

FOR PARTICIPANTS ONLY
April 2013
ENGLISH ONLY

UNITED NATIONS
CENTRE FOR REGIONAL DEVELOPMENT

In collaboration with

Ministry of Transportation, Government of Indonesia
World Health Organization South-East Asia Regional Office (WHO/SEARO)
Ministry of the Environment, Government of Japan

**SEVENTH REGIONAL ENVIRONMENTALLY SUSTAINABLE TRANSPORT (EST)
FORUM IN ASIA & GLOBAL CONSULTATION ON SUSTAINABLE TRANSPORT IN
THE POST 2015- DEVELOPMENT AGENDA, 22-25 APRIL 2013, BALI, INDONESIA**

**HOW EST CAN CONTRIBUTE TO RIO+20 OUTCOMES – “THE FUTURE WE WANT”
(EST Session 1 of the Programme)**

Final version 15 June 2013

This background paper has been prepared by Cornie Huizenga, for the seventh Regional EST Forum in Asia. The views expressed herein are those of the author only and do not necessarily reflect the views of the United Nations.

Executive Summary

1. The next years up to 2015 will be critical in determining global development priorities. Following the 2012 United Nations Conference on Sustainable Development (Rio+20) the global development community is currently discussing the goal framework for sustainable development in the post 2015 period. At the same time efforts are also underway as part of the United Nations Framework Convention on Climate Change to complete by 2015 a new global climate change agreement that would come in force by 2020.
2. The global discussion on sustainable transport received an important boost from the Rio+20 conference. Sustainable transport was included as a separate priority for future action in “The Future We Want”, the outcome document of the Rio+20 conference. In addition sustainable transport ranked first in dollar terms in Voluntary Commitments (VC) made at the Rio+20 conference.
3. The vision of the Environmentally Sustainable Transport Initiative as embodied in the Bangkok 2020 Declaration on Sustainable Transport is very much in line with the vision of The Future We Want. Both documents make specific reference to the economic, social and environmental dimensions of sustainable development. Both processes have in common that they emphasize the need for development while at the same time stressing the need for a development path, which minimizes the negative externalities of development.
4. Countries taking part in the EST initiative can make use of the goals set out in the Bangkok Declaration to implement the general objectives on sustainable transport set out in The Future We Want. This is important as the Rio+20 outcome document, out of necessity is not able to go into much sectoral detail.
5. Countries working on the implementation of the Bangkok Declaration are not just contributing towards realizing the objectives set for sustainable transport but will also make important contributions to realizing the objectives set in other key developmental areas including but not limited to urban development, health, education, trade and rural development.
6. Following the principles of the Bangkok Declaration will also enable countries to make an important contribution towards strengthening of the resilience of cities, even though this is not a specific goal mentioned in the Bangkok Declaration.
7. Important discussions are ongoing following the Rio+20 Conference on the detailed formulation of the post 2015 development framework. Some of these are conducted under the auspices of the Secretary General while others are country driven. It is encouraging to see that in addition to broad-based processes dealing with all aspects of sustainable development that there are also transport specific processes both as part of the Secretary General’s efforts as well as part of country driven processes.

8. The EST initiative and the associated regional EST Forums in Asia, Africa and Latin America can inform these global processes on sustainable development and sustainable transport on the consensus building that has taken place already on how to best integrate the economic, social and environmental dimensions of sustainable transport. This can help to ensure that sustainable transport is not being overlooked in the detailed discussions on the post 2015 development framework. At the same time the EST initiative and the regional EST Forums can also benefit from the global processes on sustainable development and sustainable transport. It is to be expected that member countries of the EST initiative will further strengthen their commitment to and engagement in the EST process if sustainable transport is acknowledged as an integral part of the post 2015 development framework.

9. The Secretary General in his guidance to the High Level Panel of Eminent Persons on the post 2015 Development Agenda asked them to “prepare a bold yet practical development vision to present to Member States next year”. For the transport sector to be able to realize its critical contribution to sustainable development a bold and transformational agenda will be required as well. Such an agenda should enable the developmental potential of the transport sector (more access to goods and services or energy) while at the same time limiting or eliminating the negative externalities associated with development of the transport sector. This can be achieved through: “Universal Access to Safe, Clean and Affordable Transport for All”.

10. This overall goal for transport is very much in line with the goals listed in the Bangkok and Bogota Declarations on Sustainable Transport. It is also in line with the vision of Zero Congestion, Zero Pollution, and Zero Accidents, which the draft Declaration for the 7th EST Forum indicates should guide the development of the next generation of transport infrastructure and systems in the Asia Pacific Region.

Table of Content

Executive Summary2

Table of Content4

List of Abbreviations5

1. Introduction.....6

2. EST Initiative and Rio+20 Outcome – “The Future We Want”7

3. EST Initiative and the Post-2015 Development Processes 15

4. Goal Setting on Sustainable Transport 27

List of Abbreviations

BD	Bangkok Declaration
CSD	Commission on Sustainable Development
EST	Environmentally Sustainable Transport
FTS-LAC	Foro de Transporte Sostenible
GHG	Greenhouse Gases
HLG-ST	High Level Group on Sustainable Transport
HLP	High Level Panel of Eminent Persons on Post-2015 Development Framework
MDG	Millennium Development Goal
NMT	Non-motorized Transport
OWG	Open Working Group
SDG	Sustainable Development Goal
SG	Secretary General
SE4ALL	Sustainable Energy for All
SLoCaT	Partnership on Sustainable, Low Carbon Transport
TWG	Technical Working Group
UN	United Nations
UN DESA	United Nations Department for Economic and Social Affairs
UNCRD	United Nations Center for Regional Development
VC	Voluntary Commitment

1. Introduction

1. The Environmentally Sustainable Transport (EST) Initiative was established in 2004 by the United Nations Center for Regional Development (UNCRD) with the financial support of the Ministry of the Environment of Government of Japan. The Initiative aims to establish a regional intergovernmental process on EST in the Asian region through the hosting of periodic Regional EST Forums, annually. A unique characteristic of the EST process is that it brings Ministries of Transport and Environment together and more recently also Ministries of Health, under a single umbrella to discuss policy issues concerning multi-sectoral transport, environment, public health and safety, including climate implications. A key milestone for the Asian EST process was the adoption of the Bangkok 2020 Declaration (2010-2020), which was the first intergovernmental agreement on environmentally sustainable urban transport with a set of clear time-bound goals.

2. Following the success of the Asian EST Forum, a similar type of process was created in Latin America: “Foro de Transporte Sostenible” (FTS-LAC), and discussions are underway to establish a similar type of intergovernmental process in Africa. Altogether, this means that from 2014 onwards, regular intergovernmental dialogs on environmentally sustainable transport will take place in Africa, Asia and Latin America. This will be a major step forward in the development and implementation of policies on environmentally sustainable transport.

3. This is a timely development. The next years up to 2015 will be critical in determining global development priorities. Following the 2012 United Nations Conference on Sustainable Development (Rio+20) the global development community is currently discussing the formulation and implementation of Sustainable Development Goals (SDGs), which would complement or replace the Millennium Development Goals (MDGs), which are running out in 2015. The discussion on SDGs is part of a wider effort, led by Secretary General Ban Ki Moon, to define the post 2015 framework for sustainable development. At the same time efforts are also underway as part of the United Nations Framework Convention on Climate Change to complete by 2015 a new global climate change agreement that would come in force by 2020.

