



Shanghai, 12 June 2012

Rio+20: a Breakthrough for Sustainable Transport

The inclusion of sustainable transport as a priority in the Chapter V. Framework for Action and Follow-up of the draft Outcome Document for Rio: “The Future We Want” positions Rio+20 to be a pivotal event for scaling up and mainstreaming sustainable transport.

With the expectation that Rio+20 will produce an agreement to establish a process to develop “Sustainable Development Goals” (SDGs), we would now like to call on you to take the next step by including transport as an additional priority area to be considered for a sustainable development goal. The relevance of transport for realizing each of the Millennium Development Goals, including the eradication of poverty and the realization of sustainable development is beyond dispute. A transport related SDG would encourage both individual countries and the international community to take greater action on sustainable transport. A transport SDG would also spur organizations involved in the implementation of the Voluntary Commitments on Sustainable Transport to go beyond what is currently proposed in those commitments. Finally, by making transport an SDG, it would put transport at par with the other sectors included in the list of the Secretary General’s building blocks of the post 2015 sustainable development framework: energy, water, food and nutrition and oceans; all of which are already listed as priority areas for possible Sustainable Development Goals with the exception of transport.

In this letter we would like to inform you about: (a) the Rio+20 voluntary commitments that the sustainable transport community is preparing through the Partnership on Sustainable Low Carbon Transport (SLoCaT); (b) the work being conducted by an international, multi-stakeholder working group on setting targets and indicators for sustainable transport; and (c) the contributions by the SLoCaT partnership to the Technical Working Group on the SG’s Action Plan for Sustainable Transport which will help to carry the international debate on sustainable transport forward after Rio+20.

1. Voluntary Commitments on Sustainable Transport

The SLoCaT partnership is actively supporting several of its members in the development of Rio+20 Voluntary Commitments related to Sustainable Transport (see www.slocat.net/Rio20-VC). These support and give meaning to the campaign of SLoCaT to ensure that the Rio+20 conference will act as a catalyst for the scaling up and mainstreaming of sustainable transport in developing and emerging economies. Sixteen Voluntary Commitments have been developed, the most significant being the joint Voluntary Commitment of seven multilateral development banks (MDBs) spearheaded by the Asian Development Bank, to focus the support they provide through loans and grants on helping to develop sustainable transport. Transport is the largest or second largest sector of assistance for MDBs; based on this, one can rightfully assume that the MDB Voluntary Commitment will be a very substantial one in terms of financial volume. Other Voluntary Commitments will be made by UN organizations including UNEP, UN-DESA, UNHABITAT, as well as leading international NGOs in the transport community. The Voluntary Commitments will cover both passenger and freight transport and address the following key dimensions of sustainable transport: road safety, air pollution, congestion, and climate change. An overview of the Sustainable Transport related Voluntary Commitments can be found in Annex 2.

2. Defining Sustainable Transport, Develop Indicators and Set Targets

To respond to the call for goals, targets and indicators the SLoCaT Partnership has established a multi-stakeholder working group which includes leading experts on measurement of sustainable transport to develop (a) a common definition of sustainable transport, (b) a set of sustainability indicators and (c) targets on sustainable transport. We believe that this is possible because of the growing consensus on the lack of environmental, social and economic sustainability of current motorization patterns and the need to re-orient transport policy. The SLoCaT working group proposes the following definition for sustainable transport: "Sustainable transport enables access to goods and services that support equitable development while limiting short and long term adverse consequences for environmental, social and economic services and systems". The working group suggests that a possible SDG on transport could be best formulated as: "Universal Access to Safe, Clean and Affordable Transport". For more details on the recommendations of the working group see Annex 3.

