



## **Post 2015 Development Framework and Transport: a unique opportunity for transformational change**

**RETREAT ON SUSTAINABLE TRANSPORT IN THE POST 2015- DEVELOPMENT AGENDA, 10-11 June 2013, Greentree Foundation, New York**

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This background paper has been prepared by the Partnership on Sustainable, Low Carbon Transport (SLoCaT) with support from UN HABITAT and inputs from a wide range of the members of the SLoCaT Partnership, for the 10-11 June Retreat on Sustainable Transport in the Post 2015 Development Agenda and the wider consultations on the post-2015 Development Framework. The views expressed herein are those of the author only and do not necessarily reflect the views of UN HABITAT or the individual members of the SLoCaT Partnership.

# Post 2015 Development Framework and Transport: a unique opportunity for transformational change

## 2015 is the new benchmark for global development

1. In 2001, to mark the beginning of a new millennium, the global community adopted 8 goals to eradicate poverty, improve health and education and to protect the environment. These goals, which became known as the Millennium Development Goals (MDGs) will come to an end in 2015. The MDGs have inspired and guided development policy over the past decade. Progress in realizing the MDGs, however, has been mixed. Heads of State will take stock of what has been achieved, and what not, on 25 September at a special meeting of the United Nations in New York.

2. Last year, in June, the global community met in Rio de Janeiro for the United Nations Conference on Sustainable Development (Rio+20), twenty years after the 1992 groundbreaking United Nations Conference on Environment and Development. One of the most important outcomes of Rio+20 was the decision in principle to formulate Sustainable Development Goals (SDG), building on and expanding the MDGs. Since then an Open Working Group (OWG) was established by the General Assembly, chaired by Hungary and Kenya has been established to develop recommendations for SDGs.

3. Two years ago, in 2011, a decision was taken in Durban, South Africa at the 17<sup>th</sup> Conference of Parties (COP) of the United Framework Convention on Climate Change (UNFCCC) to develop a new global climate change agreement. This new agreement is expected to be finalized and agreed upon by parties in 2015 and should come into effect by 2020. There is wide consensus that a new climate change agreement should help to ensure that dangerous climate change is limited to a temperature increase of maximum 2<sup>o</sup> Celsius by the end of the century. To make this possible drastic emissions reductions will be required.

4. The outcome document of Rio+20 *The Future We Want* identifies 26 cross cutting thematic areas and cross-sectoral issues in which action are required so as to accelerate sustained, inclusive and equitable economic growth in developing countries, which is key for eradicating poverty and hunger and achieving the Millennium Development Goals:

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|--|---|
| 1) Poverty eradication   | 14) Africa  |
| 2) Food security, nutrition and sustainable agriculture                                | 15) Regional efforts                              |
| 3) Water and sanitation  | 16) Disaster risk reduction                       |
| 4) Energy  | 17) Climate change                                |
| 5) Sustainable tourism   | 18) Forests                                       |
| <b>6) Sustainable transport</b>  | 19) Biodiversity                                  |
| 7) Sustainable cities and human settlements  | 20) Desertification, land degradation and drought |
| 8) Health and population   | 21) Mountains                                     |
| 9) Promoting full and productive employment, decent work for all and social protection | 22) Chemicals and waste                           |
| 10) Oceans and seas  | 23) Sustainable consumption and production        |
| 11) Small island developing states   | 24) Mining  |
| 12) Least developed countries  | 25) Education                                     |
| 13) Landlocked developing countries  | 26) Gender equality and women's empowerment       |

5. *The Future We Want* does not provide an organization of the 26 key thematic areas and cross-sectoral issues. Sustainable transport is highlighted as a key action area in its own right in paragraphs 132 and 133, but also actively referred to in several of the other 25 sections including “Energy”, “Sustainable Cities and Human Settlements”, “Landlocked Developing Countries” “Sustainable Consumption and Production”. Similar multiple references can also be found for other enabling sectors like energy and water.

6. Transport, according to *The Future We Want* (paragraph 132) is “central to sustainable development”. It is therefore relevant to many thematic areas and cross-sectoral issues including “poverty eradication”; “food security, nutrition and sustainable agriculture”; “water and sanitation”; “health and population”; “climate change”; and “education”. None of which can be realized without better transport.