4. The global discussion on sustainable transport received an important boost from the Rio+20 Conference. Following a sustained outreach campaign by the sustainable transport community, sustainable transport was included as a separate priority for future action in “The Future We Want”, the outcome document of the Rio+20 conference. Paragraph 134 states: “Transportation and Mobility are central to Sustainable Development”. In addition sustainable transport ranked first in dollar terms in Voluntary Commitments (VC) made at the Rio+20 conference this thanks to the

unprecedented \$ 175 billion VC for more sustainable transport made by the world's eight largest multilateral development banks.¹

5. This background paper looks at how EST could contribute towards the Rio+20 Outcome – *The Future We Want* and at the same time how the sustainable transport related outcomes of the Rio+20 conference can be used to further strengthen the UNCRD led EST initiative and the respective EST Forums in Asia, LAC and Africa. In order for the EST initiative to be more meaningful for the beneficiary countries, it needs to build on and complement other local, regional and national initiatives. Considering the prominence of the Rio+20 process and its outcome it makes good sense for the EST initiative to draw inspiration from the Rio+20 outcomes in developing its future strategy.

6. If the EST initiative will be able to make good use of the Rio+20 outcomes this will also help the credibility of the Rio+20 process.

7. Rio+20 was in June 2012. Since then the global community has already taken important steps in moving forward in the implementation of recommendations of Rio+20. Several of the processes announced at Rio+20 have now commenced. In the same manner that it is important to look at the linkages between the EST initiative and the Rio+20 outcomes it is also important how the EST initiative are linked to, or can possibly support, the processes and initiatives that are at play in support of the discussion on the post-2015 development agenda.

8. Finally, the 7th Regional EST Forum is focusing on: “*Vision 3 Zero's - Zero Congestion, Zero Pollution and Zero Accidents*” as characteristics of next generation transport systems. How does this specific vision relate to the wider discussion on the post 2015 development framework? The Partnership on Sustainable, Low Carbon Transport (SLoCaT) has put forward that realizing sustainable development will not be possible if there is no “Universal Access to Clean Safe and Affordable Transport”.

2. EST Initiative and Rio+20 Outcome – “The Future We Want”

9. The outcome document of Rio+20: “The Future We Want” is a negotiated document among United Nations (UN) member states that resulted from a process, which kicked off with a Zero Draft of the document published on January 10.² Initially it appeared that the desire to have a short document would be at the expense of several important themes including sustainable transport. The Zero draft of the document only had a short reference to sustainable transport as part of the section on cities.

Box 1: Coverage of Sustainable Transport in Earlier Global Conferences on Sustainable Development

Various references could already found in Agenda 21, the outcome of the initial 1992

¹ See <http://sustainabledevelopment.un.org/index.php?menu=1348>

² See <http://www.slocat.net/rio20-negotiations> for an overview of the negotiations on “The Future We Want”.

United Nations Conference in Environment and Development on the need to make transport more sustainable. This refers to especially to environmental and social sustainability. References can be found mainly in Section 1 of Agenda 21:

- Section 1, Chapter 4: Sustainable Consumption
- Section 1, Chapter 6: Protecting and Promoting Human health
- Section 1, Chapter 7: Promoting Sustainable Human Settlement Development
- Section 1, Chapter 8: Integrating Environment & Development in Decision-Making
- Section 2, Chapter 9: Protection of the Atmosphere

The Johannesburg Plan of Implementation, the outcome document of the 2002 World Summit on Sustainable Development followed the example of Agenda 21 in emphasizing the need for sustainable transport. Reference was made to climate change while discussing the environmental aspects of transport.

- Johannesburg Plan of Implementation, Chapter 3, Changing unsustainable patterns of consumption and production

One of the outcomes of the 1992 Rio conference was the Commission on Sustainable Development (CSD), which reviewed the implementation of the 1992 Rio conference. Sectors and themes were reviewed in two-year cycles. The CSD Decision 9/3 (2003), which had a focus on Transport stated among the many points elaborated, that “there is a strong need for adequate and efficient, economically viable, socially acceptable and environmentally sound transport systems, especially in developing countries, where accessibility and affordability are important for the eradication of poverty, improving access to social services and access to employment opportunities. Prospects for achieving sustainable development depend on taking transport into account in urban and rural planning, public infrastructure decisions, and policies and measures to eradicate poverty and promote gender equality.”

Discussions in the CSD in 2011 again emphasized the importance of sustainable transport. However, due to lack of agreement on other issues no formal decision resulted from this session.

10. “The Future We Want” consists of six chapters:

- I. Our common vision
- II. Renewing political commitment
- III. Green economy in the context of sustainable development and poverty eradication
- IV. Institutional framework for sustainable development
- V. Framework for action and follow-up
- VI. Means of Implementation

2.1 Linkage Bangkok Declaration 2020 Goals to the Future We Want

11. Table 1 highlights the parts of the document that are relevant for the Asian EST Forum and links the selected parts of “The Future We Want” to corresponding goals in the Bangkok 2020 Declaration (see Table 2 for a summary of the goals in the Bangkok Declaration) and the EST initiative process.

Table1: Linkages between Rio+20 Outcome and Environmentally Sustainable Transport Initiative

Transport Relevant Action Elements “The Future We Want”	Corresponding Elements Environmentally Sustainable Transport (EST) Initiative
III. Green economy in the context of sustainable development and poverty eradication	
We consider green economy in the context of sustainable development and poverty eradication as one of the important tools available for achieving sustainable development and that it could provide options for policymaking but should not be a rigid set of rules (par. 56).	Bangkok Declaration emphasizes the need to develop transport sector in support of economic and social development while minimizing negative social, economic and environmental externalities
V. Framework for Future Action: (A) Thematic and Cross-sectoral Issues	
<i>Goal – target setting</i>	
We recognize that goals, targets and indicators, including where appropriate gender-sensitive indicators, are valuable in measuring and accelerating progress. (par. 104)	Not specifically linking to any of the goals but rather supports the concept of goal setting of the Bangkok Declaration and underlines the importance of indicators
<i>Information sharing</i>	
We further note that progress in the implementation of the actions stipulated below can be enhanced by voluntarily sharing information, knowledge and experience. (par. 104)	BD- 19. Ensure wide-spread distribution of information and awareness on sustainable transport to all levels of government and to the public
<i>Sustainable energy</i>	
We reaffirm support for ...low emission technologies, advanced energy technologies including cleaner fossil fuel technologies. (par. 127)	BD-8. Diversify towards more sustainable transport fuels and technologies BD-9. Progressive standards for fuel quality, fuel efficiency, and tailpipe emissions
We recognize that improving energy efficiency, increasing the share of renewable energy and cleaner and energy-efficient technologies are important for sustainable development, including in addressing climate change (par. 128)	BD-8. Diversify towards more sustainable transport fuels and technologies BD-9. Progressive standards for fuel quality, fuel efficiency, and tailpipe emissions
We also recognize the need for energy efficiency measures in urban planning, buildings and transportation (par. 128)	BD – 1. Integrate land-use and transport planning, processes and related institutional arrangements at the local, regional, and national levels BD – 2. Achieve mixed-use development and medium-to-high densities along key corridors within cities through smart growth policies
<i>Sustainable Transport</i>	
We note that transportation and mobility are central to sustainable development. Sustainable	

