Shanghai, 18th March 2015

Dear Ambassador,

Strengthen the post 2015 development agenda by strengthening the prominence of sustainable transport

The 17 proposed SDGs provide a comprehensive agenda to reduce poverty, promote inclusion and enhance the sustainability of global development.

We, the Partnership for Sustainable Low Carbon Transport (SLoCaT), representing over 90 international organizations, havebeen active in promoting the integration of sustainable transport in the SDGs.[1] As part of our advocacy, SLoCaT (with the support of DFID, GIZ and UN-Habitat) prepared a comprehensive Results Framework for Sustainable Transport that was widely consulted upon with stakeholders in the transport sector.

The SLoCaT Results Framework explains that sustainable transport is not needed for its own sake. Transport services allow people to access jobs, health facilities and educational opportunities. Transport makes it possible forgoods tobe shipped from production zones to markets and international gateways. In short, without more sustainable transport infrastructure and services, at least half of the proposed SDGs are at risk of not achieving their potential. At the same time transport needs to be more sustainable to minimize road fatalities and injuries, air and noise pollution, and greenhouse gas emissions.

SLoCaT Results Framework for Sustainable Transport Targets

The SLoCaT Results Framework for Sustainable Transport proposes six targets for sustainable transport that cover the need to improve access and to overcome negative externalities:

- *Rural access:* Secure universal access by sustainable transport for rural populations by 2030.
- *Urban access:* Secure universal access by sustainable transport for urban populations by 2030.
- *National access and regional connectivity:* Facilitate national inclusion and regional connectivity by sustainable multi-modal freight and passenger services by 2030.
- *Road safety:* Halve road traffic deaths by 2030 compared to 2010.
- *Air Pollution and Human Health:* Halve premature deaths from road related air pollution by 2030 compared to 2010.
- *Greenhouse Gas Emissions*: Total world transport-related GHG emissions peak no later than 2020 then begin to decline at a 2% per year rate and at 2030 transport-related emissions are no higher than 2010 emissions.

www.slocat.net/resultsframework

[1]See Annex 1 for an overview of SLoCaT members that support this letter.

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SDG TARGETS

We are encouraged to see that the proposed SDGs reflect both the essence of the Results Framework as well as several of the specific targets we proposed in the Results Framework. We are encouraged to see proposed targets on Road Safety (target 3.6); Air Pollution (target 3.9); Energy Efficiency (target 7.3); Urban Access (target 11.2), and Fossil Fuel Subsidies (target 12.c). It is important that these targets are being maintained in the next round of discussions. A large number of SLoCaT members have integrated these targets already in their strategies for the coming years and they also feature prominently in a range of transport related Voluntary Commitments made by SLoCaT members at the 2012 United Nations Conference on Sustainable Development (Rio+20) and Secretary General Ban Ki Moon's Climate Summit.

Analysis by the SLoCaTPartnershipshows that at present, three specific areas in the SDGs can be enhanced by more appropriate transport related targets:

1. Rural access needs more prominence

While the SDGs aim to reduce poverty and promote inclusion, the absence of a clear statement on the importance of improved rural access is a point of concern. Three billion people will be living in rural areas[2]in2030, and are at risk of being 'left behind' due to their isolation and lack of universal access to transport, employment, markets, education, health facilities and information connectivity. We explain the importance of rural transport and access in more detail in the attached factsheet.

While we would prefer a separate target on rural access under SDG 2, we believe that this could also be addressed by minor modifications to any of the following targets (proposed insertions underlined):

- *Target 9.1*: Develop quality, reliable, sustainable and resilient infrastructure, including ***rural*** regional, and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all; and/or
- *Target 2.3*: By 2030 double the agricultural productivity and the incomes of small-scale food producers, particularly women, indigenous peoples, family farmers, pastoralists and fishers, including through secure and equal access to land, access to basic services, ***including transport***, other productive resources and inputs, knowledge, financial services, markets, and opportunities for value addition and non-farm employment; and/or
- *Target 2.6*: Increase investment, including through enhanced international cooperation, in rural infrastructure, ***including transport***, agricultural research and extension services, technology development and plant and livestock gene banks in order to enhance agricultural productive capacity in developing countries, in particular least developed countries.

2. Infrastructure (SDG9) is important but without associated services is inadequate

The importance of services is currently not well recognized by the SDGs, including SDG9.While water supply infrastructure and power generation infrastructure are automatically associated with the

[2] UN-DESA estimates 60% of projected 8.3 billion world population will be urban in 2030 and the rural population will be about 3.3 billion then. Source: http://esa.un.org/unup/CD-ROM/Urban-Rural-Population.htm

provision of services to consumers, this is not necessarily the case for transport. There is no guarantee that new and improved passenger and freight transport services will accompany improved rural, national or regional transport infrastructure. In some countries, on roads of certain classes, rural bus services are prohibited. Without adequate demand, or an environment that facilitates new bus or freight transport operators to invest and operate services safely and with low emissions, the benefit of new infrastructure will not be fully achieved. Government's role is to create the right enabling environment in which these essentialservices can be provided.

We would suggest the following additional modification to Target 9.1:

- *Target 9.1*: Develop quality, reliable, sustainable and resilient infrastructure, including ***rural,***regional and trans-border infrastructure ***and services***, to support economic development and human well-being, with a focus on affordable and equitable access for all

3. The importance of efficient and effective logistics services is barely recognized

Although proposed SDG 8 aims to encourage sustainable economic growth, including regional and trans-border infrastructure, and it appears to promote efficient, sustainable, trade and supporting logistics services, the absence of specific statements about the need for improved logistics services for regional, national and rural transport of goods, puts the achievement of the SDG at risk. Logistics costs in developing countries can represent between 15-20% of GDP, compared to developed nations, where logistics cost/GDP ratios are around 10%. For most international supply chains, the cost of land transport between production zone and gateway port represents over half oflogistics costs, due to poor infrastructure[3], out-dated unsafe vehicles, long transhipment times and inefficient regulations.

