



Shanghai, 31 January 2012

Subject: Including Sustainable Mobility in “The Future We Want” Zero Draft Outcome Document Rio+20 United Nations Conference on Sustainable Development

Improved access to markets, jobs, schools and health facilities are essential to make progress in realizing the Millennium Development Goals (MDGs). Yet, the Zero Draft outcome document of the Rio+20 UN Conference on Sustainable Development so far has not identified sustainable mobility as a priority area for sustainable development.

Economic development, social inclusion, environmental protection are prerequisites for sustainable development, Yet they all rely on sustainable transport systems. Much of the increase in transport related energy use will come from the developing world, and road accidents are already responsible for 1.4 million deaths and affect a further 14 million people through injuries not to mention the extensive local air pollution that is attributed to transport.

To set out a more sustainable development path for the transport sector, especially in developing countries, the international transport community has come together through the Partnership for Sustainable, Low Carbon Transport (www.slocat.net). SLoCaT, with over 60 member organizations (UN organizations, multilateral development banks, technical cooperation agencies, NGOs, research organizations and other organizations), is the leading multi-stakeholder network on sustainable transport and mobility in developing countries.²

The SLoCaT Partnership has been encouraged in its efforts to promote sustainable mobility by the recent endorsements recognizing the vital importance of sustainable transportation in advancing sustainable development, including the *Bangkok 2020 Declaration on Sustainable Transport*, endorsed by 22 Asian countries,³ the *Bogota Declaration on Sustainable Transport*, endorsed by 9 Latin American nations,⁴ as well as the *Amsterdam Declaration on Sustainable Transport* endorsed by 36 countries in Europe, Central Asia and Northern America.⁵ There were also 246 submissions transport related inputs to the compilation document for Rio+20 and around half the countries that provided inputs made reference to this topic in their own submissions.

Secretary General Ban Ki-Moon launched on 25 January, 2012 a 5 Year Action Plan for his second term which includes the development and implementation of a post-2015 sustainable development framework. The UN system will be mobilized to support global, regional and national strategies to address 5 building blocks of sustainable development one of which is sustainable transport.⁶

We believe that Rio+20 and its follow-up can greatly facilitate and catalyze the promotion of sustainable mobility in developing countries by: (a) acknowledging the critical role that improved mobility and access play in securing a prosperous, secure and sustainable future for the planet and the realization of the Millennium Development Goals referred to in the preamble of the Zero Draft Outcome Document; and (b) providing guidance to countries and other stakeholders working on transport regarding effective ways they can contribute to the realization of sustainable mobility.

² See Annex 1 for an overview of the full membership of the SLoCaT Partnership

³ See: http://www.uncrd.or.jp/env/5th-regional-est-forum/doc/bangkok_declaration.pdf

⁴ See: <http://www.uncrdlac.org/fts/BogotaDeclaration.pdf>

⁵ See: http://www.unece.org/fileadmin/DAM/thepep/en/hlm/documents/2009/Amsterdam_Declaration_ENG.pdf

⁶ See: http://www.un.org/sg/priorities/sg_agenda_2012.pdf

In Annex 3 to this letter we make a number of suggestions on incorporating sustainable mobility in the Draft Outcome Document by making this an additional priority area under the Green Economy and one of the priority areas to be covered by a Sustainable Development Goal. This is justified we feel considering the critical importance of improved mobility and access in realizing the MDG. We hope that you will consider this in making your comments on the Zero Draft of the outcome document.

Including sustainable mobility as an additional priority area or cross cutting issue in the Rio+20 outcome will better enable international knowledge-sharing on this topic (see para. 33 of Zero Draft document) and facilitate countries' green economy policy design and implementation. It would do this by:

- a) Facilitating the development, adoption and implementation of **policy and financing frameworks** that enable more sustainable mobility and strengthen intergovernmental policy processes on environmentally sustainable transport;
- b) Mobilizing **financial support** for sustainable mobility policies, programs and projects through: (i) the re-orientation of transport related financial assistance by multi- and bi-lateral development banks (currently about \$ 25-30 billion) per year, (ii) leveraging private sector funding, and (iii) enhancing use of special climate funding in support of sustainable mobility;
- c) Developing and implementing of **knowledge management and capacity building programs** in support of sustainable mobility by development agencies, research organizations, and NGOs working on sustainable mobility.