Transport Relevant Action Elements “The Future We Want”	Corresponding Elements Environmentally Sustainable Transport (EST) Initiative
<p>transportation can enhance economic growth and improve accessibility. Sustainable transport achieves better integration of the economy while respecting the environment. (par.132)</p> <p>We recognize the importance of the efficient movement of people and goods, and access to environmentally sound, safe and affordable transportation as a means to improve social equity, health, resilience of cities, urban-rural linkages and productivity of rural areas. (par. 132)</p>	<p>BD-7. Significant shifts to more sustainable modes for inter-city passenger and goods transport</p>
<p>In this regard, we take into account road safety as part of our efforts to achieve sustainable development. (par. 132)</p> <p>We support the development of sustainable transport systems, including energy efficient multi-modal transport systems, notably public mass transportation systems, clean fuels and vehicles, as well as improved transportation systems in rural areas. (par. 133)</p>	<p>BD-13. Zero-tolerance policy with respect to roadway safety</p> <p>BD-5. Implement high-quality public transport services on dedicated infrastructure along major city corridors</p> <p>BD-7. Significant shifts to more sustainable modes for inter-city passenger and goods transport</p>
<p>We recognize the need to promote an integrated approach to policymaking at the national, regional and local levels for transport services and systems to promote sustainable development. (par. 133)</p> <p>We also recognize that the special development needs of landlocked and transit developing countries need to be taken into account while establishing sustainable transit transport systems. We acknowledge the need for international support to developing countries in this regard. (par. 133)</p>	<p>BD-6. Transportation Demand Management (TDM) measures, including pricing measures that internalize congestion and pollutant costs, measures aimed at gradually eliminating subsidies</p>
<p><i>Sustainable cities and human settlements</i></p>	
<p>We recognize that, if they are well planned and developed, including through integrated planning and management approaches, cities can promote economically, socially and environmentally sustainable societies (par. 134)</p>	<p>BD – 1. Integrate land-use and transport planning, processes and related institutional arrangements at the local, regional, and national levels</p> <p>BD – 2. Achieve mixed-use development and medium-to-high densities along key corridors within cities through smart growth policies</p>
<p>We underline the importance of considering disaster risk reduction, resilience and climate risks in urban planning (par. 135).</p> <p>We also commit to promote sustainable development policies that support ... affordable and sustainable transport and energy (par. 135)</p>	<p>BD-12. Improved freight transport efficiency through policies, programmes, and projects on freight vehicle technology, fleet control and management systems, and logistics and supply chain management</p>
<p>We recognize the important role of municipal governments in setting a vision for sustainable cities, including by ... developing sustainable, locally appropriate transport systems (par. 136).</p> <p>We further recognize the importance of mixed-use planning and of encouraging non-motorized</p>	<p>BD-4. Non-motorised transport (NMT) components in transport master plans and</p>

Transport Relevant Action Elements “The Future We Want”

mobility, including by promoting pedestrian and cycling infrastructures (par. 136).

Corresponding Elements Environmentally Sustainable Transport (EST) Initiative

prioritize transport infrastructure investments to NMT

Health and Population

We recognize that reducing, inter alia, air, water and chemical pollution leads to positive effects on health (par. 141).

BD-9. Progressive standards for fuel quality, fuel efficiency, and tailpipe emissions
BD -10. Annual vehicle inspection and maintenance checks
BD-14. Monitoring of the health impacts from transport emissions and noise
BD-15. Establish progressive and enforceable air quality and noise standards and mandate monitoring and reporting

Promoting full and productive employment, decent work for all and social protection

We call on countries to enhance infrastructure investment for sustainable development and we agree to support United Nations funds, programmes and agencies to help assist and promote the efforts of developing countries, particularly the least developed countries, in this regard (par. 149)

BD-18. Create innovative financing mechanisms for sustainable transport infrastructure and operations, including consideration of carbon markets, parking levies, fuel pricing, time-of-day automated road user charging, and PPPs such as land value capture

Landlocked developing countries

We invite Member States, including development partners, organizations of the United Nations system and other relevant international, regional and sub-regional organizations, to speed up further the implementation in a better coordinated manner, in particular for the construction, maintenance and improvement of their transport, storage and other transit-related facilities, including alternative routes, completion of missing links and improved communications and energy infrastructure, so as to support the sustainable development of landlocked developing countries (par 182).

BD-12. Improved freight transport efficiency through policies, programmes, and projects on freight vehicle technology, fleet control and management systems, and logistics and supply chain management

Africa

We call on the international community to enhance support and fulfill commitments to advance action in areas critical to Africa’s sustainable development and welcome the efforts by development partners to strengthen cooperation with the New Partnership for Africa’s Development (par. 184)

EST Initiative is expected to be expanded to Africa through the setting up of a regional EST Forum in Africa

Regional Efforts

We recognize, in this regard, that important steps have been taken to promote sustainable development, in particular in the Arab region, Latin America and the Caribbean and the Asia-Pacific region, through relevant forums, including within the United Nations regional commissions. While noting that challenges remain in several areas, the international community welcomes

Transport Relevant Action Elements “The Future We Want”

Corresponding Elements Environmentally Sustainable Transport (EST) Initiative

these efforts, and the results already achieved, and calls for actions at all levels for their further development and implementation (par. 185).

Climate Change

We emphasize that adaptation to climate change represents an immediate and urgent global priority (par. 190)

We note with grave concern the significant gap between the aggregate effect of mitigation pledges by parties in terms of global annual emissions of greenhouse gases by 2020 and aggregate emission pathways consistent with having a likely chance of holding the increase in global average temperature below 2° C, or 1.5° C above pre-industrial levels (par. 191)

BD-16. Mitigate the causes of global climate change and to fortify national energy security, and conduct a full inventory of all GHGs emitted from the transport sector

Sustainable Consumption and Production

Countries reaffirm the commitments they have made to phase out harmful and inefficient fossil fuel subsidies that encourage wasteful consumption and undermine sustainable development. We invite others to consider rationalizing inefficient fossil fuel subsidies by removing market distortions, including restructuring taxation and phasing out harmful subsidies, where they exist, to reflect their environmental impacts, with such policies taking fully into account the specific needs and conditions of developing countries, with the aim of minimizing the possible adverse impacts on their development and in a manner that protects the poor and the affected communities (par. 225).

Gender Equality and Women’s Empowerment

We commit to actively promote the collection, analysis and use of gender-sensitive indicators and sex-disaggregated data in policy, programme design and monitoring frameworks, in accordance with national circumstances and capacities, in order to deliver on the promise of sustainable development for all (par 239).

BD-17. Adopt social equity as a specific design criteria in the development and implementation of transport initiatives

V. Framework for Future Action: (B) Sustainable Development Goals

We further recognize the importance and utility of a set of sustainable development goals, based on Agenda 21 and the Johannesburg Plan of Implementation, which fully respect all the Rio Principles, taking into account different national circumstances, capacities and priorities, are consistent with international law, build upon commitments already made, and contribute to the full implementation of the outcomes of all major summits in the economic, social and environmental fields, including the present