3. UN-Secretary General's Five Year Action Agenda and Transport

Secretary General Ban Ki-Moon launched on 25 January, 2012 a 5 Year Action Agenda for his second term which includes the development and implementation of a post-2015 sustainable development framework. Six building blocks of sustainable development are defined, one of which is sustainable transport. The SLoCaT Partnership is coordinating with UN-DESA how to best support the proposed convening by the Secretary General of transport providers, along with Governments and investors, to develop and take action on recommendations for more sustainable transport systems that can address rising congestion and pollution worldwide, particularly in urban areas. A Technical Working Group on the SG's Action Plan for Sustainable Transport met on June 7-8 in New York to discuss the scope, composition and functions of a possible SG High Level Panel on Sustainable Transport. The meeting coincided with an event attended by UN Secretary General Ban Ki-moon on the occasion of a bicycle ride to promote sustainable transport leading into the Rio+20 conference, hosted by the Netherlands Ambassador to the UN, and among others, the SLoCaT partnership.

We hope to see you at one of the many transport related events at Rio+20. For an overview of these events see: www.slocat.net/rio20-events. We would also be happy to meet with you should you have any questions on the role that sustainable transport can play in the realization of sustainable development. In this case, we suggest that you contact one of the three persons mentioned below.

Cornie Huizenga
Joint Convenor
SLoCaT Partnership
Cornie.huizenga@slocatpartnership.org
Tel. +55 21-9678-1050

Michael Replogle
Global Policy Director and
Founder,
Institute for Transportation and
Development Policy
mreplogle@itdp.com
Tel. +55 21-9543-5087

Ramon Cruz
Sustainable Development
Program Director
Institute for Transportation
and Development Policy
rcruz@itdp.org
Tel.+55 21 9614-5340

With best regards on behalf of the SLoCaT Partnership,



Cornie Huizenga
Joint Convenor, Partnership on Sustainable Low Carbon Transport

Annex 1: Members Partnership on Sustainable, Low Carbon Transport

1. African Development Bank (AfDB)
2. Alliance to Save Energy (ASE)
3. Asian Development Bank (ADB)
4. Corporación Andina de Fomento (CAF)
5. Believe Sustainability
6. Cambridge Systematics Inc
7. Center for Clean Air Policy (CCAP)
8. Centre for Environment Planning & Technology (CEPT), Ahmedabad
9. Center for Science and Environment (CSE)
10. Center for Sustainable Transport (CTS) Mexico
11. Center for Transportation and Logistics Studies (PUSTRAL), Gadjah Mada University
12. Civic Exchange (CE)
13. Clean Air Initiative for Asian Cities (CAI-Asia) Center
14. Clean Air Institute (CAI)
15. Dutch Cycling Embassy (DCE)
16. German Technical Cooperation (GIZ)
17. Ecofys
18. EMBARQ, The WRI Center for Sustainable Transport
19. Energy Research Center Netherlands (ECN)
20. European Bank for Reconstruction and Development (EBRD)
21. European Institute for Sustainable Transport (EURIST)
22. European Cyclists' Federation (ECF)
23. FIA Foundation
24. Fraunhofer- Institute for Systems and Innovation Research (ISI)
25. Global Environmental Facility (GEF)
26. Global Transport Knowledge Partnership (gTKP)
27. Global Urban Development (GUD)
28. HealthBridge
29. Hong Kong Shanghai Bank (HSBC)
30. Inter-American Development Bank (IDB)
31. International Association for Public Transport (UITP)
32. International Energy Agency (IEA)
33. International Transport Forum (ITF)
34. International Union for the Conservation of Nature (IUCN)
35. International Union of Railways (UIC)
36. Institute for Global Environmental Strategies (IGES)
37. The Institute for Transport Studies, University of Leeds, UK
38. Institute of Urban Transport India (IUTI)
39. Institute for Transport Policy Studies (ITPS)
40. Institute for Transportation & Development Policy (ITDP)
41. Institute of Transport Studies (ITS), University of California, Davis
42. Korean Transport Institute (KOTI)
43. Ministry of Land Infrastructure Transport and Tourism, Japan
44. Mobility Magazine
45. National Center for Transportation Studies (NCTS), Philippines
46. Rockefeller Foundation
47. Society of Indian Automotive Manufacturers (SIAM)
48. Stockholm Environment Institute (SEI)
49. Tehran Urban and Suburban Railway operation Company (TUSROC)
50. The Energy and Resources Institute (TERI)
51. Transport and Environment (T+E)
52. Transport Research Laboratory (TRL)
53. United Nations Center for Regional Development (UNCRD)
54. United Nations Department for Economic and Social Affairs (UN-DESA)
55. United Nations Economic Community for Europe (UN-ECE)
56. United Nations Economic Commission on Latin America and the Caribbean (ECLAC)
57. United Nations Economic and Social Commission for Asia and Pacific (UN-ESCAP)
58. United Nations Environment Program (UNEP)
59. University College of London, Department of Civil, Environmental and Geomatic Engineering
60. University of Transport and Communication (UTCC) Hanoi
61. University of Twente/ITC (UT/ITC)
62. VEOLIA Transport
63. Victoria Transport Policy Institute (VTPI)
64. Volvo Research and Education Foundations (VREF)
65. World Health Organization
66. World Streets
67. Wuppertal Institute
68. WWF International

