

<p>Name Of The Initiative: Commitment to Sustainable Transport Organizations Participating In The Initiative: African Development Bank, Asian Development Bank, CAF - Development Bank of Latin America, European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, Islamic Development Bank, and the World Bank Contact Person: Tyrrell Duncan, Chair of the MDB Working Group on Sustainable Transport tduncan@adb.org</p>	
<p>SUMMARY OF COMMITMENT</p>	<ul style="list-style-type: none"> • Over the coming decade, the MDBs will continue to play a leading role in providing financial support for transport in developing countries. • These investments will help to develop more sustainable transport— transport that is accessible, affordable, efficient, financially sustainable, environment friendly, and safe. • The financial support provided by MDBs will help develop and implement sound policies for sustainable transport, build capacity of institutions, finance projects and disseminate best practices.
<p>DELIVERABLES OF THE COMMITMENT</p>	<p>By 2022, in more than 150 countries served by the MDBs collectively:</p> <ul style="list-style-type: none"> • Policies supportive of sustainable transport are developed and implemented. • Institutional capacity to support sustainable transport is built. • Knowledge and expertise on sustainable transport is generated, disseminated and widely used. • Financial resources of \$175 billion mobilized for transport.
<p>UPDATE OF PROGRESS 2013-2014</p>	<p>During the first year since Rio+20, the MDBs took steps to operationalize the Rio+20 Commitment, including (i) concretizing the working arrangements, (ii) developing a common framework for monitoring and reporting, and (iii) initiating work to monitor the sustainability of transport operations.</p> <p>At the end of 2013, the MDBs completed a first annual progress report,¹ which included a review of 2012 financing operations. The report showed that the MDBs are generally on track for meeting the Rio+20 Commitment. In terms of volume, the MDBs approved collectively more than \$20 billion in financing in 2012. Beyond financing, the MDBs are working to leverage change through capacity building, knowledge sharing and policy dialogue.</p> <p>While preliminary in nature, the MDBs have completed the development of a common monitoring and reporting framework for transport projects. The MDBs are developing and pilot-testing tools to help in understand the relative strengths and weaknesses of different projects with regards to their sustainability.</p>

¹ Available at: <http://www.adb.org/documents/progress-report-2012-2013-mdb-working-group-sustainable-transport>

<p>CHALLENGES</p>	<p>In the coming years, the MDBs will continue to implement the Voluntary Commitment by:</p> <ul style="list-style-type: none"> • Further improvement of common monitoring and reporting. • Cooperating with recipient countries, development partners, donor countries and civil society. • To the extent justified, creating and administering special financing facilities by donor countries, sovereign wealth funds and the private sector to support particular aspects of sustainable transport.
<p>POST-2015 DEVELOPMENT AGENDA(Please see the following link for an overview of the focus areas identified by the OWG Co-Chairs (http://sustainabledevelopment.un.org/content/documents/3686WorkingDoc_0205_additional supporters.pdf)</p>	<p>The MDBs' Voluntary Commitment supports actions in several focus areas identified by the OWG, including but not limited to (7) energy, (8) economic growth, employment and infrastructure, (10) sustainable cities and human settlements and (12) climate change.</p>
<p>SLoCaT Proposed Results Framework on Sustainable Transport</p>	<p>The MDBs' Voluntary Commitment supports all the target areas of the SLoCaT Proposed Results Framework on Sustainable Transport. For example:</p> <ul style="list-style-type: none"> • MDB-financed investments in rural roads help improve rural access. • In urban areas, MDBs' work to improve public transport and nonmotorized transport improves urban access, while reducing air pollution and GHG emissions. • National access and regional connectivity is improved by MDBs' support for the development of road and rail networks, coupled with measures to streamline cross-border rules and procedures. • Road safety is improved through MDB support for safer roads, safer vehicles and safer drivers.