Transport Relevant Action Elements “The Future We Want”	Corresponding Elements Environmentally Sustainable Transport (EST) Initiative
<p>outcome document (par. 246). We recognize that progress towards the achievement of the goals needs to be assessed and accompanied by targets and indicators, while taking into account different national circumstances, capacities and levels of development (par. 250).</p>	
<p>VI. Means of Implementation: (A) Finance</p>	
<p>We recognize that greater coherence and coordination among the various funding mechanisms and initiatives related to sustainable development are crucial (par 262).</p>	<p>BD-20. Develop dedicated and funded institutions that formally address sustainable transport and land-use policies and implementation</p>
<p>VI. Means of Implementation: (C) Capacity Development</p>	
<p>We invite all relevant agencies of the United Nations system and other relevant international organizations to support developing countries and, in particular, the least developed countries in capacity-building for developing resource-efficient and inclusive economies, including through: (a) Sharing sustainable practices in various economic sectors; (b) Enhancing knowledge and capacity to integrate disaster risk reduction and resilience into development plans; (c) Supporting North-South, South-South and triangular cooperation for the transition to a resource-efficient economy; (d) Promoting public-private partnerships (par. 280).</p>	<p>BD-18. Create innovative financing mechanisms for sustainable transport infrastructure and operations, including consideration of carbon markets, parking levies, fuel pricing, time-of-day automated road user charging, and PPPs such as land value capture BD-19. Ensure wide-spread distribution of information and awareness on sustainable transport to all levels of government and to the public</p>
<p>VI. Means of Implementation: (E) Registry of Commitments</p>	
<p>We welcome the commitments voluntarily entered into at the United Nations Conference on Sustainable Development and throughout 2012 by all stakeholders and their networks to implement concrete policies, plans, programmes, projects and actions to promote sustainable development and poverty eradication (par. 283).</p>	

Table 2: Bangkok 2020 Declaration goals

1) Integrate land-use and transport planning, processes and related institutional arrangements at the local, regional, and national levels
2 Achieve mixed-use development and medium-to-high densities along key corridors within cities through smart growth policies
3 Information and communications technologies (ICTs), such as internet access, teleconferencing, and telecommuting
4 Non-motorised transport (NMT) components in transport master plans and prioritize transport infrastructure investments to NMT
5 Implement high-quality public transport services on dedicated infrastructure along major city corridors
6 Transportation Demand Management (TDM) measures, including pricing measures that internalize congestion and pollutant costs, measures aimed at gradually eliminating subsidies
7 Significant shifts to more sustainable modes for inter-city passenger and goods transport

8	Diversify towards more sustainable transport fuels and technologies
9	Progressive standards for fuel quality, fuel efficiency, and tailpipe emissions
10	Annual vehicle inspection and maintenance (I/M)
11	Intelligent Transportation Systems (ITS), such as electronic fare and road user charging systems, transport control centres, and real-time user information
12	Improved freight transport efficiency through policies, programmes, and projects on freight vehicle technology, fleet control and management systems, and logistics and supply chain management
13	Zero-tolerance policy with respect to roadway safety
14	Monitoring of the health impacts from transport emissions and noise
15	Establish progressive and enforceable air quality and noise standards and mandate monitoring and reporting
16	Mitigate the causes of global climate change and to fortify national energy security, and conduct a full inventory of all GHGs emitted from the transport sector
17	Adopt social equity as a specific design criteria in the development and implementation of transport initiatives
18	Create innovative financing mechanisms for sustainable transport infrastructure and operations, including consideration of carbon markets, parking levies, fuel pricing, time-of-day automated road user charging, and PPPs such as land value capture
19	Ensure wide-spread distribution of information and awareness on sustainable transport to all levels of government and to the public
20	Develop dedicated and funded institutions that formally address sustainable transport and land-use policies and implementation

2.2 Overall Assessment of the Potential Contribution of the EST Initiative to the Implementation of *The Future We Want*

12. The vision of EST Initiative as embodied in the Bangkok 2020 Declaration (as well as in the Bogota Declaration) is very much in line with the vision of *The Future We Want*. Both documents make specific reference to the economic, social and environmental dimensions of sustainable development. Both processes have in common that they emphasize the need for development while at the same time stressing the need for a development path, which minimizes the negative externalities of development.

13. Countries taking part in the EST initiative can make use of the goals set out in the Bangkok 2020 Declaration to implement the general objectives on sustainable transport set out in *The Future We Want*. This is important as the Rio+20 outcome document, out of necessity is not able to go into much sectoral detail.

14. It is important to realize that countries working on the implementation of the Bangkok 2020 Declaration are not just contributing towards realizing the objectives set for sustainable transport but that at the same time they also make important contributions to realizing the objectives set in other key developmental areas including but not limited to urban development, health, education, trade and rural development. This underscores the key importance of transport as an enabler of development. While transport was not listed as an MDG there is widespread consensus that none of the 8 MDGs can be successfully realized without a substantive strengthening of transport infrastructure and services.

15. EST could provide many vital contributions in key socio-economic development sectors such as – health, education, trade, employment, agriculture and food security.

With improved and efficient rural-urban transport links and regional connectivity, rural farmers can not only have better access to market facilities, but can also significantly reduce the spoilage of agricultural produce and food grown during their transportation between farm to market, thereby contributing to rural livelihood security and food security. For instance, in several developing nations, a significant amount of food grown (post harvest) goes to waste due to lack of appropriate storage facility, transport infrastructure, and connectivity.

16.

17. Though goals contained in the Bangkok 2020 Declaration do not explicitly link to the need for climate resilient transport infrastructure and services, countries that implement the Bangkok 2020 Declaration can also contribute significantly to improved resilience of their cities. Participating countries of the Regional EST Forum in Asia may consider additional measures under the Bangkok 2020 Declaration with specific reference to resilience and adaptation..

18. The frequency and magnitude of natural disasters (floods, earthquake, cyclones and other extreme weather events) are on rise across Asia as in other parts of the world. Yet, the majority of developing countries and cities, have not made climate resilience a major part of their transport policy and transport infrastructure and services development. As a consequence, Asian countries and cities bear large potential damages to both human life and economy as a result of such extreme events.³

19. The damage caused by 2011 flooding in Thailand amounted to US\$46.5 billion, while the recovery and reconstruction costs are expected to reach at least US\$50 billion according to Government of Thailand and UN rapid assessments. While it is not possible to prevent such negative impacts altogether they can be mitigated. The transport infrastructure is vulnerable to effects of climate change and extreme weather events and these vulnerabilities should be addressed in the design, construction, and geometry of roads, railway tracks, and other transport infrastructure, including the drainage system (Bali EST Forum Concept Note, UNCRD, 2013).

20. If countries would decide to build more climate resilient transport infrastructure and services while developing their transport sector, they can improve access to essential goods and services while at the same time better equipping transport systems to better cope up with natural disasters as was evident during Great Japan Earthquake and Tsunami disaster in 2011. Those parts of the transport infrastructure, which were built to higher and more climate resilient standards, e.g. high speed railway network, suffered far less damage and were up running well before regular railways where such precautions were not made. (Bali EST Forum Concept Note, UNCRD, 2013).

3. EST Initiative and the Post-2015 Development Processes

21. The Rio+20 conference was important for setting out the direction for sustainable development in the years to come. It is clear however that much of the

³ Bali EST Forum Concept Note, UNCRD, 2013

details for the post 2015 development agenda are still to be settled and various institutional processes have been put in place to help develop consensus on follow-up steps to the decisions taken in Rio in June of 2012.

22. The EST initiative and the associated regional EST Forums in Asia, Latin America and Africa are not operating in an institutional vacuum. It is important to be aware of the (potential) linkages the EST initiative has to the various institutional processes in order to determine how to best make use of these linkages in optimizing EST's contribution to the post 2015 development agenda.

23. The EST initiative and its associated regional EST Forums are an important intermediary between local/national transport policy efforts and institutional processes on sustainable transport and sustainable development at the global level. Figure 1 gives an overview of the main institutional processes on sustainable transport and sustainable development at the regional and global level.

24. The institutional processes at the global level can be divided into two broad categories: those, which are initiated and coordinated by the Secretary General's office and those which are party, or country, driven.

