

Taking Stock of Sustainable Transport 11 Months After Rio+20: Trends, Developments, Challenges, Opportunities

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Realizing the Rio+20 Momentum on Sustainable Transportation
The Hague, Netherlands



Still Rising

- Traffic deaths
- Traffic related air pollution
- Inequality of access
- Non-renewable fossil fuel use
- Transport GHG emissions
- Lock-in of high carbon, unsustainable transport and urban development patterns
- Motor vehicle dependence
- Private motor vehicle trip share





RIO+20

United Nations Conference
on Sustainable Development

Also Rising

- National urban transport laws, policies, funding programs
- Stringency of motor vehicle emission standards
- Stringency of motor vehicle fuel economy standards
- Efforts to cut fossil fuel subsidies
- High quality Bus Rapid Transit
- Public bike programs
- Parking reforms
- Green logistics initiatives
- Awareness that sustainable transport is vital enabler of sustainable development



Integrated Transport System Management



Supply side

New
highways

HOV
lanes

Adding
lanes

New railway lines

HOT
lanes

Toll roads

Demand side

Smart
Growth

Parking
control

Cordon
tolls

Congestion
charges

Traffic
calming

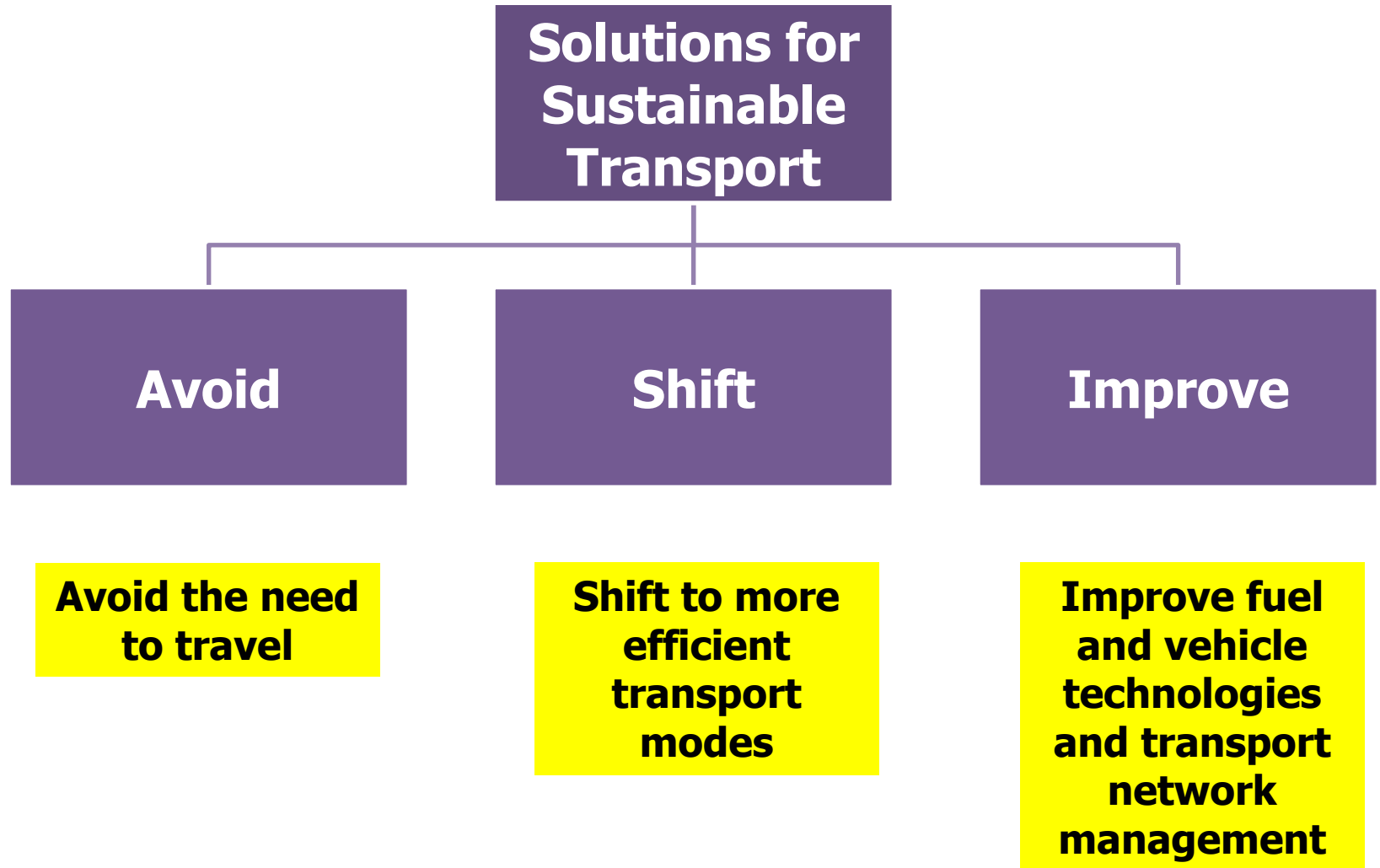
Information
systems

Public transport
priority

Taxation
policy

The Paradigm Shift Continues

from Predict and Provide to....



SLoCaT Partnership and the UN Sustainable Transport Action Network



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SUSTAINABLE DEVELOPMENT KNOWLEDGE PLATFORM

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Statistics

[By Country](#)

Registry by Conference

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[Partnerships for SD
\(CSD11/WSSD\)](#)

Action Networks

Sustainable Transport

Actions by Stakeholders

[Sustainable Cities](#)

[Small Island Developing States](#)

Sustainable Transport

**"Transportation and mobility are central to sustainable development"
The Future We Want – paragraph 132**

**This Action Network highlights the work being carried out by various
Stakeholders in promoting sustainable transportation.**

The Secretary General has made transport one of the six building blocks for sustainable development in the [Five Year Action Agenda](#) for his second term and announced his intention to convene aviation, marine, ferry, rail, road and urban public 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

The UN-DESA-SLoCaT Rio+20 [Issues Brief on Sustainable, Low Carbon Transport in Emerging and Developing Countries](#) explains the need to improve access to goods and services in support of economic and social development while at the same time minimizing the negative environmental, social and economic impacts of a rapidly growing transport sector.