7. The Secretary General’s Action Agenda for his second term includes Transport as one of six building blocks for the post 2015 framework on sustainable development. The Secretary General announced in January 2012 that he “plans 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 SG’s announcements on sustainable transport were recognized as an important enabler in several of the Rio+20 Voluntary Commitments on Sustainable Transport. The Voluntary Commitments on Sustainable Transport at Rio+20 represented the largest sectoral effort; this helped by the single largest voluntary commitment of \$ 175 billion made by the World’s 8 largest Multilateral Development Banks.

8. Large investments, amounting to trillions of dollars, will be made in transport infrastructure and services in the next decade(s) to come. National and local governments, international development organizations and the private sector will make these investments. The follow-up to Rio+20, as part of which Sustainable Development Goals (SDGs) are being formulated as well as the development of a new global agreement on climate change, which both are expected to result in global consensus and agreement in 2015 should provide a clear direction for the transport sector so that it can optimize its developmental potential by improving access to important goods and services while minimizing the negative economic, social and environmental externalities which have increasingly characterized the development of the sector.

#### Transport and sustainable development what are the issues?

9. There is no decision yet on the timeframe for the post 2015 development framework but is expected to be at least 15 years. In framing the role and contribution of sustainable transport in the next 15 years to come it is important to keep in mind how sustainable development and the realization of the Millennium Development Goals (MDGs) is being held back due to a lack of adequate transport infrastructure and transport services and in many cases the economic, social or environmental unsustainability of existing transport policies and systems.

##### Access:

- Over half of the people in African cities have no other option than to walk in poor conditions to work, school, hospitals or other key services. In many cases, accessing services requires walking well over an hour in often unsafe conditions;

- In several developing countries, significant parts (30-40%) of the harvest go to waste because of inadequate transport facilities to transport crops in a timely manner to markets;
- The continued rapid urbanization especially in Africa and Asia will require transport infrastructure and services for an additional billion people in the next 2 decades;

Economic Sustainability:

- Urban traffic congestion can mean that commuters spend many unproductive hours per year in traffic. In some Latin American cities, inhabitants spend well over 4 hours a day commuting to and from work. The cost of congestion in the USA has been estimated at \$101 billion per year;
- Well over \$400 billion is spent annually on subsidizing fuel whereby less than 20% of these subsidies actually benefit the poor for which they are intended;
- In developing countries, costs associated with logistics can be as high as 15-20% of GDP, twice as much as in Europe or the USA;

Social Sustainability:

- Yearly traffic accidents cause 1.3 million fatalities and 20-50 million injuries, costing countries up to 2% of GDP;
- Vulnerable groups like the handicapped find it increasingly difficult to move around, - especially in developing country cities;

Environmental Sustainability:

- Transport is a significant source of urban air pollution, which, according to recent World Health Organization, accounts for 3.4 million premature deaths annually. Transport is an increasingly large contributing source of air pollution;
- Transport contributes 22% of energy related Greenhouse Gasses (GHGs) and 13% of all GHGs and is the fastest growing sector in terms of greenhouse gas emissions. If the contribution of short-lived pollutants, such as black carbon, is taken into account the climate impacts from transport are even greater.

10. At the same time transport in many countries and cities is one of the largest economic sectors and sources of employment, especially if informal transport jobs are included as well;

11. In short, a successful implementation of the existing MDGs as well as the SDGs that are being discussed will greatly depend on the performance of the transport sector. Although, at present, transport is not directly covered by any of the MDGs, none of the 8 MDGs can be realized without an active involvement of the transport sector.

12. The development of the transport sector which has until focused more on the development of hard infrastructure, especially roads, has been far from inclusive, large groups, especially the poor and the vulnerable, have not seen any improvement in access to jobs, schools, or other important services. They either have to walk in poor conditions or are forced to spend a large part of their income on poor quality public transport services. In many cases they are disproportionately affected by the rapid motorization of the last decades; over 50% of road fatalities in Latin America happen in the cities and in most cases these involve poor pedestrians. Generally, traditional approaches to mobility still favor private car usage whereas the needs of cyclists, walkers and public transport users, which especially in the developing world are the large majority, are not properly met.