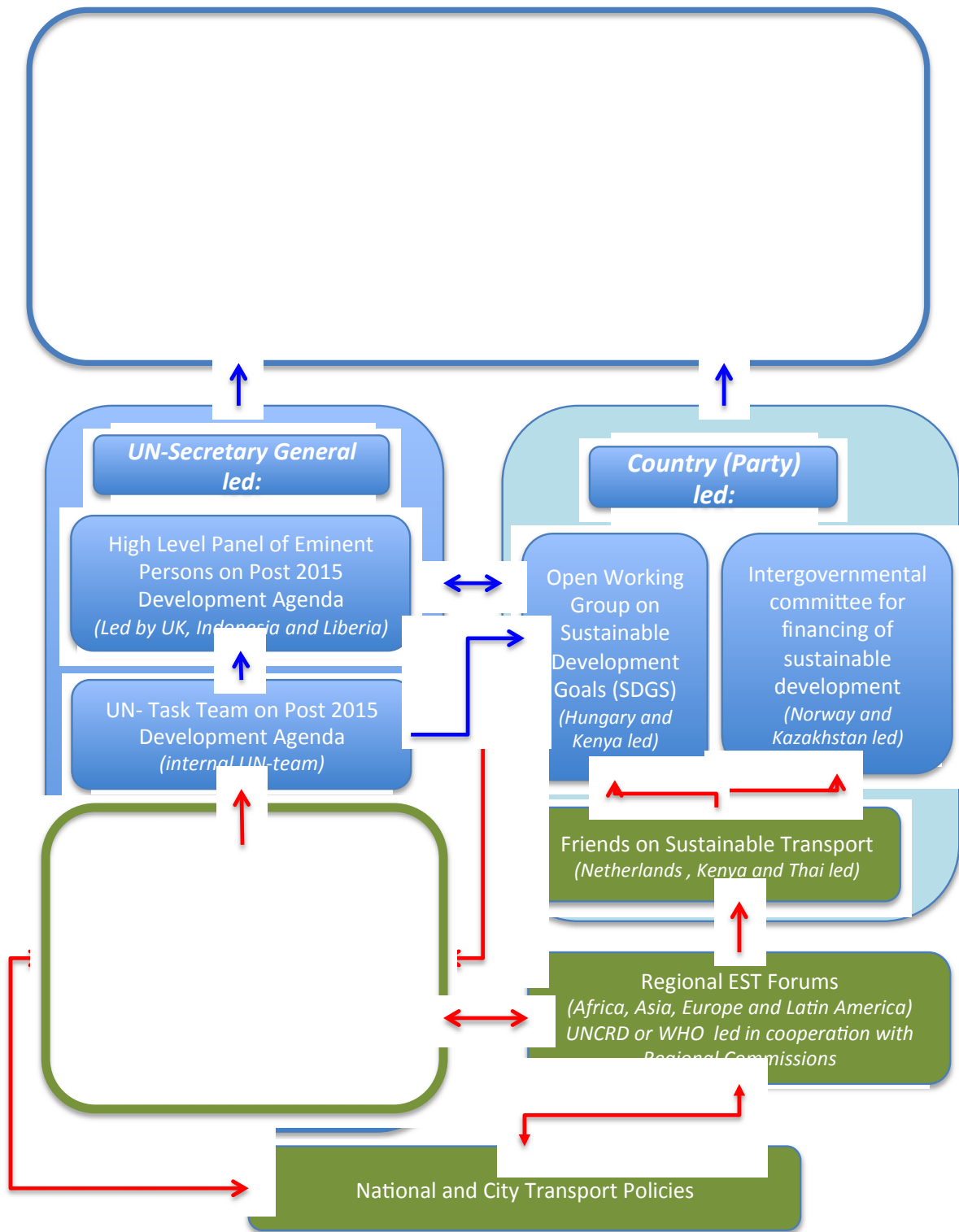


Figure 1: National, regional and global institutional processes and policies on sustainable transport and sustainable development

3.1 Institutional Process on Sustainable Transport and Sustainable Development initiated and coordinated by the UN Secretary General

3.1.1 Secretary General's High Level Group on Sustainable Transport

25. UN Secretary General Ban Ki-moon in January 2012 announced the Action Agenda for his second term stating that the post-2015 framework for sustainable development would be an important priority and listing transport as one of six building blocks for sustainable development. The Action Agenda indicates that on transport the Secretary General “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”.

26. A multi-stakeholder Technical Working Group (TWG) was formed by the United Nations Department for Economic and Social Affairs (UN-DESA) to propose a plan to the Executive Office of the Secretary-General, on how to best convene the stakeholders on sustainable transport and to make suggestions on the outputs of this process.

27. The TWG recommended the setting up of a High Level Group on Sustainable Transport (HLG-ST) and that the overall goal of such a HLG-ST could be the development of actionable policy recommendations at the national level in support of accelerated implementation of sustainable transport. The following detailed outcomes were also proposed for the HLG-ST:

- a) Provide a global message on sustainable transport, actionable at the national and local level, through building a consensus on bold goals for sustainable transport that are balanced in terms of the economic, social and environmental aspects, to stimulate the implementation of sustainable transport with innovative policy and financing approaches
- b) Acknowledge and recognize progress being made in the realization of sustainable transport and improve the visibility of sustainable transport. Promote its integration in the wider discussion on sustainable development, including possible SDGs and the overall post 2015 Agenda on Sustainable Development.
- c) Suggest ways how the institutional arrangements for sustainable transport in the UN system as well as between the UN system and other developmental stakeholders could help realize these goals most efficiently.

28. It was suggested that the High Level Group, which is expected to be in place by the middle of 2013 adopts clear time frames in developing its recommendations. The development and implementation of transport infrastructure and services take time and based on this it is suggested to develop 2020 short terms targets and impacts and 2030 medium term targets and impacts.

HLG-ST relevance for EST Initiative

Although the HLG-ST only has an advisory role it has great strategic relevance for the EST initiative and its regional EST Forums. Both in the case of Asia and Latin America regional declarations have been agreed with governments, which contain goals on sustainable transport

up to 2020. The HLG-ST can draw its inspiration from the Bangkok and the Bogota Declarations in drawing up its recommended bold goals for sustainable transport.

It can be expected that the regional EST Forums, in their turn, will also draw inspiration from the HLG-ST. So far, with the exception of the Commission on Sustainable Development, which discussed transport in its review of implementation of Agenda 21 in 1997, 2001, and 2010/2011 there is no global guidance being given on sustainable transport.⁴ Change in the transport sector comes about as a combination of bottom-up pilot approaches which if successful gets international recognition as best practice and which are then promoted for replication and scaling up. It is clear that the HLG-ST can play an important role in confirming best practices and thereby contribute to their replication and scaling up.

3.1.2 UN Task Team on post-2015 Development Agenda

29. Following on the outcome of the 2010 High-level Plenary Meeting of the General Assembly on the Millennium Development Goals, the United Nations Secretary-General established the UN System Task Team in September 2011 to support UN system-wide preparations for the post-2015 UN development agenda.⁵ The Task Team is co-chaired by UN DESA and the United Nations Development Programme and brings together senior experts from over 50 UN entities and international organizations to provide system-wide support to the post-2015 consultation process, including analytical input, expertise and outreach.

30. The Task Team is also expected to support the Open Working Group (OWG) on Sustainable Development Goals.

31. The first report from the UN Task Team on the Post-2015 Development Agenda – Realizing the Future We Want for All – recommends that new developmental goals should build on the strengths of the Millennium Development Goals, apply to all countries, and be based on the fundamental principles of human rights, equality, and sustainability.⁶

32. This report to the UN SG assesses the outcomes of the Rio+20 Conference on Sustainable Development and provided a conceptual map to structure the discussion on the post 2015 Development Agenda (see Figure 2). This is an important contribution to the ongoing discussion on the future of the MDGs and the introduction of possible SDGs as discussed in Rio+20.