Partnership on Sustainable
Low Carbon Transport

MORE

- [List of all voluntary initiatives on Sustainable Transport](#)
- [Friends of Sustainable Transport has been initiated by the missions of Netherlands Kenya and Thailand](#)

Progress on Transport NAMAs



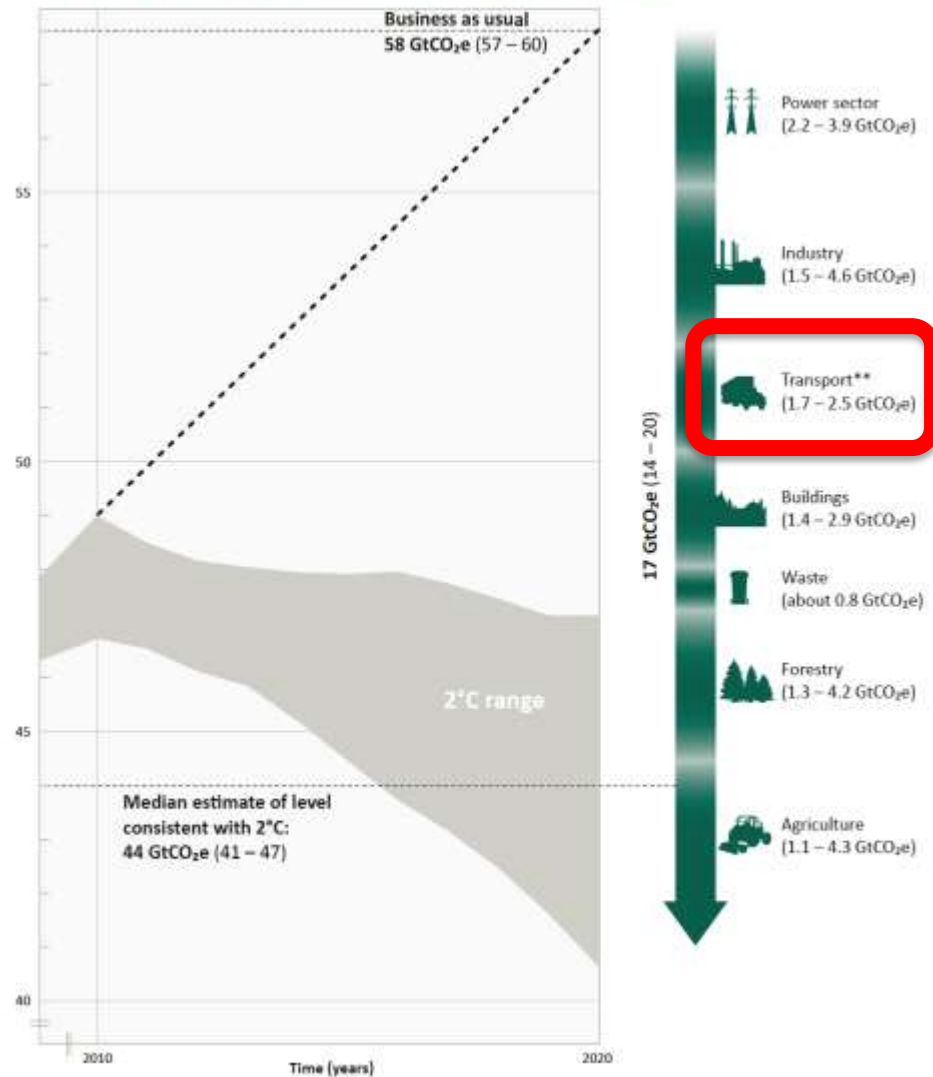
United Nations
Framework Convention on
Climate Change

NAMA Seeking Support for Implementation

| | |
|--------------------------------------|---|
| A.1 Party | Republic of Indonesia |
| A.2 Title of Mitigation Action | Sustainable Urban Transport Initiative |
| A.3 Description of mitigation action | <p>This Programme promotes sustainable urban transport in Indonesian Cities by implementing and monitoring measures in order to halt the increasing motorisation and reduce externalities of transportation. The pilot phase will start with the implementation of low-carbon mobility plans in three cities (Medan, Menado, Batam) as well as supporting activities on national level that aim at upscaling the policies of the pilot phase to more Indonesian cities. The NAMA covers the following activities:</p> |

Interactions with UNFCCC

How to bridge the gap: results from sectoral policy analysis*



*based on results from Bridging the Emissions Gap Report 2011

**including shipping and aviation

- NAMA MRV Guidance
- Mitigation potential of transportation sector
- Organize Transport Day at UNFCCC COPs



