities. We would like to suggest the following reformulation of Target 8g under the Focus area 8 on economic growth, employment and infrastructure: **“Develop sustainable infrastructure accessible to all, with attention to the needs of countries in special situations, and by 2030 provide access for 100% of rural populations to safe sustainable transport”**.

Given the importance of rural roads and transport services for stimulating food production (input provision, access to markets) and reducing food losses, we suggest the following editing of target 2d under Focus 2 on agriculture and food security: “By 2030 achieve access to adequate inputs, knowledge, productive resources, financial services, markets **and sustainable transport** for small farmers and fishers, with a particular focus on women and indigenous peoples”.

Recent research from the Global Burden of Disease shows the extent of the health burden (1.24 million fatalities per year), particularly on young people. As well as being the No.1 killer of

young people aged 15-29 yrs. worldwide it is also the leading killer of boys of younger age groups and has a severe health impact on women. It is a leading cause of disability causing as many as 78.2 million injuries per year according to the GBD. The reduction of road traffic fatalities and injuries has been recognised and included in the Open Working Group's 'Focus Areas' for the Post-2015 Development Goals. Road safety has also been included by UN Secretary General Ban Ki-moon in his recommendations to the UN General Assembly on steps to advance the Post-2015 Agenda. The UNGA recently heard calls by Member States for road safety to be included in the SDGs. Currently road safety is included in target 10b under Focus Area 10 on Sustainable Cities and Human Settlements. Considering that in several countries the majority of road crashes happen outside urban areas we feel that it is not appropriate to place road safety under the urban Focus Area. We are calling on you to include a dedicated road safety target under Focus Area 3: Health and Population Dynamics, which would read: **Halve the burden due to global road traffic crashes by halving the number of fatalities and serious injuries by 2030 compared to 2010.** This target can be cross referenced when addressing key focus areas such as Urbanisation and Infrastructure. The target is measurable, easy to communicate, inclusive and universal. It would contribute to wider health and sustainable development priorities.

Within the new SDG framework, there are simply too few goals (and too few component targets) to go around. We fully endorse the desire of the OWG to limit the number of SDGs and appreciate the challenges that come with this intention. At the same time we would like to express our concerns that key issues will be dropped out. Spatial issues – resource efficient use of land, and comprehensive community building combining housing, schools, parks, water/sanitation, streets and sidewalks -- are an unnatural fit for any but a stand-alone SDG on sustainable cities and human settlements. Extremely important issues such as transport and resilience have already been cut from the list of possible stand-alone goals; the focus area on sustainable cities remains a vital refuge for these to be addressed. There is a risk that UN member states will focus solely on those SDGs with universal support, such as water and sanitation, health, food security, gender. A stand-alone goal on sustainable cities and human settlements has not yet received the kind of support that other Focus Areas have received. As the transport community we would like to express our strong support for a stand-alone goal to “**build inclusive, safe, sustainable cities and human settlements**”. We believe that this is vital to address issues of equity, climate change, and sustainable mobility. It is also an essential part of a successful strategy to mainstream sustainable transport across other possible goal areas as recommended in the 7th OWG session.

We are hopeful that the OWG in its further deliberations will see the value of our arguments. The sustainable transport community stands ready to help implement a strong post-2015 sustainable development agenda.

Yours sincerely,



Cornie Huizenga
Secretary General
Partnership on Sustainable, Low Carbon Transport

1. African Development Bank
2. African Transport Policy Program
3. Alliance to Save Energy
4. Asian Development Bank
5. Believe Sustainability
6. Corporación Andina de Fomento
7. Cambridge Systematics
8. Center for Clean Air Policy
9. Centre for Environment Planning & Technology Ahmedabad
10. Center for Science and Environment
11. Center for Sustainable Transport Mexico
12. Center for Transportation and Logistics Studies, Gadjah Mada University
13. China Urban Transport Research Centre
14. Civic Exchange
15. Clean Air Asia
16. Clean Air Institute
17. Climate Focus
18. CODATU
19. Despacio
20. Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)
21. Dutch Cycling Embassy
22. Ecofys
23. EMBARQ, The WRI Center for Sustainable Transport
24. Energy Research Center Netherlands
25. European Bank for Reconstruction and Development
26. European Institute for Sustainable Transport
27. European Cyclists' Federation
28. Fia Foundation
29. First African Bicycle Information Organization
30. Fraunhofer- Institute for Systems and Innovation Research
31. Global Environmental Facility
32. Global Transport Knowledge Partnership
33. Global Urban Development
34. Health Bridge
35. Hong Kong Shanghai Bank
36. Innovation Center for Energy and Transportation
37. Institute for Global Environmental Strategies
38. Institute for Transport Studies
39. Institute for Transport Studies, University of Leeds, UK
40. Institute for Transportation and Development Policy
41. Institute for Urban Transport India
42. Inter-American Development Bank
43. International Association for Public Transport
44. International Council of Local Environmental Initiatives
45. International Energy Agency
46. International Road Assessment Program
47. International Road Federation
48. International Transport Forum
49. International Union for the Conservation of Nature
50. International Union of Railways
51. Korean Transport Institute
52. Ministry of Land Infrastructure Transport and Tourism, Japan
53. Mobility Magazine
54. National Center for Transportation Studies, Philippines
55. Nordic Development Fund
56. Renewable Energy and Energy Efficiency Partnership
57. Rockefeller Foundation
58. Society of Indian Automotive Manufacturers
59. Stockholm Environment Institute
60. Sustainable Transport Africa
61. Tehran Urban and Suburban Railway operation Company
62. The Energy and Resources Institute
63. The European Rail Industry
64. Transport and Environment
65. Transport Research Laboratory
66. Uganda Road Sector Support Initiative
67. United Nations Development Program
68. United Nations Center for Regional Development
69. United Nations Department for Economic and Social Affairs
70. United Nations Economic Commission for Europe
71. United Nations Economic and Social Commission for Asia and the Pacific
72. United Nations Economic Commission on Latin America and the Caribbean
73. United Nations Environment Program
74. United Nations Human Settlements Program
75. University College of London, Department of Civil, Environmental and Geomatic Engineering
76. University of California, Davis, Institute of Transport Studies
77. University of Transport and Communication Hanoi
78. University of Twente-ITC
79. VEOLIA Transport/Transdev
80. Victoria Transport Policy Institute
81. Volvo Research and Education Foundations
82. Walk 21
83. World Bank
84. World Business Council on Sustainable Development
85. World Health Organization
86. World Streets
87. Wuppertal Institute for Climate, Environment and Energy
88. WWF International
89. Youth for Road Safety