⁴ See <http://sustainabledevelopment.un.org/index.php?menu=238>

⁵ http://www.un.org/en/development/desa/policy/untaskteam_undf/

⁶ [Realizing the Future We Want for All: Report to the Secretary-General](#), UN System Task Team on the Post-2015 UN Development Agenda, June 2012

33. In theory, sustainable transport could be considered as one of the enablers of inclusive economic development; environmental sustainability; inclusive social development; and peace and security in the same manner as the provision of sustainable energy for all. Unlike sustainable energy, sustainable transport is however not mentioned as a specific enabler. This appears to be symptomatic for the standing of sustainable transport the wider sustainable development debate.

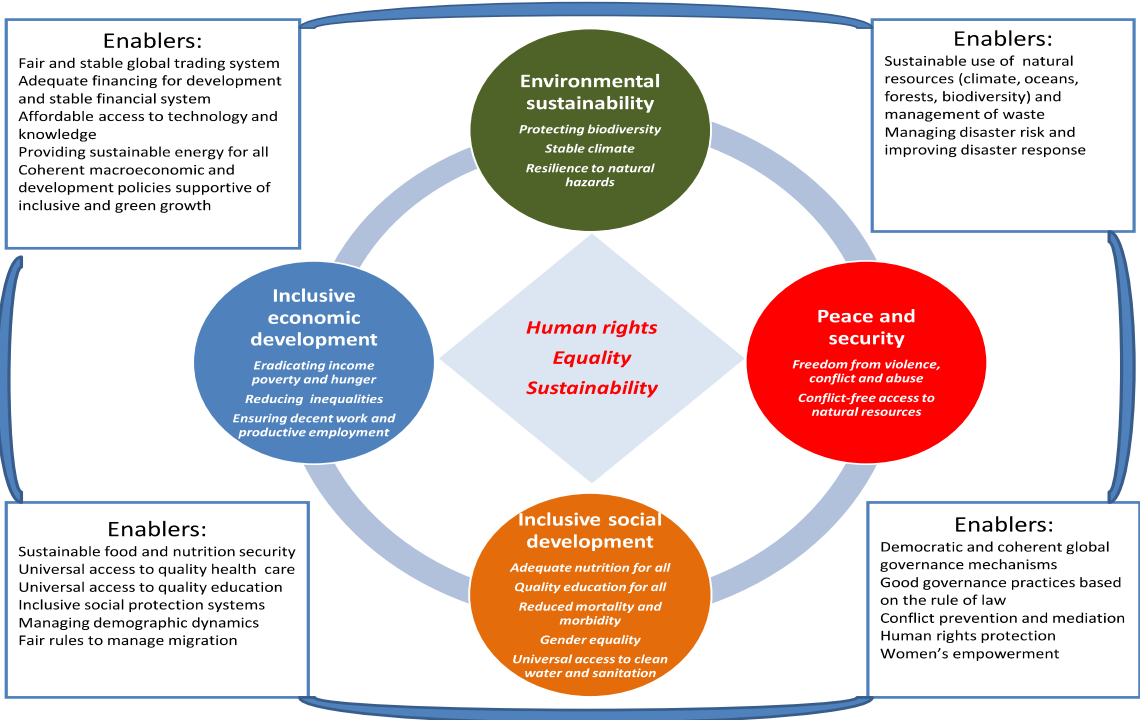


Figure 2: An Integrated Framework for Realizing the "Future We Want For All" in the post 2015 Sustainable Development Agenda (source: *Realizing the future we want for all: Report to the Secretary-General - UN System Task Team on the Post-2015 UN Development Agenda, page 24*)

34. The Task Team has also started to put out initial thought pieces on a number of topics including urbanization in the post 2015 period.⁷ So far no thought piece on sustainable transport has been published.

UN Task Team relevance for sustainable transport and EST initiative

The UN Task Team brings together senior staff from across a range of UN Agencies and is believed to be influential in shaping thinking on sustainable development within the UN system. Since it is also providing Secretariat services to the OWG on SDGs its influence goes well beyond the UN system.

As described above the Task Team has not prioritized sustainable transport or given it a

⁷ See http://www.un.org/millenniumgoals/pdf/Think%20Pieces/18_urbanization.pdf. See in this context also <http://www.beyond2015.org/content/relevant-research> which collects relevant research by the UN Task Team and other groups on the post 2015 situation.

specific place in its proposed conceptual framework for the post-2015 development agenda. It is doubtful whether sustainable transport can realize its aim to be an integral part of the post 2015 development framework and possible SDGs without having the active support and backing of the UN Task Team.

For the EST initiative the Task Team can be an important vehicle to create more awareness on its activities and the regional EST Forums within the UN system. Although UNCRD has been able to secure inputs from a range of UN organizations and Agencies in its regional EST Forums, especially the Asian EST Forum this is still mostly at a case by case basis and is not yet institutionalized.

The UN Task Team could also be a relevant vehicle to structure the involvement of regional UN Commissions in the EST initiative and its regional EST Forums. UNCRD has made progress in developing structured coordination and cooperation with some of the regional commissions, especially in Asia (UN-ESCAP) and in Latin America (UN-ECLAC). There is scope however to institutionalize this further.

UNCRD could consider, in coordination with UN-DESA, its parent organization in the UN system, to develop a UN Task Team thought piece on sustainable transport, which addresses the institutional coordination issue on sustainable transport within the UN system. This could also look at the relevance of the goals included in the Bangkok and Bogota Declarations for possible future SDGs.

This could be done in cooperation with the SLoCaT Partnership, which has most of the UN organizations working on transport as member.⁸ Several of the regional economic commissions are also member of the SLoCaT Partnership.

3.1.3 High-level Panel of Eminent Persons on the Post 2015 Development Agenda

35. A High-level Panel (HLP) of Eminent Persons was appointed by the Secretary-General to advise him on the post-2015 process.⁹ The Secretary-General's High-level Panel on post-2015 convenes from July 2012 to the middle of 2013 to provide recommendations on possible components of a post-2015 UN development agenda, as well as to contribute to the overall political process.

36. "I have asked my High-level Panel to prepare a bold yet practical development vision to present to Member States next year," said the UN chief. "I look forward to the Panel's recommendations on a global post-2015 agenda with shared responsibilities for all countries and with the fight against poverty and sustainable development at its core."

37. The Secretary-General has appointed three co-chairs: President Susilo Bambang Yudhoyono of Indonesia; President Ellen Johnson Sirleaf of Liberia; and Prime Minister David Cameron of the United Kingdom.

38. The output of the Panel will be a report to the Secretary-General planned for second quarter of 2013, which will include:

- a. Recommendations regarding the vision and shape of a Post-2015 development

⁸ www.slocat.net/members

⁹ <http://www.post2015hlp.org>

agenda that will help respond to the global challenges of the 21st century, building on the MDGs and with a view to ending poverty.

- b. Key principles for reshaping the global partnership for development and strengthened accountability mechanisms;
- c. Recommendations on how to build and sustain broad political consensus on an ambitious yet achievable Post-2015 development agenda around the three dimensions of economic growth, social equality and environmental sustainability; taking into account the particular challenges of countries in conflict and post-conflict situations.