March 25, 2013

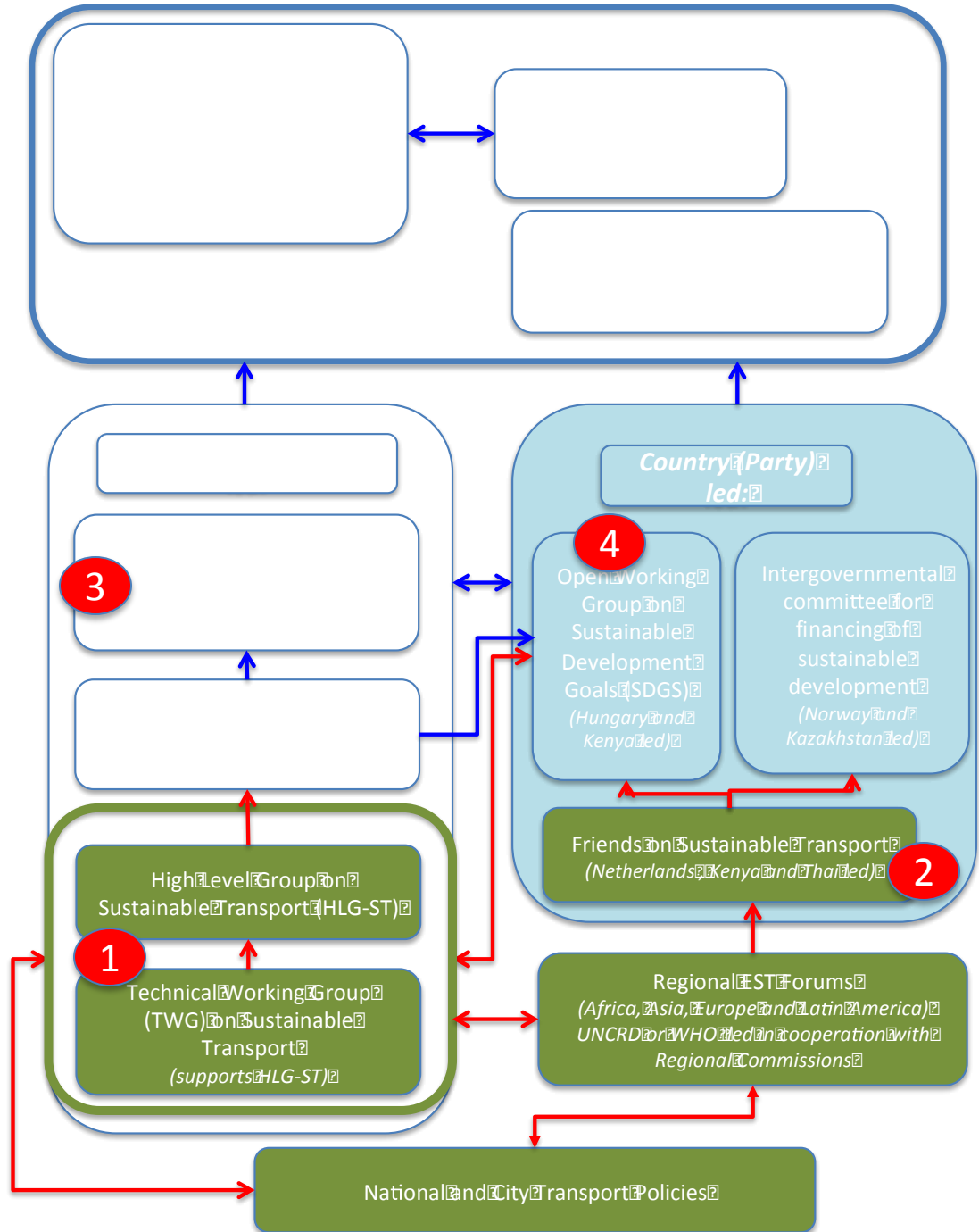
Shanghai, China

To Whom It May Concern:

The Partnership on Sustainable, Low-Carbon Transport (SLoCaT) (www.slocat.net) and the Bridging the Gap (BtG) Initiative (www.transport2020.org) present this submission in response to the call of the Subsidiary Body for Scientific and Technology Advice (SBSTA) of the United Framework Convention on Climate Change for inputs on the Monitoring Reporting and Verification (MRV) of Domestic NAMAs. This submission was developed with active inputs from EMBARQ, the World Resources Institute Center for Sustainable Transport and the German

Key Processes on Sustainable Transport and Sustainable Development

- 1 High Level Group on Sustainable Transport
- 2 Friends of Sustainable Transport
- 3 High Level Panel of Eminent Persons on Post-2015 Development Agenda
- 4 Open Working Group on Sustainable Development Goals



SLoCaT Submission to Open Working Group on Sustainable Development Goals

Universal Access to Safe, Clean and Affordable Energy and Transport for All

Target

Urban households are able to access jobs, goods and services within 30 minutes by public transport and/or walking and cycling and rural households have access to all weather roads;

Access
Economic

Target

Traffic related deaths are cut in half by 2025 with an ultimate vision of near zero fatalities;

Social

Target

Air pollution from passenger and freight transport is halved by 2025 and GHG emissions from transport peak globally latest by 2020 with an ultimate vision of 40-60% reductions by 2050 compared to 2005 levels.

Environ-
mental

Follow up on Rio+20 Sustainable Transport Commitments

SLoCaT, MDBs, UN agency support for Environmentally Sustainable Transport & other intergovernmental fora

- Linking national ministries in Asia, Latin America, Africa
- Advancing national transport policy reforms



RIO+20 Conference: 16 voluntary commitments (VCs) to advance sustainable transport by members of Partnership on Sustainable Low Carbon Transport (SLoCaT) :