13. The transport sector has also been resource-inefficient as a result of unnecessary fuel subsidies, high logistics costs and multiple negative externalities, believed to equal 6-10% of

GDP. This draws away financial resources from key developmental sectors such as health and education.

14. The development of the transport sector has also been held back by poor “sector governance”. Funding is often erratic and depending on singular political decisions; funding often favors investment in new infrastructure over maintenance and provision of services; car users and freight are not paying the full amount of internal and external costs; revenues of public transport are not covering costs; funding for walking and cycling is inappropriately low and many other challenges which vary in place and time. Further, institutional structures, laws and regulations, design standards are often not keeping pace with changing times and increasing challenges.

15. Neither is the transport sector contributing towards environmental sustainability. Of all major sectors the transport sector has made least progress so far in terms of changing the growth trajectory of GHGs by the sector.

### Transport and the goal framework for the Post-2015 Development Framework

16. The challenge for transport in the coming years will be to ensure increased presence of transport infrastructure and services to realize the economic and social development goals of the post-2015 development framework but at the same time such additional transport infrastructure and services care should be taken that, unlike as is now often the case, the development of transport does not undermine the economic and social development it aims to enable.

17. The post-2015 Goal Framework needs to encourage an accelerated growth in transport infrastructure and services that supports inclusive economic and social development and improved quality of life. Both currently existing, as well as new and additional transport infrastructure and services need to provide safe, reliable, economical, efficient, equitable and affordable access to goods and services for all, while mitigating the negative impacts on health and the environment locally and globally, in the short, medium and long term without compromising the development of future generations.<sup>1</sup>

18. Transport infrastructure and services will need to be developed in: (a) the rural areas as a key enabler of food security, both in urban and rural areas, as well broader economic and social development; (b) urban areas, this especially to cope with the continued rapid urbanization and the access deficit faced by large, especially poor, groups; (c) between cities and major markets, this also to improve freight and logistics.<sup>2</sup>

19. The emphasis will need to shift from building roads to move cars or trucks to building transport systems that move people and goods. There is growing agreement among transport policy specialists and planners on the need to deploy three interlinked strategies while improving access to jobs, goods and services through the creation of transport infrastructure and services; collectively known as the Avoid-Shift-Improve approach. This calls for: (a) Avoid the need for unnecessary motorized trips through smarter land use and logistics planning; (b) Shift the

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<sup>1</sup> Based on definition of sustainable transport in Bogota Declaration: Sustainable Transport Objectives

<sup>2</sup> There is also a need to improve the international movement of goods and person by road, rail, shipping and aviation. There do exist intergovernmental processes, e.g. led by ICAO in the case of aviation and led by IMO in the case of international shipping. This background paper does not prejudge the outcomes of these dedicated processes.

transport of goods and persons to the most efficient mode<sup>3</sup>; and (c) Improve the efficiency and environmental performance of transport systems by improved vehicle, fuel, and network operations and management technologies. To enable the successful implementation of the Avoid-Shift-Improve approach and it will be highly desirable to internalize external costs' in the pricing of transport.

20. The Avoid-Shift-Improve approach is equally relevant for the developed and the developing world. In the case of the developed world most countries deal with a mature vehicle fleet and infrastructure planning is more on replacing or maintaining existing infrastructure rather than creating new infrastructure. This is likely to result in a greater emphasis on "Improve" measures. In the developing world where there is a large need for additional and new transport infrastructure and services, there is likely to be greater opportunity for "Avoid" and "Shift" measures but obviously "Improve" measures are important as well to avoid that the rapidly growing vehicle fleet in the developing world will negate the improvements realized in environmental performance of vehicles in the developed world.