Annex 2: Overview of Voluntary Commitments on Sustainable Transport (as off 13 June)

	Title of Voluntary Commitment	Partners	Other Sustainable Development Areas	Geographical Scope
1.	Commitment to Sustainable Transport	African Development Bank, <u>Asian Development Bank</u> , European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, Islamic Development Bank, Development Bank of Latin America and World Bank	Climate change, Sustainable Cities, Poverty Eradication, Green Jobs and Social Inclusion, Measuring SD progress (through indicators)	Africa, Arabia, Asia, Central and Latin America, Eastern Europe, Middle East.
2.	Protecting children from traffic injuries on urban roads	Amend, Asia Injury Prevention Foundation, Costa Rica Automobile Club, Dutch Cycling Embassy, <u>FIA Foundation</u> , Make Roads Safe, Road Safety Fund, Safe Kids Worldwide, Share the Road: Increase investment in walking and cycling Initiative, UN Environment Programme, Zenani Mandela Campaign	Sustainable Cities	Global
3.	Promote the development and implementation of Global Fuel Economy standards and measures	<u>FIA Foundation</u> , International Council for Clean Transport (ICCT), International Energy Agency (IEA), International Transport Forum (ITF), United Nations Environment Program (UNEP)		Global
4.	Promoting and supporting the development and implementation of policies and legislation on lower sulphur standards for diesel and gasoline fuels	<u>United Nations Environment Program (UNEP)</u> and Members of the Partnership on Clean Fuels and Vehicles		Global
5.	Creating a world free of high-risk roads	<u>International Road Assessment Program (IRAP)</u>	Sustainable cities, Poverty eradication, Measuring SD progress (through indicators),	Global
6.	Cycling	<u>Dutch Cycling Embassy</u> , UNEP, UN Habitat, UNCRD, FIA Foundation, CAI-Asia, American League of Bicyclists	Cities, Prevention of Diseases, Jobs	Regional and local
7.	Building Institutional and Political Capacity for Urban Sustainable Mobility	<u>UN-HABITAT</u> in partnership with City Governments, ICLEI, ITDP, GIZ, UITP, CODATU and Regional Development Banks.	Sustainable Cities; Poverty Eradication; Environmental Sustainability Measuring SD progress (through indicators)	Global
8.	Principles for	<u>Institute for Transportation and</u>	Sustainable Cities	Chennai, India; Rio de