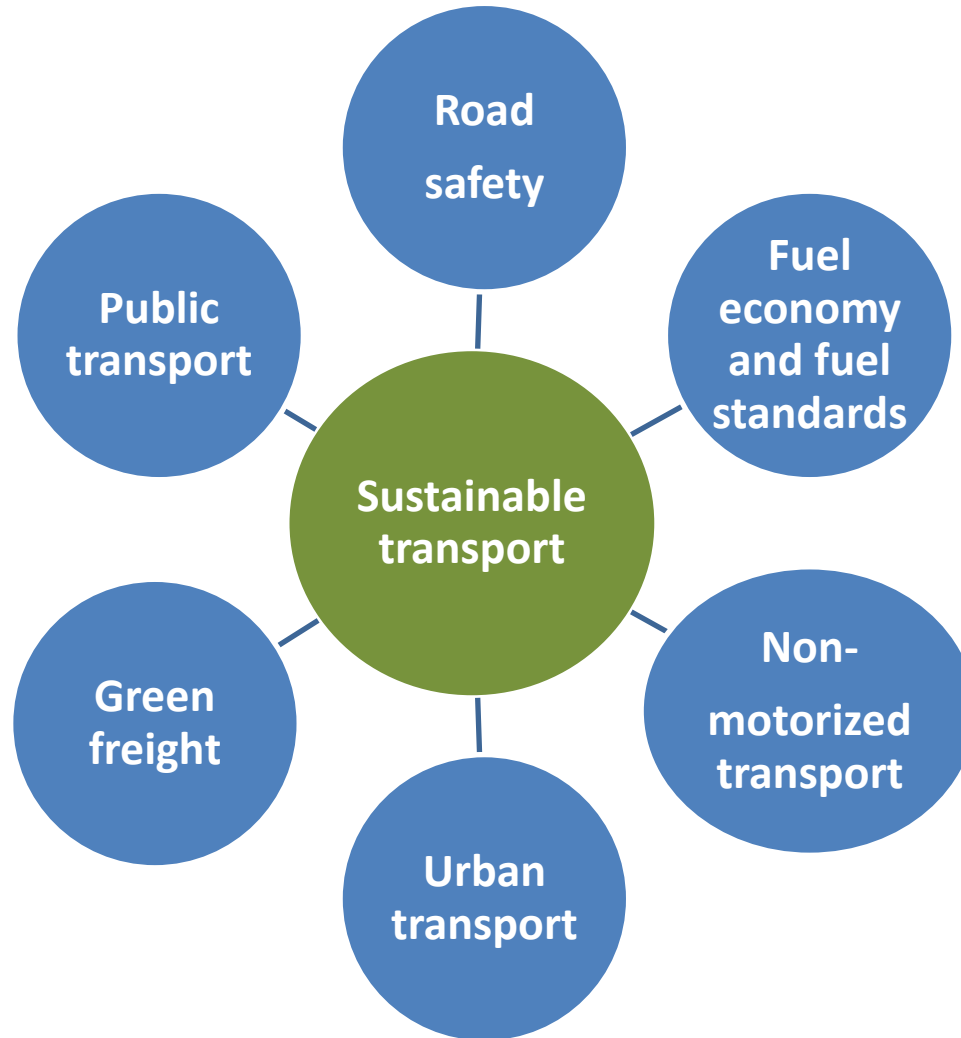
| Rio+20 Voluntary Commitment | Partners |
|---|---|
| Sustainable Transport Commitment by MDBs: USD \$175 b MDB plus technical assistance | 8 largest Multilateral Development Banks (MDBs) |
| Traffic safety commitments | FIA, IRAP |
| Global fuel economy standards | FIA, ICCT, IEA, ITF, UNEP |
| Low sulfur fuel standards | UNEP, PCFV partners |
| Cycling inclusive urban transport | Dutch Cycling Embassy |
| Sustainable urban mobility pilot cities | UNHabitat, ICLEI, ITDP, UITP, CODATU, MDBs, etc |
| Design standards for BRT; design standards for transit oriented development | ITDP |

RIO+20 Conference: 16 voluntary commitments (VCs) to advance sustainable transport by members of Partnership on Sustainable Low Carbon Transport (SLoCaT) :

| Rio+20 Voluntary Commitment | Partners |
|--|-------------------------------------|
| Environmentally Sustainable Transport Forums | UNDESA, IDB, WB, etc. |
| Advancing National Urban Transport Policy | ITDP |
| Sustainable Urban Transport capacity building | GIZ |
| Green freight | CAI-Asia, SSCCAP |
| Cycling inclusive transport | Dutch Cycling Embassy, Velo-Mondial |
| Doubling public transport market share by 2025 | UITP |
| Sustainable urban transport & cities | WRI/EMBARQ |
| Sustainable urban development & transport | UIC |

Voluntary Commitment by MDBs

Shift \$175 billion of MDB transport funding over next decade towards more sustainable transport



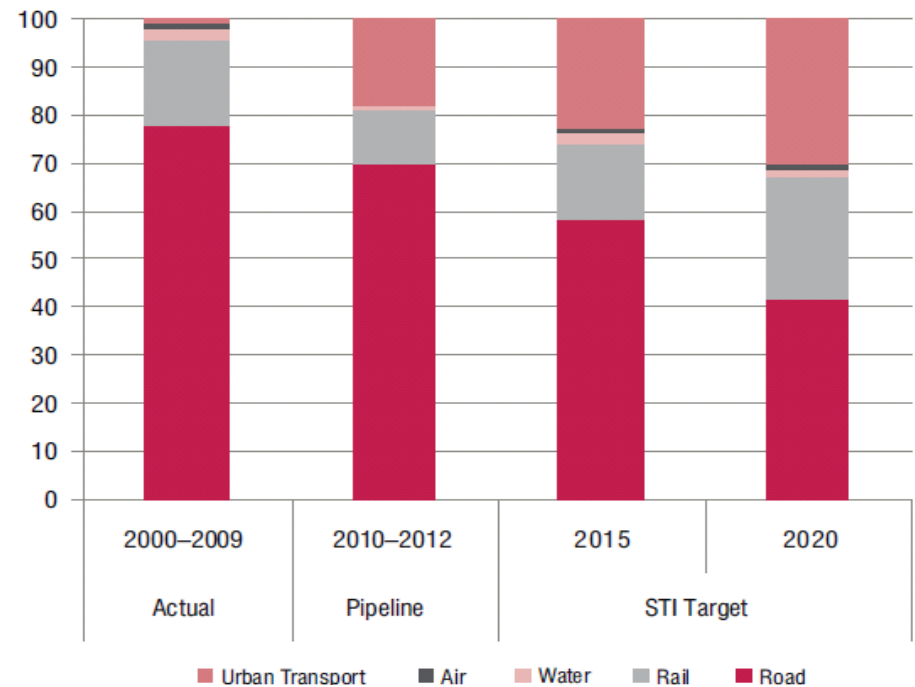
500 Staff to provide knowledge & expertise