21. The Rio+20 conference sent out a strong message that sustainable development needs to be understood as having an economic, a social and an environmental dimension and the conference stressed the need for a more balanced approach between these three dimensions in pursuing sustainable development. The Avoid-Shift-Improve approach, although initially developed as an environmental policy paradigm, can serve as a comprehensive policy framework for a sustainable development of the transport sector. Fewer kilometers traveled by private vehicles (Avoid), a greater use of public transport and more walking and cycling (Shift), as well as safer vehicles and roads (Improve) can potentially save million of lives and prevent even larger numbers of serious injuries. The effectiveness of the Avoid-Shift-Improve approach will be greatly helped by more effective and supportive institutional and regulatory frameworks and pricing of transport that covers both internal and external costs of transport.

22. In terms of alignment with key focus areas of *The Future We Want*, access to jobs, goods and services for the majority is improved if public transport and provisions for walking and cycling are improved and freight and logistics systems are optimized. This brings many other co-benefits such as a reduction traffic fatalities and better local air quality and will bring down the overall cost of transport and its negative externalities. The link between urban planning and a possible reduction of kilometers travelled is well established and increasing the attractiveness of making short trips by sustainable modes will help the developing world improve road safety, reduce overall fuel use, phase out fuel subsidies and increase energy security, thus freeing up more resources for investment in more productive and inclusive social and economic development. Evidence also suggests that creating modern, high efficiency transport systems with mass transit, such as bus rapid transit or metro's as its backbone for passenger transport, or railways for goods transport, with efficient traffic management, better road maintenance, and operations, spurs more jobs and economic value per unit of investment than simply building more road capacity. Investing in new fuel-efficient technologies contributes to reduced fuel imports and greater energy security because of the significant fuel savings over the vehicle's lifetime.

23. Following the Rio+20 conference many of the constituencies associated with the 26 thematic areas and crosscutting issues have started to mobilize and conduct outreach to promote a SDG linked to their respective thematic area or crosscutting issue. As already indicated during the Rio+20 conference, and confirmed in various follow-up meetings and consultations there will only be a limited number of SDGs.

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<sup>3</sup> In the case of persons this is usually mass public transport, walking or cycling and in the case of freight to increase the share of rail or water transport

24. Where does this leave the transport sector? It is clear that the transport sector has strengths and weaknesses when it comes to a dedicated Sustainable Development Goal.

**Arguments in favor of dedicated transport SDG**

- Transport is a key economic sector in terms of contribution to GDP and provision of jobs and thereby the realization of *The Future We Want*.
- Present negative impact of transport on GDP is estimated at 6-10% of GDP, which in many cases is more or equal to current overall economic growth thereby making it a key obstacle to realizing sustainable development objectives.
- Transport is a well-defined sector with dedicated policies and institutions. Making transport a SDG will provide it with visibility that can be used to rally the sector in support of inclusive economic and social development.
- The Avoid-Shift-Improve approach has been tested at scale in both developed and developing countries and is ready for scaling up.

**Arguments against dedicated transport SDG**

- Transport is an integral part of many of the thematic areas and cross cutting issues in *The Future We Want*.
- Transport is not well organized at the global level and still lacks a common voice and institutions that can own a separate transport SDG.

25. Transport is a key economic sector, which contributes significantly to job creation in both the formal and informal sector. This can be up to 20% of all urban jobs if informal transport jobs are included. This makes the transport sector a key sector in terms of employment and job creation, which is one of the key emerging themes in the discussion on the post 2015-development framework. There is emerging evidence that re-orienting transport policies away from traditional emphasis on road construction and the use of private cars will have a beneficial impact of job generation and leveraging economic growth. Including sustainable transport in the goal framework for the post 2015 development framework can therefore help to ensure that the transport sector will continue to act as a job engine.

26. The decision on whether and how to incorporate transport in the post 2015 goal framework will be influenced by whether the final post 2015 goal framework will mainly describe impacts and outcomes of development as in the case of the MDGs, or whether enablers of development such as energy, transport, water, and agriculture are included as well. The challenge with including sectoral enablers as SDG is where to stop and there is a great risk that the number of SDGs could rapidly increase. Overall, it is likely however that there will be much greater institutional ownership for sectoral enablers than for crosscutting themes. Box 1 and 2 describe how sustainable transport has been integrated in the post-2015 goal framework in the consultation draft 'Action Agenda for Sustainable Development' by the Sustainable Development Solutions Network and in 'A New Global Partnership: Eradicate Poverty and Transform Economies Through Sustainable Development' – The High Level Panel of Eminent Persons on Post-2015 Development Agenda.