Please do not hesitate to contact us in case you would like to have further information. You can contact me at cornie.huizenga@slocatpartnership.org.

With best regards on behalf of the SLoCaT Partnership.

Cornie Huizenga



Joint Convener, SLoCaT Partnership



Annex 1: Members Partnership on Sustainable, Low Carbon Transport

- African Development Bank (AfDB)
- Alliance to Save Energy (ASE)
- Asian Development Bank (ADB)
- Corporación Andina de Fomento (CAF)
- Believe Sustainability
- Cambridge Systematics Inc
- Center for Clean Air Policy (CCAP)
- Centre for Environment Planning & Technology (CEPT), Ahmedabad
- Center for Science and Environment (CSE)
- Center for Sustainable Transport (CTS) Mexico
- Center for Transportation and Logistics Studies (PUSTRAL), Gadjah Mada University
- Civic Exchange (CE)
- Clean Air Initiative for Asian Cities (CAI-Asia) Center
- Clean Air Institute (CAI)
- Dutch Cycling Embassy (DCE)
- German Technical Cooperation (GIZ)
- Ecofys
- EMBARQ, The WRI Center for Sustainable Transport
- Energy Research Center Netherlands (ECN)
- European Bank for Reconstruction and Development (EBRD)
- European Institute for Sustainable Transport (EURIST)
- European Cyclists' Federation (ECF)
- Fraunhofer- Institute for Systems and Innovation Research (ISI)
- Global Environmental Facility (GEF)
- Global Transport Knowledge Partnership (gTKP)
- Global Urban Development (GUD)
- HealthBridge
- Hong Kong Shanghai Bank (HSBC)
- Inter-American Development Bank (IDB)
- International Association for Public Transport (UITP)
- International Energy Agency (IEA)
- International Transport Forum (ITF)
- International Union for the Conservation of Nature (IUCN)
- International Union of Railways (UIC)
- Institute for Global Environmental Strategies (IGES)
- The Institute for Transport Studies, University of Leeds, UK
- Institute of Urban Transport India (IUTI)
- Institute for Transport Policy Studies (ITPS)
- Institute for Transportation & Development Policy (ITDP)
- Institute of Transport Studies (ITS), University of California, Davis
- Korean Transport Institute (KOTI)
- Ministry of Land Infrastructure Transport and Tourism, Japan
- Mobility Magazine
- National Center for Transportation Studies (NCTS), Philippines
- Rockefeller Foundation
- Society of Indian Automotive Manufacturers (SIAM)
- Stockholm Environment Institute (SEI)
- Tehran Urban and Suburban Railway operation Company (TUSROC)
- The Energy and Resources Institute (TERI)
- Transport and Environment (T+E)
- Transport Research Laboratory (TRL)
- United Nations Center for Regional Development (UNCRD)
- United Nations Department for Economic and Social Affairs (UN-DESA)
- United Nations Environment Program (UNEP)
- University College of London, Department of Civil, Environmental and Geomatic Engineering
- University of Transport and Communication (UTCC) Hanoi
- University of Twente/ITC (UT/ITC)
- VEOLIA Transport
- Victoria Transport Policy Institute (VTPI)
- Volvo Research and Education Foundations (VREF)
- World Streets
- Wuppertal Institute
- WWF International

Annex 2: Facts and Figures on Transport and Sustainable Development

Social Sustainability of the transport sector

- Over a billion urban citizens in the developing world do not have access safe sidewalks or bicycle facilities even though these modes make up the majority of their trips. For example, in Delhi India, 95% of trips by the urban poor are made by walking or cycling or by different forms of public transport.
- Traffic deaths are currently the ninth leading cause of death worldwide but are expected to rise 80% by 2020 and to be the fifth leading cause of death—greater than deaths from AIDS, lung cancer, diabetes, or war by 2030.
- 1.2 Million people are killed and 50 million injured every year on the world's roads, over 90 percent of which occur in developing countries, even though they contain less than half of the world's roads. Half of traffic deaths are pedestrians, cyclists, and other "vulnerable road users."
- Traffic deaths are the biggest killer of people aged 15-29 years of age, impacting the most economically productive members of our communities.
- Only 8 percent of the \$409 billion that the world spent in 2010 to subsidize fossil fuel consumption went to the poorest 20 percent of the population.