	Title of Voluntary Commitment	Partners	Other Sustainable Development Areas	Geographical Scope
	Transport in Urban Life	Development Policy (ITDP) , Nelson / Nygaard, and Gehl Architects		Janeiro, Brazil; Buenos Aires, Argentina; Mexico City, Mexico; Guangzhou, China; other cities worldwide
9.	Principles for Bus Rapid Transit Systems	Institute for Transportation & Development Policy , German International Cooperation, Rockefeller Foundation, GSD +, Logit Engineering	Sustainable Cities	Chicago, Illinois; Chennai, India; Rio de Janeiro, Brazil; Buenos Aires, Argentina; Mexico City, Mexico; Guangzhou and Lanzhou, China; Cape Town and Johannesburg, South Africa; other cities worldwide
10.	Results-Based National Urban Transport Policy and Finance	Institute for Transportation & Development Policy , Carnegie Endowment for International Peace	Sustainable Cities	Global – all regions; India; Mexico; Brazil; United States
11.	Promoting Environmentally Sustainable Transport (EST)	United Nations Center for Regional Development/ United Nations Department for Economic and amongst others Social Development, MoE-Govt of Japan, GIZ, SLoCaT, Dutch Cycling Embassy, ITDP, JICA, UN ESCAP, Korean Transport Institute (KOTI), International Energy Agency (IEA)	Sustainable urban transport, Land use planning, Road safety, Public health and awareness, Social equality and gender prospective, Public participation, Air Quality, Greenhouse gas emission reduction, Green economy	Asia, Latin America, and Africa.
12.	CAPSUT - Capacity Building on Sustainable Urban Transport	German International Cooperation	Urban Development, Capacity Development	Asia, Africa and Latin America
13.	Promoting Green Freight in Europe and Asia	Secretariat for Green Freight Europe: European Shippers Council, Dutch Shipper's organization EVO; Secretariat for the Green Freight Asia Network: Clean Air initiative for Asian Cities (CAI Asia) , Sustainable Supply Chain Centre Asia Pacific (SSCCAP)	Climate Change, Sustainable Energy, Air Pollution, SD Strategies and Policies	Europe and Asia
14.	Pas-Port to Mobility	Velo Mondial , RAI Intertraffic Amsterdam	Economic development, social cohesion, environmental soundness	Global, Urban Areas
15.	PTx2 Doubling the market share of public transport worldwide by 2025	International Association for Public Transport (UITP)	Sustainable Cities, Green Jobs and Social Inclusion, Sustainable Consumption and Production, Climate Change, Sustainable Energy, SD	Global

Title of Voluntary Commitment	Partners	Other Sustainable Development Areas	Geographical Scope
16. To catalyze and help implement sustainable transport solutions to improve quality of life in cities.	<u>EMBARQ, the World Resources Institute for Sustainable Transport</u>	Strategies and Policies	
17. UIC Declaration on Sustainable Development and Transport	<u>UIC - International Union of Railways</u> , and participating members (currently 50 members have signed the Declaration)		Global

For more information on the Rio+20 voluntary commitments see:

<http://www.uncsd2012.org/voluntarycommitments.html>

For more information on the SLoCaT Rio+20 voluntary commitments on sustainable transport see: <http://www.slocat.net/rio20-VC> .

Annex 3: Defining and Assessing Sustainable Transport; Proposed Sustainable Development Goal on Sustainable Transport

The draft outcome document of the Rio+20 Conference, “The Future We Want” states in the preamble of its chapter on future action: “We recognize that goals, targets and indicators, including where appropriate gender-sensitive indicators, are valuable in measuring and accelerating progress”. In addition, the document introduces the concept of Sustainable Development Goals: “We recognize that the development of goals could also be useful for pursuing focused and coherent action on sustainable development. In this regard, and building on the Millennium Development Goals, we agree to develop a set of global sustainable development goals (SDGs) that address and incorporate all three dimensions of sustainable development and their interlinkages”.

This annex summarizes the initial discussions of an international multi-stakeholder working group of the Partnership on Sustainable, Low Carbon Transport (SLoCaT).¹ The aim of the working group was to provide the negotiating parties in the Rio+20 conference with an initial expert opinion on the definition of sustainable transport (listed in the draft outcome document as a priority area for future action), the current status of indicators to assess sustainability of transport and to suggest the scope of a possible Sustainable Development Goal on Sustainable Transport.

A. Defining Sustainable Transport

A clear and practical definition of sustainable transport is important to insure that transport policies reflect the basic concepts of sustainable development. To be effective, this definition must be comprehensive but also easy to understand and apply in various contexts and conditions.

The sustainable transport definition should reflect the extent to which an overall transport system contributes toward sustainable development. It should therefore:

- build on the basic principles of sustainable development and contribute to the realization of a green economy;
- reflect all three pillars of sustainable development (environmental, economic and social);
- allow both positive and negative impacts of transport to be considered;
- reflect the concept of “accessibility” rather than considering mobility an end in itself.