**Box 1**  
**Integration of sustainable transport in an Action Agenda for Sustainable Development, Draft for**

### Public Consultation by Sustainable Development Solutions Network

Transport does not merit a separate SDG in the SDSN Action Agenda but is listed as target for two out of the ten proposed draft Sustainable Development Goals.

#### **Goal 6: Improve Agriculture Systems and Raise Rural Prosperity**

*Improve farm practices and rural infrastructure to raise yields, reduce environmental impacts, promote rural prosperity, and ensure resilience to climate change.*

*Target: Universal access in rural areas to basic infrastructure services (water, sanitation, modern energy, transport, and mobile and broadband communication).*

#### **Goal 7: Empower Inclusive, Productive and Resilient Cities**

Make all cities socially inclusive, economically productive, environmentally sustainable, and resilient to climate change and other risks. Develop participatory, accountable, and effective city governance to support rapid and equitable urban transformation.

*Target: Universal access to a secure and affordable built environment and basic urban services: housing; water, sanitation and waste management; low-carbon energy and transport; mobile and broadband communication.*

Transport is correctly identified as an access issue. In describing sustainability of transport system there is a bias towards environmental sustainability, more specifically climate change. Most of the text on improving sustainability of transport focuses on technology related approaches to reduce energy consumption of the transport. The report ignores other pressing sustainability issues in the transport, e.g. road safety which results in 1.4 million fatalities and 20-50 million injuries.

### Box 2

#### **Integration Sustainable Transport in A New Global Partnership: Eradicate Poverty and Transform Economies Through Sustainable Development – The High Level Panel of Eminent Persons on Post-2015 Development Agenda**

Transport does not merit a separate SDG in the HLP report but is listed as targets for two out of the twelve proposed illustrative goals.

#### **Goal 7. Secure Sustainable Energy**

*Target 7c. Double the global rate of improvement in energy efficiency in buildings, industry, agriculture, and transport*

*Target 7d. Phase out harmful and inefficient fossil fuel subsidies that encourage wasteful consumption*

#### **Goal 8. Create Jobs, Sustainable Livelihoods, and Equitable Growth**

*8c. Strengthen productive capacity by providing universal access to financial services and infrastructure, such as transportation and ICT*

The 'A New Global Partnership' report explains to how transport can contribute to the development of certain developmental agenda's but fails to present a transformative agenda how the transport sector can improve its economic, social and environmental sustainability. The report fails to outline how current motorization patterns undermine economic, social and environmental sustainability of development. It ignores new insights on how transport can best contribute to sustainable development. The recommendations of the report on transport are not transformative and fail to give guidance to the transport sector how it can put sustainable development at the core of its much needed development and realize its potential as a building block of sustained prosperity for all

27. The transport and the energy sector, both key enablers of development, have important commonalities when it comes to the development process. Both have made important progress in recent years in developing and testing an alternative paradigm for their further development in support of sustainable development. In the case of the energy sector there is general agreement that the best way forward includes: (a) improving access to modern energy sources;

(b) accelerating improvements in energy efficiency; and (c) increasing the share of renewable sources of energy in the global energy mix. In transport, this is the Avoid-Shift-Improve approach described earlier.

28. This paradigm shift enables the transport and the energy sector to combine their developmental potential (more access to goods and services or energy) while at the same time limiting or eliminating the negative externalities associated with development of their respective sectors. These new paradigms have been tested at scale in both the transport and the energy sector. Discussion on the inter-linkages or nexus among some of the key sectors and themes of *The Future We Want*, e.g water, energy and food security has started. Similarly, from a transport perspective equally relevant nexuses between Transport – Agriculture – Food Security, or Transport – Urban Development – Job Creation can be identified.

### Box 3: Global Priorities for the post-2015 Goal Framework

The Overseas Development Institute (ODI) is conducting what is the largest global opinion poll on post 2015 priorities. So far about 600,000 people have voted and education, health care and a responsive government have emerged as the frontrunners. Of the traditional sectors clean water and sanitation ranks 5<sup>th</sup>, transport 8<sup>th</sup> while energy only comes in as 13<sup>th</sup>. All three sectors rank higher in the case of low-income countries.