We would therefore suggest one more additional modification to Target 9.1:

- *Target 9.1*: Develop quality, reliable, sustainable and resilient infrastructure, including ***rural,*** regional and trans-border infrastructure ***and services***, to support ***improved logistics***, economic development and human well-being, with a focus on affordable and equitable access for all

INDICATORS

The current process overseen by the United Nations Statistical Commission to develop the supporting quantitative targets and indicator framework provides an opportunity to ensure that transport is fully represented in the post 2015 development agenda. Sound policy making goes hand in hand with proper measurement, reporting and verification.

The SLoCaT Partnership has commenced to review transport indicators for the transport relevant targets under the proposed SDGs. These proposed indicators are informed by the SLoCaT Results framework and other existing resources, including SDSNproposed SDG indicators, UN agency documents on indicators, and direct input from SLoCaT Partnership members. We understand that the discussion on indicators will continue well beyond the March 23-27 session. We decided to share the current status of discussion on indicators in the SLoCaT Partnership for your information. We are looking forward to share

[3]Asian Development Bank, Japan Bank for International Cooperation & the World Bank (2005) "Connecting East Asia: A New Framework for Infrastructure."

in the near future a final draft of the indicator document that is endorsed by the full SLoCaT membership.

IMPLEMENTING TARGETS ON SUSTAINABLE TRANSPORT

Now that we are approaching the final steps in discussing the formulation of Goals, Targets and Indicators in the 23-27 March session, it is important to start considering the implementation of these Goals and Targets. The 90+ members of the SLoCaT Partnership have stated repeatedly their willingness to actively contribute and several of the members of the SLoCaT Partnership have made voluntary commitments on sustainable transportduring and following the 2012 United Nations Conference on Sustainable Development (Rio+20). These commitments include the unprecedented $175 billion commitment by the world's eight largest multilateral development banks for moresustainable transport, who in their 2012 Joint Statement made specific reference to their support for the SDG process.

The implementation of the transport related targets can also benefit from a number of regional and global intergovernmental partnerships and organisations that have been established in Africa, Asia, Europe and the United States. These partnerships and organisations bring together transport and environment ministries of about 100 countries. All four have adopted declarations or action plans in some form that reflect to some extent the substance of the proposed transport targets.

Regional and Global Transport Partnerships and Organizations

The Africa Sustainable Transport Forum (ASTF) held its 1st Ministerial and Experts Conference on 28 to 30 October 2014 at the UN Headquarters in Nairobi, Kenya. The event was hosted by the Kenyan Government with support from UNEP, The World Bank, the SSATP programme based in the World Bank, and UN-Habitat. The Conference produced a 13 point Action Framework which was adopted by the Ministerial Session as a roadmap for sustainable transport in Africa.
http://www.unep.org/Transport/astf/pdf/ASTF_OutcomedocumentFinal.pdf

The Regional Environmentally Sustainable (EST) Forum in Asia was launched in 2004 by the United Nations Centre for Regional Development (UNCRD) and the Ministry of the Environment of the Government of Japan with an aim to create a new paradigm in transport policy, planning and development in Asia. Since 2004 the high level EST Forum has been regularly convened with participation of Ministries of Transport, Environment, Urban Development and Health in 24 Asian countries to discuss the adoption and implementation of balanced social, economic and environmental goals for transport. This resulted in the adoption of the Bangkok 2020 Declaration on Sustainable Transport (2010-2020) which aims to influence the decisions of governments and all relevant transport stakeholders towards realization of safe, secure, affordable, efficient, people- and environment-friendly, resilient and inclusive transport in rapidly urbanizing and modernizing Asia.

The Transport, Health and Environment Pan-European Programme (THE PEP). Under the auspices of the United Nations Economic Commission for Europe (UNECE) in Geneva and the World Health Organization Regional Office for Europe (WHO/Europe) in Copenhagen, THE PEP brings together 56 countries in Europe, North America, and Central Asia in a unique policy platform which seeks to encourage transport policymakers and urban planners to consider the health and environmental impacts of transport and address these through shared policy approaches. The UNECE Transport Division is the transport pillar of THE PEP secretariat. The 4th High-level THE PEP meeting held in April 2014 adopted the Paris Declaration which carries forth the four priority goals from the 2009 Amsterdam Declaration and ads a fifth goal: - to integrate transport, health and environmental objectives into urban and spatial planning policies.

The International Transport Forum at the OECD is an intergovernmental organization with 54 member countries. It acts as a think tank for transport policy and organises an Annual Summit of ministers. The mission of ITF is to is to foster a deeper understanding of the role of transport in economic growth, environmental sustainability and social inclusion and to raise the public profile of transport policy. To this end, ITF serves as a global platform for discussion and pre-negotiation of transport policy issues across all modes, analyses transport issues and trends, shares knowledge and promotes dialogue among transport decision-makers and civil society. From 27-29 May 2015, ITF member country ministers meet for their 2015 Summit in Leipzig, Germany, on the theme of "Transport, Trade and Tourism: Mobility for a connected world".

We look forward to your active support in making sustainable transport an active part of the post-2015 development agenda.

With best regards,

Cornie Huizenga
Secretary General, SLoCaT Partnership

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Annex 1: Members Partnership on Sustainable, Low Carbon Transport Supporting the Letter

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