39. In its last meeting in March 2013 in Bali, Indonesia¹⁰ the HLP reconfirmed the importance to eradicate extreme poverty in all its forms and have in place the building blocks for sustainable prosperity. The HLP identified 5 areas where progress needs to be made in order to be able to realize its vision for the post 2015 period:

- Reshaped and revitalized global governance and partnerships
- Protection of the global environment
- Sustainable Consumption and Production
- Strengthened means of implementation
- Data availability and better accountability in measuring progress

SG HLP on post-2015 Development Agenda for Sustainable Transport and EST Initiative

The HLP is the most influential panel in place advising SG Ban Ki-moon on sustainable development. It is widely believed that the report of the HLP to SG Ban Ki-moon, to be submitted by May 2013, will be an important input to the report by the SG on the post 2015 Development Framework to the UN General Assembly in September 2013.

At the time of writing this background paper (March 2013) no drafts of the HLP report were available. Based on the communiqués of meetings of the HLP in New York, London, Monrovia and Bali it appears that the HLP will place high priority on poverty eradication, job creation and inclusive development. In this context, the Monrovia meeting called for: “framing a single and cohesive post-2015 development agenda that integrates economic growth, social inclusion and environmental protection. Economic growth alone is not sufficient to ensure social justice, equity and sustained prosperity for all the people. The global community must pursue economic and social transformation leading to sustained and inclusive economic growth at the local, national and global levels.”¹¹

Environmental sustainability is mentioned as a theme but is sharing the limelight with economic and social issues. The HLP appears to be responding to the sentiments expressed by many at the Rio+20 conference that sustainable development is more than environmental sustainability and that the time has come to re-establish balance between the economic, social and the environmental dimension of sustainable development.

The wording in the Bali communiqué “building blocks for sustainable prosperity” offers interesting opportunities for the transport community. Sustainable transport systems could clearly be part of such building blocks.

Failure to have sustainable transport specifically mentioned in the HLP report will make it more difficult to have sustainable transport included as a substantive theme in the post 2015

¹⁰ <http://www.post2015hlp.org/wp-content/uploads/2013/03/Final-Communique-Bali.pdf>

¹¹ <https://docs.google.com/a/slocatpartnership.org/file/d/0BxBatz1AmF7xay11OHP20G1SVzQ/edit>

development framework.

So far transport has not been ranked as one of the highest priorities for the post 2015 development framework; it is only 8th place.¹²

It would be very much in the interest of the EST initiative if its transformational approach of bringing transport and environment ministries together and have them adopt regional declarations with clear goals on sustainable transport would be acknowledged as a new means of implementation in the report of the HLP. To facilitate this the EST Initiative can consider submitting an open letter to the HLP as has been done by other groups and initiatives.

3.1.4 UN SG Special Advisor on post-2015 Development Planning

40. The UN Secretary-General appointed Amina J. Mohammed of Nigeria in July 2012 as Special Adviser on Post-2015 Development Planning. Amina Mohammed will advise the UN Secretary General and serves as an ex-officio Member of the High Level Panel on post-2015. She will also provide the link to the UN General Assembly OWG on sustainable development goals.

UN SG Special Advisor on post 2015 Development Relevance for Sustainable Transport and EST Initiative

Within the fragmented UN structure it can be difficult to establish coordination across Agencies and geographical regions on specific thematic issues. This also applies to sustainable transport. It will be clearly in the interest of the sustainable transport community and also of the EST initiative if the SG's special adviser would consider sustainable transport as a priority. To realize this it will be important to establish a dialog with Amina Mohammed the Special Advisor. Such a dialog would benefit from the structured review of engagement of various UN agencies and regional economic commissions in sustainable transport that was recommended above.

3.1.5 Action Network on Sustainable Transport

41. UN-DESA initiated the Action Network concept after the Rio+20 Conference.¹³ Action Networks are intended to be action-oriented communities where stakeholders may collaborate and share information on certain sustainable development topics – are meant to catalyze actions among all stakeholders and their networks to implement concrete policies, plans, programs, projects in support of the objectives of the network.

42. Currently there are the following Action Networks: (a) Sustainable Transport; (b) Sustainable Cities; (c) Small Island Developing States; (d) SE4All; (e) Global Compact

¹² In the results of an extensive global survey (<http://www.myworld2015.org/?page=results>) transport was ranked at the 8th most important priority.

¹³ <http://sustainabledevelopment.un.org/index.php?menu=1069>

Higher Education Sustainability Initiative; (f) Every Woman Every Child; and (g) Green economy policies/initiatives.

Action Network relevance for Sustainable Transport and EST Initiative

So far the Action Networks are mostly used as a communication tool to report news and updates on activities being undertaken by partners in the different Action Networks. It is clear however that the Action Networks, which cover many of the key sectors and crosscutting themes important for sustainable development, can also make an important contribution to the transformational character of the post 2015 development agenda.

It offers the possibility for the sustainable transport community to operate at par with other sectoral and thematic communities like SE4ALL and Sustainable Cities. This can be helpful in advancing the cause of sustainable transport in the post 2015 development framework.

The EST Initiative and the Regional EST Forums have their own space on the Sustainable Transport Action Network page on the UN-DESA sustainable development website. This presents the EST initiative for the first time with an opportunity to manifest itself and its contributions to sustainable development as part of the overall efforts to promote sustainable transport and sustainable development.¹⁴

3.2 Party or country driven institutional processes on sustainable transport and sustainable development

3.2.1 Friends of Sustainable Transport

43. The Friends of Sustainable Transport is an initiative by the Netherlands, Kenyan and Thai Missions to the United Nations. Following the successful bike ride for sustainable transport by UN Ambassadors on June 8, organized by the Dutch Mission to the UN, several delegations showed interest in a joint effort to promote the cause of sustainable transport and to keep it on the agenda of UN Ambassadors. This resulted in creating the Friends on Sustainable Transport, which is organizing periodic lunch meetings to discuss specific aspects of sustainable transport. So far three lunches have been organized:

- November 19, 2012 - Sustainable Transport: An essential building block for Sustainable Development¹⁵
- January 21, 2013 - Sustainable Transport and its Role in poverty alleviation¹⁶
- April 12, 2013 Road Safety and Sustainable Transport.

44. There are also plans to host two retreats for about 15-20 Permanent Representatives to the UN and a selected number of experts to have more in-depth

¹⁴ Partners can update and upload information on the Sustainable Transport Action Network page. It will be in the interest of the EST Initiative for UNCRD to make arrangements that this is done in a timely and consistent manner.

¹⁵ <http://www.slocat.net/news/686>

¹⁶ See <http://www.slocat.net/news/790>

discussions on sustainable transport and the post 2015 development framework. These are scheduled for June and October 2013.

Friends of Sustainable Transport Relevance for Sustainable Transport and EST Initiative

The efforts by the Friends on Sustainable Transport are expected to be very helpful in raising the profile of sustainable transport in the post 2015 development framework. Much of the negotiations on this are being conducted by the UN Missions based in New York. The Hungarian and Kenyan Ambassadors to the UN facilitate the OWG on Sustainable Development Goals.

It has been discussed that the current informal effort by Friends of Sustainable Transport could result later in the setting up of a “Group of Friends of Sustainable Transport”, which could function along similar lines to other Friends groups such as for cities and sustainable energy. These “Groups” tend to have a fixed, limited membership of about 20-30 members with half coming from the developed world and the other half from the developing world. These “Groups” have caucused informally in the past on the occasion of international negotiations on e.g. the Rio+20 conference.

There has also been initial discussion on the desirability and feasibility of developing a General Assembly Resolution on Sustainable Transport. Although largely symbolic this would send out a strong signal on the growing importance attached to sustainable transport, it is believed that it will increase the standing of the topic in international processes and that it would facilitate better international reporting on sustainable transport.