Assistance to 150 Countries

MDB Sustainable Transport Voluntary Commitment

- Asian Development Bank
- African Development Bank
- Latin American Development Bank
- European Bank for Reconstruction and Development
- European Investment Bank
- Islamic Development Bank
- World Bank

“Over the coming decade we expect to provide more than \$175 billion of loans and grants for transport in developing countries. These investments will help to develop more sustainable transport systems”



Asian Development Bank Transport Funding

MDB Sustainable Transport Voluntary Commitment

- **Asian Development Bank**
- **African Development Bank**
- **Latin American Development Bank**
- **European Bank for Reconstruction and Development**
- **European Investment Bank**
- **Islamic Development Bank**
- **World Bank**

“Over the coming decade we expect to provide more than \$175 billion of loans and grants for transport in developing countries. These investments will help to develop more sustainable transport systems”

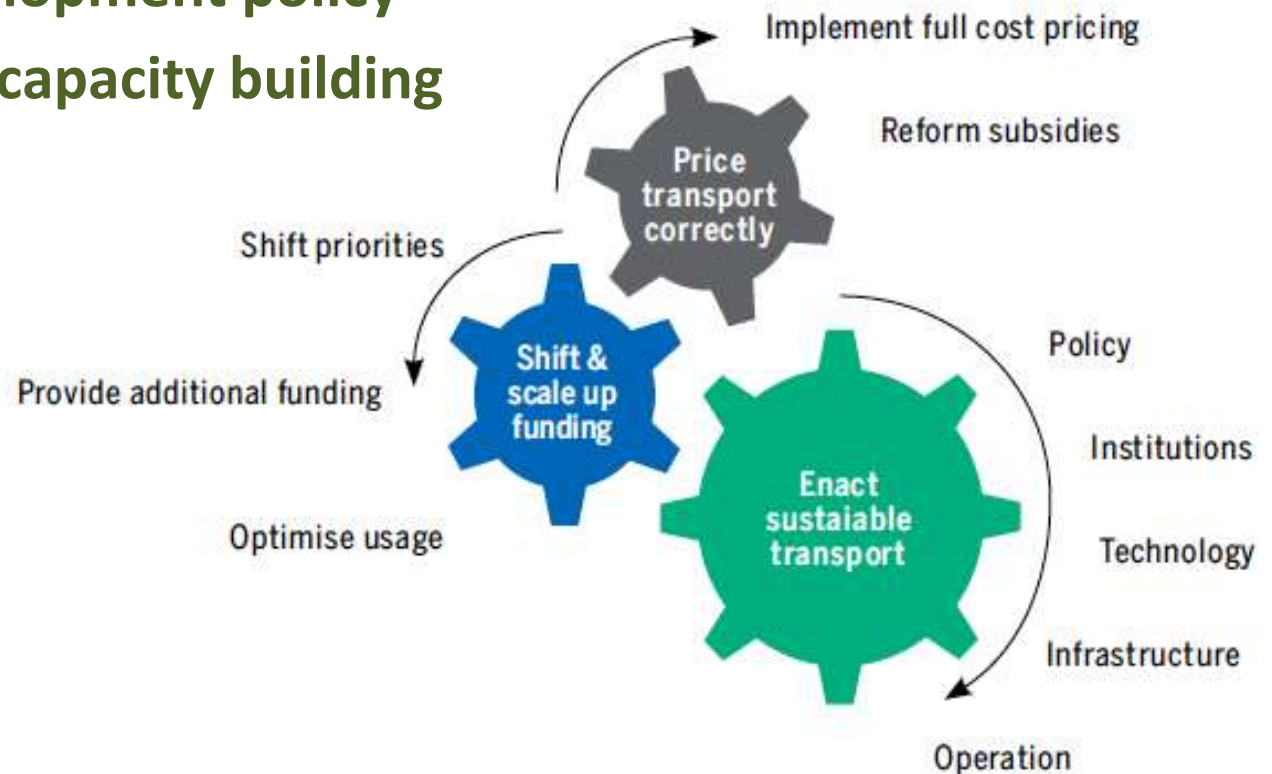
“We are committed to introducing annual reporting on our sustainable transport related lending and to developing common arrangements for this purpose.

We have initiated work on definitions, setting targets and choosing indicators for sustainable transport/mobility and assistance provided to support sustainable transport/mobility, with a view to finalizing these within 2012.”