Environmental Sustainability of the transport sector

- Urban air pollution causes 1.3 million deaths worldwide per year according to the WHO. 1,100 cities globally have average concentrations of particulate matter that exceed WHO's minimum Air Quality Guidelines. The contribution of transport to urban air pollutants can be as high as 80%.
- A quarter of all energy-related greenhouse gas emissions come from transportation, which is now the fastest growing source of GHGs in the world.
- Transport is key to climate change: according to the IPCC GHGs must be cut by 50–85 percent by 2050 (relative to year 2000) as part of the 2° Celsius scenario, yet current trends show transport GHGs will increase 80-150% percent by 2050 with the bulk of the growth in emissions coming from private motor vehicles in developing countries.

Economic Sustainability of transport sector

- Globally congestion accounts for billions of dollars in lost productivity and fuel. For example in 2010 congestion in American cities accounted for economic losses estimated at \$ 101 billion.
- 50% of heavy trucks driving around China are empty, wasting money and fuel, due to poor logistic and management capacity.
- The average commute time in Lima, Peru is 4 hours, leads to a loss of productivity of approximately \$6.2 billion, about 10 per cent of GDP, every year.
- 2-3% of GDP in higher income countries and as much as 5% of GDP in lower income countries is lost due to vehicle crashes.
- Fossil fuel subsidies, amounting to \$ 400 billion per year, increase national economic exposure to volatile oil prices and decreasing national energy security.
- The combined economic cost of air pollution, road accidents and worsening congestion in many of the cities in the developing world ranges from 5-10% of GDP according to a recent UNEP report

Annex 3: Suggested Text on Sustainable Mobility in Zero Draft Outcome Document

III. Green Economy in the context of sustainable development and poverty eradication

A. Framing the context of the green economy, challenges and opportunities

25. We are convinced that a green economy in the context of sustainable development and poverty eradication should contribute to meeting key goals – in particular the priorities of poverty eradication, food security, sound water management, [*sustainable mobility*], universal access to modern energy services, sustainable cities, management of oceans and improving resilience and disaster preparedness, as well as public health, human resource development and sustained, inclusive and equitable growth that generates employment, including for youth. It should be based on the Rio principles, in particular the principle of common but differentiated responsibilities, and should be people-centred and inclusive, providing opportunities and benefits for all citizens and all countries.

V. Framework for action and follow-up

A. Priority/key/thematic/cross-sectoral issues and areas

After para. 71 add a new section:

Transport

xx. We acknowledge the critical importance of universal access to safe, clean and affordable mobility to enable economic development in support of poverty eradication, and social development in support of human development.

xx. We believe that a global commitment to sustainable mobility requires the implementation of a set of best practices and strategies contained in a new sustainable transport policy paradigm for passenger and freight transport, known as “Avoid, Shift, Improve” (ASI). ASI Best Practices focus on access while avoiding unnecessary motorized trips with smarter land use planning, pricing, and technology; shifting trips to more sustainable modes through price incentives, better information, and improved service quality; and improving vehicle efficiency with cleaner fuels, improved network management, and more efficient vehicle technology. All the elements of ASI have been demonstrated at scale.

V. Framework for action and follow-up

B. Accelerating and measuring progress

107. We propose that the Sustainable Development Goals could include sustainable consumption and production patterns as well as priority areas such as oceans; food security and sustainable agriculture; sustainable energy for all; [*sustainable mobility*]; water access and efficiency; sustainable cities; green jobs, decent work and social inclusion; and disaster risk reduction and resilience.