¹ *The SLoCaT Working Group on the development of Sustainable Transport definition, indicators and sustainable development goal as chaired by Michael Repogle, Institute for Transportation and Development Policy and consisted of: Rafael Acevedo-Daunas, Inter-American Development Bank; Stefan Bakker, Energy Research Center Netherlands; José Barbero, Inter-American Development Bank; Eugenie Birch, University of Pennsylvania; Francois Cuenot, International Energy Agency; Lew Fulton, International Energy Agency; Henrik Gudmundsson, Transport Institute, Danish Technical University; Tom Hamlin, UN-DESA; Dario Hidalgo, EMBARQ/World Resource Institute; Cornie Huizenga, SLoCaT Partnership (Secretary); Gail Jennings, Mobility South Africa; Yang Jiang, China Sustainable Transportation Center; Andreas Kopp, World Bank; Todd Litman, Victoria Transport Policy Institute; Juergen Perschon, EURIST; Ko Sakamoto, Asian Development Bank; Dominik Schmid, German International Cooperation; Geetam Tiwari, Indian Institute for Technology; Eduardo Vasconcellos, Latin American Development Bank (CAF); and Lloyd Wright, Asian Development Bank.*

This leads to the following definition: “Sustainable transport enables access to goods and services that support equitable development while limiting short and long term adverse consequences for environmental, social and economic services and systems”.

Transport may generally be considered sustainable if it allows access and development needs of individuals, businesses, and society to be met efficiently, safely and in a manner consistent with human health. Sustainable transport supports a competitive economy and balanced regional development and promotes equity, including gender equity, within and between successive generations. Environmentally, sustainable transport minimizes the use of land, waste and noise, contributes to healthy ambient air quality and limits Greenhouse Gas emissions to mitigate climate change. It seeks to use renewable resources at or below their rates of generation, and aims to use scarce nonrenewable resources at or below the rates of development of renewable substitutes, and limits emissions and waste within the planet’s ability to absorb them, incorporating the polluter pays principle. A sustainable transport system is one that offers affordable access to all people, including those who are physically, economically or socially disadvantaged, while operating and pricing services to foster efficiency and quality, taking into account requirements for investment in capacity and the need for maintenance..

B. Indicators

Much work has been done on the development of indicator systems for the transport sector, including the assessment of sustainability of transport systems and policies.² As sustainable transport refers to both the access it provides to goods and services in support economic and social development and to a range of social, economic and environmental impacts it is clear it is not possible to limit indicators for sustainable transport to a few core indicators. Different stakeholders, representing different parts of the sustainable transport agenda prioritize different types of indicators.

To address the concerns of different transport stakeholders a comprehensive set of indicators will be required which integrates assessment of structure, performance, impacts and governance of the transport sector.³

Indicator categories	Description of indicator set
Transport volume	Measures the amount and type of mobility that occurs in an area, including motorised and non-motorised modes. Ratio of traffic volume to capacity (e.g. congestion)
Fleet characteristics	Shows the age and composition of the fleet.
Economic significance	Transport workforce information. It also includes the share of the transport and storage industry of the Gross Domestic Product (GDP).
Freight and the transport industry	Includes information on freight movements.
Service quality	This reflects the quality of travel from users’ perspective, including factors such as travel speed, reliability and comfort for various travel modes.

² See <http://www.slocat.net/?q=content-stream/187/sustainability> for an overview of selected sustainable transport indicator systems and reports.

³ The overview of indicator sets listed here is based on the New Zealand Transport Monitoring Indicator Framework (<http://www.transport.govt.nz/ourwork/TMIF/Pages/default.aspx>)

Indicator categories	Description of indicator set
Access to services and goods	Shows how the transport system provides accessibility to a range of transport users. It includes indicators relating to the affordability of transport, social connectivity, and access to motor vehicles, public transport and non-motorized transport, travel perceptions and accessibility of public transport.
Transport safety and security	Shows how transport safety is performing in terms of transport related deaths, injuries, accidents and the social cost of accidents. It also includes personal security, resilience and security of the transport system.
Public health effects of transport	Shows how transport contributes to the noise levels and air quality that impact on public health.
Infrastructure and investment	Shows infrastructure investment both for new construction and maintenance and the size and quality of transport infrastructure for different modes.
Environmental impact of transport	Includes climate change emissions, and information on energy use, land use, water quality and waste management.
Energy security	Information on energy use and contribution to oil dependency.
Transport-related Price Indices	Includes data on transport related prices, including fuel and construction prices, as well as parking prices and possible charges and taxes related to the transport sector.
Transport governance	Shows the institutions responsible for development and management of the transport sector and their capacities. It also includes laws, regulations and standards governing the transport sector.