MDB Funding Shift Towards More Sustainable Transport

Effectiveness is function not only of project type but also:

- Project characteristics
- Integration with broader Avoid-Shift-Improve policies
- Leverage of other public and private investment
- Links to development policy
- Institutional capacity building



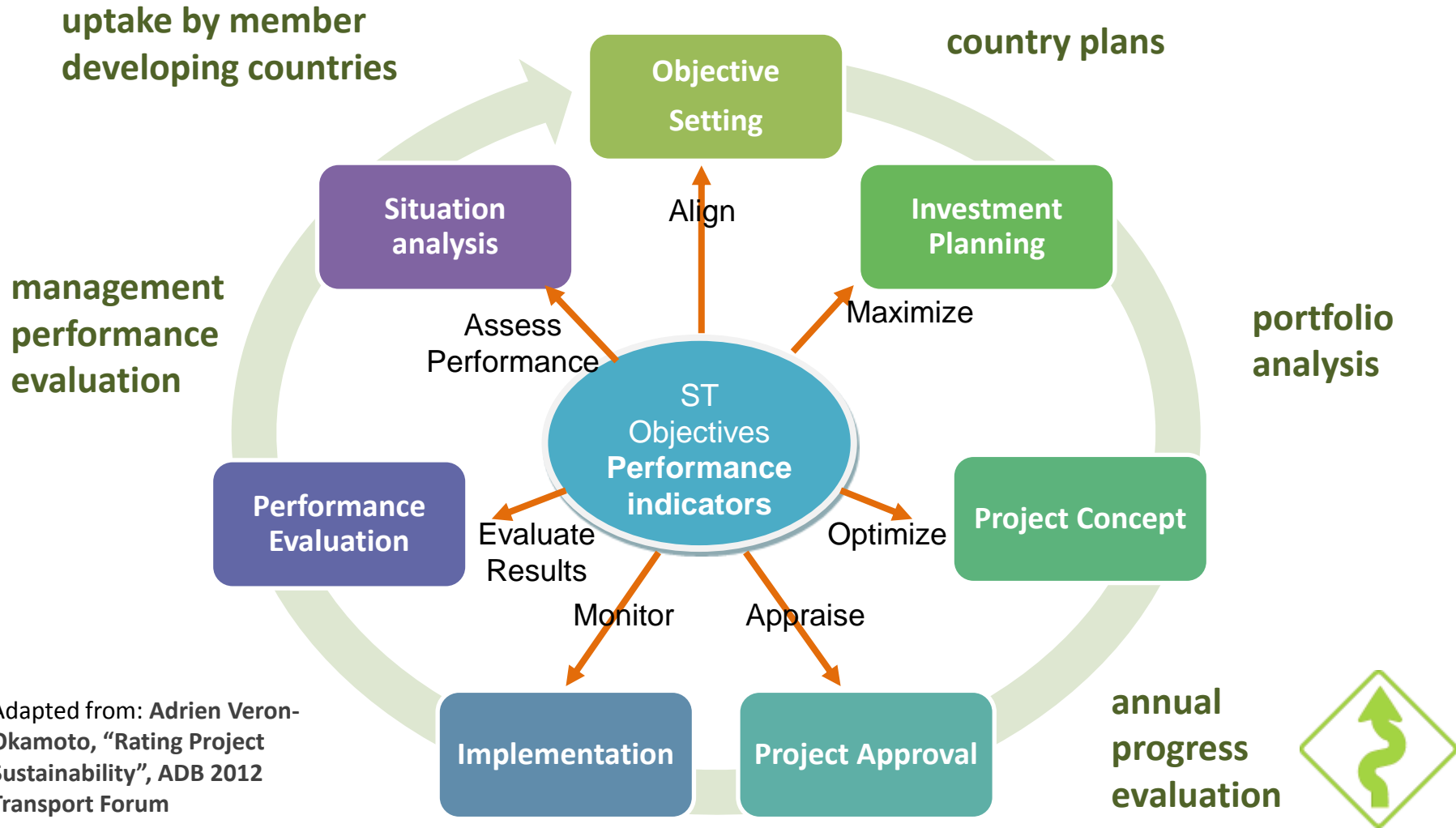
Sustainable Transport Appraisal Rating (STAR)



Appraisal Tool for MDB Commitment Should Be:

- Objective-driven
- Impact-based
- Qualitative & Quantitative
- Unified
- Transparent
- Suited for Ex-Ante Evaluation

STAR Application Context



Key Questions

- Will STAR be applied to all MDB transport projects?
- Will STAR reviews be independently reviewed?
- When will STAR reviews be published on the web?
- When will MDBs report GHG impacts of transport projects?
- How to include sustainable transport in country plans and influence requests of member developing countries?
- How to complement STAR with global analysis and monitoring?



Transport Voluntary Commitments Impacts Study

Evaluate & report on potential impacts of sustainable transport on sustainable development

- Phase 1: input to fall 2013 UN discussions of sustainable development & Nov 2013 Warsaw global climate summit
- Phase 2: input to “Ultimate Transport Study” and mid-late 2014 work of High Level Panel on Sustainable Transport, related post-2015 UN development agenda, UNFCCC discussions of post-2020 framework for climate policy & transport mitigation opportunities

Collaboration of ITDP, IEA, UC Davis, MDBs, EMBARQ, ICCT, other key SLoCaT stakeholders

Scenario analysis based on expert assumptions, including composite leveraged potential of Rio+20 Voluntary Commitments

Sketch tools will be used when necessary



Far better an approximate **answer to the right question**...than an exact answer to the wrong question.

John W. Tukey (1962)