#### How the World Voted

Rankings of priorities (so far)

Roll over your selections to see how the world voted on them



Source: [www.myworld.org](http://www.myworld.org)

29. Considering the close interrelation between transport and other sector based enablers it would therefore make sense to combine the decision-making on the incorporation of energy and transport in the post 2015 goal framework. This means, either to make these two key sectors separate goals or, as has been suggested by some, to integrate the two in one goal (possibly including water as well) which could read: Universal (improved) access to safe, clean and

affordable energy, transport (and water) for all.<sup>4</sup> While Energy and Transport would be combined at the goal level, each sector would have a separate set of targets (see below).

30. Not incorporating transport at the goal level in the post-2015 development framework will seriously hamper the transport sector's contribution to the post-2015 development framework. It would ignore the major contribution the sector can make in realizing various benefits linked to sustainable development: economic (job creation and poverty alleviation), social (improved road safety and inclusive access) and environmental (reduced Greenhouse Gases and air pollution). Concepts like the MDGs or SDGs have the potential to galvanize and catalyze action. Specific sector based institutions and organizations are more likely to become actively involved if they recognize themselves in the goal framework. Institutions in many parts of the world are still organized largely in a sectoral manner, as are budgets. By combining key sectors at the goal level but segregate at the target level it should be possible to keep the number of SDGs limited.

31. Global public opinion also appears to support combining cross-cutting priorities with more traditional sector oriented priorities (See box 1). Within the sector oriented priorities water and transport rank higher than energy, which suggests that an approach in which only the energy sector is acknowledged at the goal level is not entirely logical.<sup>5</sup>

32. To discuss transport as part of sustainable cities and human settlements, as was initially suggested in the Zero Draft of *The Future We Want*, and is also reflected in the meeting schedule of OWG<sup>6</sup> ignores the vital contribution that transport makes to rural development as well as the contribution of freight transport which is largely happening outside the cities. The recent proposal of the Sustainable Development Solutions Network sends out a mixed message on transport and the post 2015 goal framework. It includes transport (access) as one of several enablers for the proposed goal "Improve Agriculture Systems and Raise Rural Prosperity", and it mirrors this for the proposed urban goal "Empower Inclusive, Productive and Resilient Cities" where it again includes the access function of transport as one of several enablers.<sup>7</sup>

33. By including transport as a target under a Rural and Urban goal the developmental role of transport (improved access) can be acknowledged but it makes it harder for the sector to be successful in transforming itself in a comprehensive manner. Also, key issues like road safety or wasteful fuel subsidies are less likely to be effectively addressed as they are general in nature and do not fit in well with either urban or rural dimension. The experience of the Avoid-Shift-Improve approach has underscored the importance of a comprehensive framework and approach to develop the transport sector in a more sustainable manner.

34. Various existing international initiatives and partnerships on transport are looking at the post-2015 development framework as a possible catalyst for action. This is the case for example

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<sup>4</sup> Listing energy and transport (and possibly also water) is clearer than using the collective term infrastructure or basic services, which has also been suggested. Recognizing and acknowledging the separate sectors gives more visibility and is likely to strengthen the buy-in from the sectors and its institutions. Using the term infrastructure would put too much emphasis on physical infrastructure in the case of transport at the expense of public transport services as well as walking and cycling. It would also not work well for the energy sector.

<sup>5</sup> This is for example the case in the draft Action Agenda for Sustainable Development from the Sustainable Development Solutions Network.

<sup>6</sup> Sustainable Transport will be discussed together with Sustainable Cities in the January 2014 meeting of the OWG

<sup>7</sup> Energy is also included as an enabler for both the proposed rural and urban goal but it also merits a separate goal according to SDSN "Curb Human-Induced Climate Change and Ensure Clean Energy for All" where transport is not mentioned as a target sector unlike agriculture, forestry and industry.

with the Global Decade of Action on Road Safety, or, the Global Fuel Economy Initiative. It is clear that having transport included at the Goal level, albeit in combination with energy, is likely to have a galvanizing impact. This also applies to institutions and circumstances where transport has to compete with other interests for budget, management support and institutional capacity. The experience of the MDGs which were predominantly cross-sectoral in nature shows the problems that this can result in. A worst-case scenario would be to include one sector at the goal level (e.g. energy) but not other key enabling sectors like water or transport.