Reporting on a specific dimension of sustainable transport at the national policy level, for example environmental sustainability, will require a combination of specific indicators from different indicator sets (transport volume; freight and the transport sector; public health effects of transport; environmental impact of transport; and transport governance). Project related reporting on sustainability will require usually more varied and specific indicators. Indicator frameworks are essential tools to adapt suitable and effective indicator sets for each situation where indicators are needed.

Overall, the limiting factor in the assessment of sustainable transport is not the indicators or the manner in which the indicators are organized but the data needed to constitute the indicators. Data availability and quality is an important limiting factor in measuring and accelerating sustainable transport. This becomes especially evident if measurement is conducted across countries or transport systems with different transport data management systems. The improvement of transport data availability and quality therefore needs to be considered as integral part of improving the sustainability of transport.

C. Transport related Sustainable Development Goal and Targets

Sustainable Development Goals are suggested as instruments in support of “pursuing focused and coherent action on sustainable development”. Such a Sustainable Development Goal should “address and incorporate all three dimensions of sustainable development and their interlinkages”. The definition of sustainable transport suggested in section A above combines an enabling contribution to economic and social development (improved access to goods and services) with limiting adverse social, economic and environmental impacts. This provides a good basis for a sustainable transport related Sustainable Development Goal.

In line with the experience of the Millennium Development Goals, Sustainable Development Goals should be bold and ambitious and be formulated to inspire all stakeholders to formidable action. Sustainable

Development Goals should be “action-oriented, concise and readily communicable, aspirational, and universally applicable to all countries while taking into account different national realities, capacities and development priorities”.

All these requirements can be met by a Sustainable Development Goal that calls for “Universal Access to Safe, Clean and Affordable Transport”.

In order for such a wide ranging Sustainable Development Goal to be effective in triggering broad based actions on behalf of governments as well international organizations and other stakeholders such as private sector it is important to accompany the proposed sustainable development goal with a number of quantified targets. Unlike in the case of indicators for sustainable transport it is recommended to have a limited number of targets which are linked to the developmental function of transport and to the limitation of the adverse impacts of transport.

In many cases substantial work has been conducted already on the development of such targets, e.g. for road safety or greenhouse gas emissions. In these cases it is important that related sustainable transport goals are in line with the outcomes of such in-depth policy discussions.

The following six global targets are suggested in support of the proposed Sustainable Transport Sustainable Development Goal are proposed:

- The proportion of the urban and rural poor for whom mobility problems severely restrict access to employment and essential services is halved by 2030 compared to 2010
- Maintain 2010 share of personal trips by public and non-motorized transport for countries currently above 50%, and where this share is currently below 50% achieve at least a 10% gain by 2025
- Support the Decade of Action for Road Safety (2011-20) and its objective to cut traffic-related deaths in half by 2025
- Cut the contribution of freight and passenger transport to emissions of harmful air pollutants by half by 2025.
- Cut the average fuel use/km of new Light Duty Vehicles by 50% by 2030, compared to 2005 levels
- Ensure global greenhouse gas emissions from passenger and freight transport peak by 2020 and are cut by at least 40 % by 2050 compared to 2005 levels.

More detailed discussion will be required on the finalization of these targets, the selection of appropriate base years and the most appropriate indicators to measure progress. This will also include a discussion on how individual countries can best contribute to these targets. The finalization of an appropriate results framework can be carried out through an extension of the SLoCaT working group responsible for the drafting of this document and be reviewed and endorsed by the panel on sustainable transport to be convened by the UN Secretary General as part of his work on the development of a post 2015 framework for sustainable development.