



Shanghai, 4 April

Subject: Key Recommendations on the Integration of Sustainable Mobility in the Rio+20 Process

Many countries participating in the recent informal negotiations in New York on the *Zero Draft Outcome Document for the Rio+20 Conference* agreed that transport plays an important role in the transition towards a green economy and sustainable development. Following interventions by several groups and countries including but not limited to the European Union, G77, Mexico, and the United States, **Sustainable Transport** is now mentioned as a key thematic area in the Framework for Action in Section V of the latest negotiating draft.

The relevance of transport to the green economy theme of Rio+20 is also explained in the recent *Issues Brief: Sustainable, Low Carbon Transport in Emerging and Developing Economies* produced jointly by the UNCSO Secretariat and the Partnership for Sustainable, Low Carbon Transport (SLoCaT). We attach this for your information. As it states:

A stronger focus on public transport and non-motorized transport will strengthen access for low income groups. Reduced congestion and air pollution, as well as improved road safety, can translate into economic savings equal to several percentage points of GDP. Since transport has such large and broad externalities, it makes the transport sector one of the most promising sectors in terms of its impact on the implementation of a green economy. Long-term economic and social benefits, including improved health due to reduced pollution, can be achieved through investment in infrastructure and planning, while simultaneously creating valuable jobs.

Maintain sustainable transport as a separate thematic area in the outcome document. The current negotiating draft leaves open whether to deal with transport as part of one of the existing thematic areas or to make it a separate thematic area. We feel it is important to consider transport as a topic in its own right. Dealing with transport as part of the energy sector tends to overemphasize both technological solutions because of their direct relationship to energy consumption, and the environmental dimension of transport sustainability. As social and economic issues, road safety and affordability of public transport are of great importance for the overall sustainability of the transport sector, but are often ignored when transport is viewed strictly as an energy and urban issue. Similarly, the need for improved transport services in rural areas in support of better access to markets, health and educational facilities are mostly ignored when transport is treated simply as part of the urban and energy sectors. Freight and logistics — which to a large extent are national processes — are also often ignored when transport is addressed as a subset of urban and energy issues. We call on you therefore to deal with sustainable transport as a separate thematic area in the outcome document.

Make sustainable transport the subject of a separate Sustainable Development Goal (SDG). The intention of the SDGs is to provide goals, targets and milestones in support of measuring and accelerating progress towards sustainable development in a manner which integrates the three dimensions of sustainable development, and is consistent with the principles of Agenda 21. Transport is a major sector in its own right, cutting across geographical scales, with its own institutions, policies and regulatory frameworks as well as budgets. Dividing transport across different SDGs is likely to result in

fragmentation of efforts to promote sustainable transport. Considering the key role of transport in providing access to goods and services, this is likely to slow down the transition to the green economy. Thus it is important to have a dedicated transport SDG.

Press for focused institutional support for sustainable transport in developing countries.

Achieving universal access to clean, safe, and affordable transport will require much greater institutional capacity building and technical support commitments, as well as reallocation of some resources from unsustainable transport into more sustainable investments especially, in developing countries, with better data and monitoring. This should be specifically acknowledged in the Rio+20 outcome document. Large investment flows in the transport sector remain guided by failing institutional structures and when combined with misguided pricing and subsidy structures in many countries, these lock-in unsustainable patterns of development at a local and national level, increasing the level of urgency to these efforts.

Sustainable Transport Poised for Visibility at Rio+20. We want to make use of this opportunity to inform you on some of the many preparatory activities undertaken by the SLoCaT Partnership and its members (see Annex 1 for list of members) in support of the Rio+20 process and its follow-up:

- a) A multi-stakeholder working group of SLoCaT members and associated experts is developing a roadmap for sustainable transport for the period 2012-2030 which proposes a definition, indicators and targets for sustainable transport in the context of sustainable development and a transition towards a green economy. Initial results of the Roadmap will be available by June 2012 and will be presented at Rio+20 and should help in clarifying the discussion on a possible transport SDG;
- b) Development of a joint statement on sustainable transport by Multilateral Development Banks including the Asian Development Bank (ADB), the Inter-American Development Bank (IDB), the Latin American Development Bank (CAF) and the World Bank, joined by others. It is intended that this joint statement will be entered as a voluntary commitment; at the same time the SLoCaT partnership is developing other voluntary commitments with its members. These voluntary commitments can be of great help in implementing the outcomes of Rio+20 for sustainable transport;
- c) Design of an institutional framework to promote sustainable transport in developing and emerging economies which links the Rio+20 process to the elaboration of a post-2015 framework for sustainable development as proposed by Secretary General Ban Ki-moon in his *United Nations 2012-2016 Action Agenda*. It is intended that this institutional framework will make significant contributions to the knowledge sharing and capacity building mechanisms called for in the *Draft Outcome Document for Rio+20*.

You can follow the Rio+20 related activities of the SLoCaT Partnership at <http://www.slocat.net/rio-plus-20>. Please do not hesitate to contact us should you require further information.

With best regards on behalf of the SLoCaT Partnership,

Cornie Huizenga
Joint Convener, SLoCaT Partnership