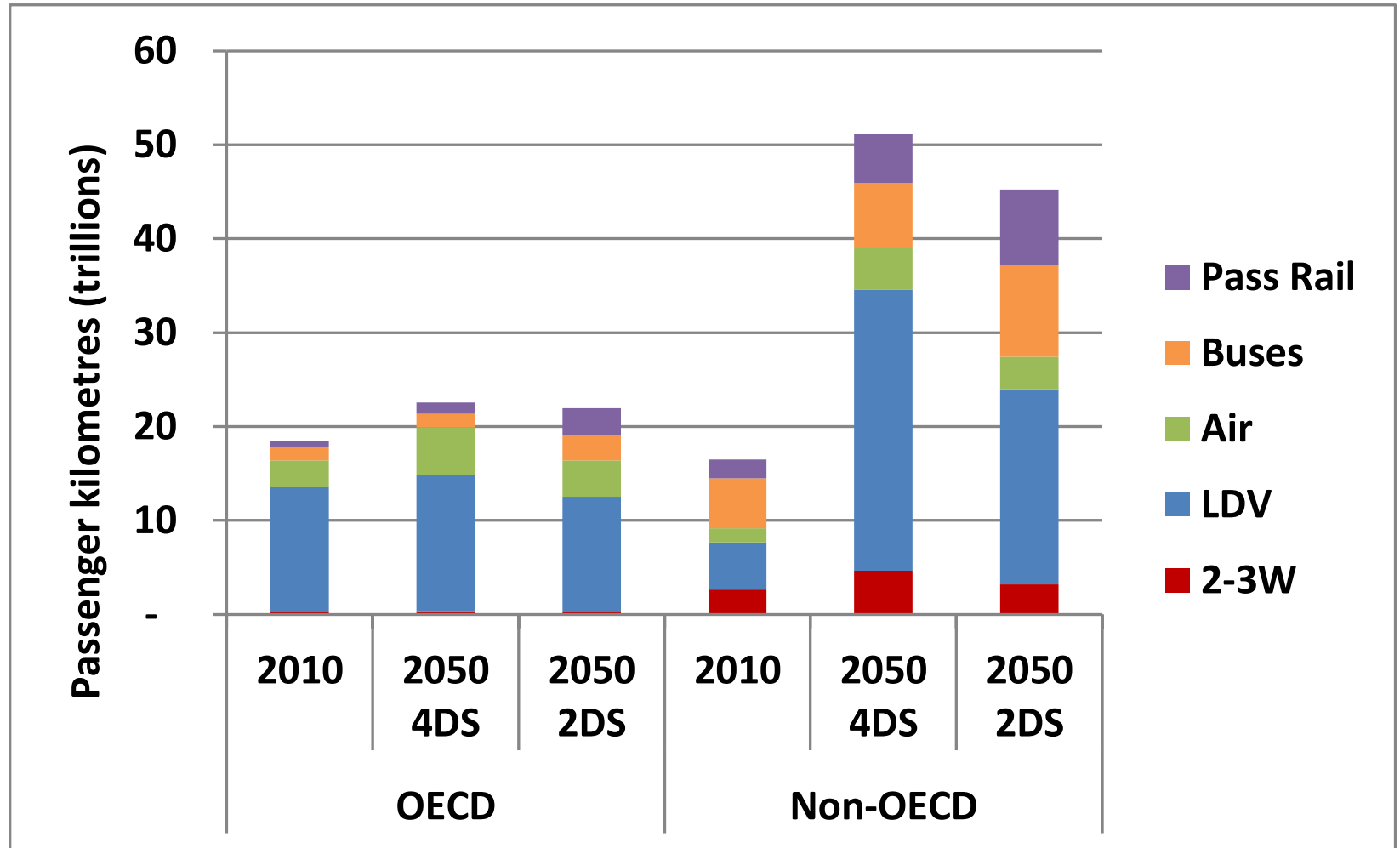


All models are wrong, but some are **useful**.

George E.P. Box (1979)

Example MoMo result (from IEA ETP 2012)

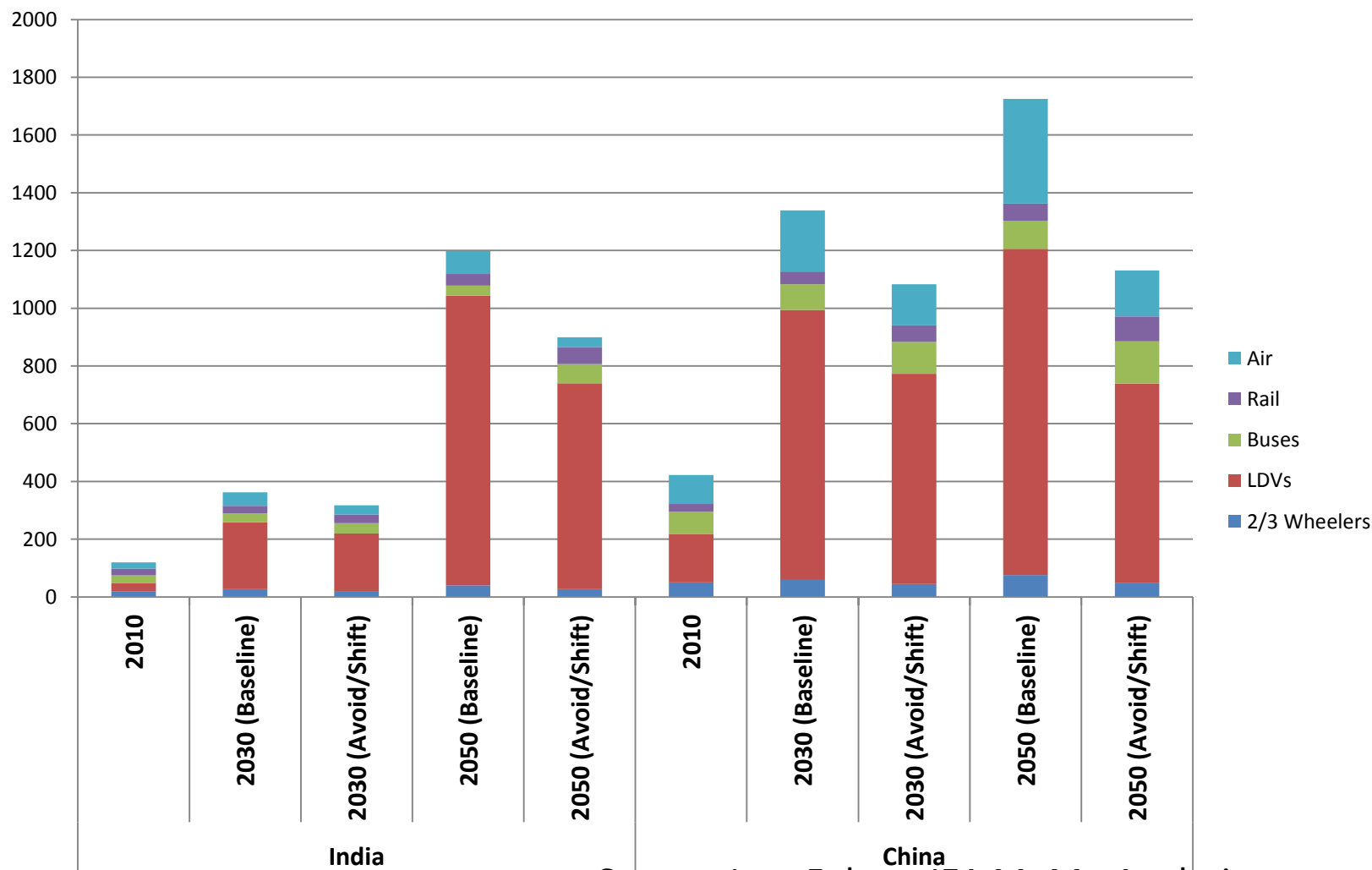
Modal shift plays an important role in 2 degree scenario