35. The post 2015 goal framework will comprise more than goals and will also include targets. The hope and expectation has been expressed that the post-2015 goal framework for development will be transformational. Whether this will be the case will be largely determined by selected targets.

36. The following three global targets are suggested in support of the proposed transport dimension "Universal Access to Clean, Safe and Affordable Transport for All".

- Urban households are on average able to access jobs, goods and services within 30 minutes by quality public transport and/or quality walking and cycling infrastructure and rural households have access to paved or all-weather roads to take products to markets and reach essential services;
- Traffic related deaths are cut in half by 2030, compared to 2005, with an ultimate vision of near zero fatalities;
- Air pollution from passenger and freight transport is halved by 2030, compared to 2005, and GHG emissions from transport peak globally latest by 2020 with an ultimate vision of 40-60% reductions by 2050 compared to 2005 levels<sup>8</sup>.

37. It is, of course, possible to have many more targets. However, in the same manner that the number of SDGs will be limited, it is expected that the number of targets will be limited. The three proposed targets reflect the economic, social and environmental dimensions of sustainable transport. Taken together they also combine the developmental function of transport (enabling of economic and social development) and reducing negative externalities of unsustainable transport (congestion, traffic fatalities and pollution). Promoting public transport, walking and cycling will help ensure that transport becomes more inclusive. At the same time, such an approach is less wasteful and more environment and climate friendly as the need for fuel subsidies decreases. The suggested targets line up well with the concept of planetary boundaries within which humanity can operate safely, which was introduced recently by a group of environmental think tanks led by Stockholm Environment Institute.<sup>9</sup>

38. The proposed targets are global targets. The current base-line values differ considerably between, and even within countries, and further planning will be required how individual countries will contribute towards the realization of these targets. This will require the development of detailed indicators. An example of such a differentiated indicator can be fuel economy. At present OECD countries are making more progress than non-OECD countries in improving fuel economy.

#### **Means of implementation for transport as part the post-2015 goal framework**

39. An integral part of the post 2015 goal framework needs to be the Means of Implementation. If, as is widely hoped, the global community can agree on a framework with

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<sup>8</sup> It has been argued that climate change should not be part of target setting on sustainable development as separate global processes are in place for this. If it were indeed decided not to include climate change related targets the reference to climate change can be removed from this target.

<sup>9</sup> <http://www.ecologyandsociety.org/vol14/iss2/art32/>

transformational goals, it is critical that the required Means of Implementation can be put in place to realize agreed targets.

40. The first question when it comes to Means of Implementation involves the costs of a transformative approach. In the case of transport, it is important that the proposed transformative agenda is cheaper than Business as Usual. A recent study by the International Energy Agency estimated that expanding transport infrastructure and services following the Avoid-Shift-Improve approach (to which the three proposed transport targets are linked) can result in savings of \$50 trillion up to 2050 in light of reduced investments in vehicles and infrastructure as well as fuels and other operating expenses.<sup>10</sup>

41. While the overall medium to long terms costs of an Avoid-Shift-Improve approach are lower compared to the Business as Usual scenario, it is clear that there will be significant upfront costs to make the shift from the Business as Usual scenario to the Avoid-Shift-Improve approach. In addition to financial costs, there will also be a large need for capacity building and policy support.

42. In this respect the transport sector is well placed through the Voluntary Commitments made in support of sustainable transport at the Rio+20 conference:

- Asian Development Bank and 7 other Multilateral Development Banks: a \$175 billion [Commitment to Sustainable Transport](#) over a ten-year time frame;
- Clean Air initiative for Asian Cities (CAI Asia), Secretariat for Green Freight Europe: European Shippers' Council (ESC) and EVO Dutch Shippers' Council, Sustainable Supply Chain Centre Asia Pacific (SSCCAP): [Promoting Green Freight in Europe and Asia](#);
- Dutch Cycling Embassy: [Cycling](#);
- EMBARQ: [Scaling Up Sustainable Transport Solutions Worldwide](#)';
- FIA Foundation and partners: [To promote the development and implementation of fuel economy standards and policies across the globe](#);
- FIA Foundation and Partners: [Protecting children from traffic injuries and improving their urban environment](#);
- Institute for Transportation and Development Policy and partners: [Principles for Transport in Urban Life](#);
- Institute for Transportation and Development Policy and partners: [Principles for Bus Rapid Transit Systems](#);
- Institute for Transportation and Development Policy and partners: [Results-Based National Urban Transport Policy and Finance](#);
- International Association of Public Transport (UITP): [PTx2 Doubling the market share of public transport worldwide by 2025](#);
- German International Cooperation: [CAPSUT – "Capacity Building on Sustainable Urban Transport"](#);
- International Road Assessment Program (iRAP): [Creating a world free from high risk roads](#);
- UIC - International Union of Railways, and participating members: [UIC Declaration on Sustainable Mobility](#) ;
- United Nations Center for Regional Development (UNCRD) and partners: [Promoting Environmentally Sustainable Transport \(EST\)](#);
- United Nations Environment Programme (UNEP) on behalf of the Partnership for Clean Fuels and Vehicles (PCFV) ["Promote and support the reduction of PM/BC emissions from](#)

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<sup>10</sup> At the same time, the IEA indicates, that it would also make it possible for transport to achieve significant GHG reductions compared to a Business as Usual scenario and to remain on a 2 Degree Climate scenario.

[transport through the introduction of cleaner, low sulphur fuels and cleaner vehicles through adoption of vehicle emissions standards":](#)

- UN-HABITAT and partners: [Building Institutional and Political Capacity for Urban Sustainable Mobility](#);
- Velo Mondial and Partner: [Pas-port to Mobility](#).

43. These Voluntary Commitments cover knowledge management, capacity development, policy dialogue and financing. The unprecedented \$175 billion Voluntary Commitment for more sustainable transport, made by the world's eight largest multilateral development banks was the largest at the Rio+20 conference and can greatly help developing countries to take a more sustainable growth path for the transport sector.

44. The transport sector will furthermore be helped by the growing multi-stakeholder coordination aided by the Partnership on Sustainable, Low Carbon Transport (SLoCaT), which has played and continues to play an important role in promoting sustainable transport through the adoption and implementation of the Avoid-Shift-Improve approach. SLoCaT has also been instrumental in the establishment of the Sustainable Transport Action Network by UN-DESA.

45. Environmentally Sustainable Transport Forums - in place in Asia, Europe, Latin America and under development in Africa – can be an effective arena for discussing transport as an SDG and related Means of Implementation. EST Forums bring together transport, environment and other key ministries, playing an important role in linking the local and national level to the global level in the discussion of sustainable transport. They also provide a good foundation for discussing important enabling policy and regulatory frameworks as well as financing structures and incentives.

#### **Measuring progress in realizing post-2015 targets on sustainable transport**

46. The Secretary General's High Level Panel of Eminent Persons on the post-2015 Development Agenda in its communiqué of the fourth meeting in Bali placed a high priority on data availability and better accountability in measuring progress. This has also been an area of concern in the transport sector for some time.

47. Significant progress has been made in recent years on the modeling of transport, especially with respect to energy and environment. The SLoCaT partnership has started to link various data and modeling initiatives, which now also aim to incorporate other dimensions of sustainable transport such as road safety and access.

## Annex 1: Members Partnership on Sustainable, Low Carbon Transport (SLoCaT)

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

*The Partnership on Sustainable, Low Carbon Transport ([www.slocat.net](http://www.slocat.net)) is a type II partnership registered with the United Nations Department for Economic and Social Affairs. For further information please contact Cornie Huizenga and Tom Hamlin, Joint conveners of the SLoCaT Partnership ([cornie.huizenga@slocatpartnership.org](mailto:cornie.huizenga@slocatpartnership.org) and [Hamlin@un.org](mailto:Hamlin@un.org))*