Source: Lew Fulton, IEA MoMo Analysis

GHG Emissions Drop 20-30% in Avoid Shift Scenario

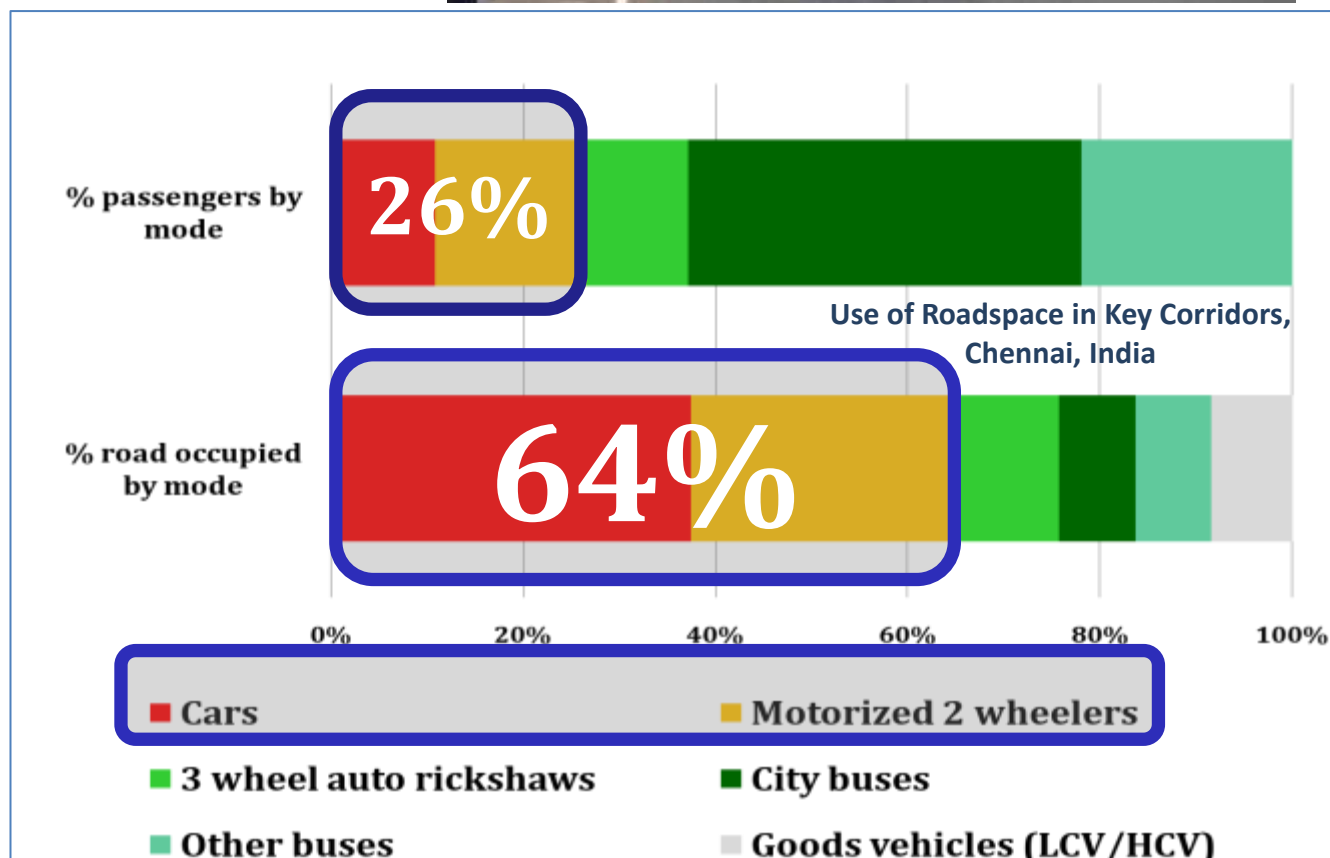
WTW GHG emissions by region (MtCO₂eq)



Source: Lew Fulton, IEA MoMo Analysis

Efforts Needed to Enhance Appraisal Tools

Especially to evaluate
distribution of benefits
and burdens of transport



Conclusions

- Macro trends still in the wrong direction
- Promising developments portend a turning point
- Broad partnerships vital to take sustainable transport quickly to scale
- Need to strengthen economic/equity analysis for sustainable transport



With the right collaboration, this can be the turning point

Thank you

Michael Replogle

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Development Policy*