The Friends of Sustainable Transport makes it better possible to build the overall dialog on sustainable transport to that on road safety where substantial progress has been made at the UN level through the Decade of Action on Road Safety.

The EST initiative in the past has made use of UN processes to report on achievements of the regional EST Forum in Asia, e.g. by reporting by Thailand on the Bangkok 2020 Declaration to the latest CSD session on transport in 2011.

It could be considered to have a lunch meeting of the Friends of Transport to explain the functioning of the EST Initiative and the regional EST Forums. This could help to strengthen the ties between EST focal points in certain countries and their Missions in New York. Having such a channel of communication can increase the receptiveness of the Missions in New York to favorably consider sustainable transport in their inputs to the various negotiating processes on the post 2015 development framework.

3.2.2 UN General Assembly (UNGA) Open Working Group on Sustainable Development Goals

45. One of the main outcomes of the United Nations Conference on Sustainable Development (Rio+20), held in Rio de Janeiro in June 2012, was the agreement by Member States to launch a process to develop a set of SDGs.

46. Rio+20 did not elaborate specific goals but stated that the SDGs should be limited in number, aspirational and easy to communicate. The goals should address in a balanced way all three dimensions of sustainable development and be coherent with and integrated into the UN development agenda beyond 2015. A 30-member Open

Working Group (OWG) of the General Assembly is tasked with preparing a proposal on the SDGs.

47. The Open Working Group was established on 22nd of January 2013 by decision 67/555 of the General Assembly.¹⁷ The Member States have decided to use an innovative, constituency-based system of representation that is new to limited membership bodies of the General Assembly. This means that most of the seats in the OWG are being shared by more than one country.

48. The Kenyan and Hungarian Ambassadors to the UN have been elected as co-chairs of the OWG. It is intended that the OWG will submit a report to the 65th session of the General Assembly in September 2013.

OWG relevance for Sustainable Transport and the EST Initiative

The SDGs that will result from the recommendations of the OWG will have a large impact on development policies in the years to come in the same manner as the MDGs had in the last decade. Although the relevance of transport for realizing the MDGs has been widely acknowledged the fact that transport was not listed as a MDG has hampered the development of sustainable transport as a policy priority.

It is important to inform the OWG on the fact that over 70 countries have already signed up to EST related goals.

Through the Bangkok 2020 Declaration (August 2010) and the Bogotá Declaration (June 2011) 31 countries in Asia and Latin America have expressed their support for a growth path that emphasizes environmental, social and economic sustainability of the transport sector. In Europe, the United Nations Economic Commission for Europe (UNECE) hosts the Transport, Health and Environment Pan-European Programme (THE PEP), with 36 countries in Europe, Central Asia, and the United States (also a member of UNECE) agreeing to the Amsterdam Declaration (January 2009).

There is an important potential linkage between the OWG and the Friends of Sustainable Transport; the Kenyan Ambassador to the UN is both co-chair of the OWG and one of the facilitators of the informal Friends on Sustainable Transport.

If sustainable transport would have a clearly visible place in the post 2015 goal framework this would clearly go a long way in raising global attention to sustainable transport.

3.2.3 Intergovernmental Committee on Financing of Sustainable Development

49. Another outcome of the Rio+20 Conference was the agreement to establish Intergovernmental Committee on Financing of Sustainable Development. The Committee will carry out open and broad consultations with relevant international and regional financial institutions and other relevant stakeholders to assess financing needs, consider the effectiveness, consistency and synergies of existing instruments and

¹⁷ see [A/67/L.48/rev.1](#)

frameworks, and evaluate additional initiatives, with a view to preparing a report proposing options on an effective sustainable development financing strategy to facilitate the mobilization of resources and their effective use in achieving sustainable development objectives.

50. The intergovernmental committee, comprising 30 experts nominated by regional groups, with equitable geographical representation, will implement this process, concluding its work by 2014. The resolution A/67/437/Add.1 adopted on 21 December 2012 also calls for the work of the intergovernmental committee to start preferably in January 2013 and requests the committee to update the General Assembly on the progress of its work before the beginning of the sixty-eighth session of the Assembly.

51. The President of the General Assembly appointed the Permanent Representatives of Kazakhstan and Norway to facilitate the process of establishing the committee.

52. The Committee had its first meeting in March 2013.

Intergovernmental Committee on Financing of Sustainable Development and relevance for Sustainable Transport and EST Initiative.

Finance is a key issue for sustainable transport. Over the last years many of the policy options to realize sustainable transport have been tested at scale both in developed and in developing countries. Developing countries will have to invest literally trillions of dollars to realize the transport infrastructure and services to cope with the still growing population and continuing urbanization and to create the conditions for economic growth.

A recent study by the International Energy Agency estimated that large scale implementation of the Avoid-Shift-Improve approach in the transport sector can result in savings of \$50 trillion up to 2050 while at the same time also making 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.¹⁸

It will be important therefore that the intergovernmental committee on finance comes up with recommendations to support and encourage the redirection of infrastructure investment away from Business as Usual scenarios towards more sustainable options.

The Committee can in this respect take its lead from the Voluntary Commitment made by the world's eight largest Multilateral Development Banks at the Rio+20 conference where they pledged an amount of \$175 billion for more sustainable transport over a ten-year period.

The EST initiative would also benefit if the Committee would be able to ensure that financing is available for the implementation of the Bangkok and the Bogota Declarations on EST.

4. Goal Setting on Sustainable Transport

53. The EST Initiative has much to contribute to the discussion on transport related goals in the post 2015 development framework. As explained around 75 countries have

¹⁸ IEA, Energy Technology Perspectives 2012(Paris: 2012)

adopted goals on sustainable transport, which support the economic, social and environmental dimension of sustainable transport. This previous engagement of such a large group of national governments on sustainable transport is relevant considering that it is governments who will be mainly responsible for the formulation and implementation of a goal framework for the post 2015 vision of zero extreme poverty enabled by sustainable prosperity.

54. Although neither transport or energy were included in the Millennium Development Goals (MDGs) all the eight MDGs are directly dependent on the development of transport and energy infrastructure and services to be able to meet the 2015 targets set at the start of the new millennium.

55. Transport is a key enabler of sustainable development; it provides critical inputs to economic development and the transport sector is of key importance in sustainable urban development as well as in combatting climate change. In the majority of economies transport is responsible for a substantive part of GDP growth. Trillions of dollars in investments will be required in transport in the period up to 2050 to create and maintain economic development and to cope with urbanization.

56. Reflecting the economic, environmental, and social pillars now incorporated into sustainable development, the discussion on the post 2015 development framework and goals is dominated by three main themes:

- Given that one billion people still live in poverty, there is a need for poverty eradication to remain the overarching development objective in the post 2015 period, equitable, economic development is a priority;
- Given that over one billion people will be added to cities in the next two decades, either through migration to cities or through natural growth, sustainable, low carbon urban development and management will need to be a priority;
- Climate change is key challenge and one, which can seriously affect the wellbeing and security of the global population. Finding and implementing ways and means to mitigate climate change and where needed to adapt to it will be one greatest tasks ahead.

57. The transport sector has made important progress in recent years in developing an alternative paradigm for its further development which positions it well to contribute to these three main developmental challenges. There is agreement among key stakeholders on the need to deploy three parallel strategies; the Avoid-Shift-Improve approach calls for: (a) increase access to jobs, goods and services while enabling users to Avoid motorized trips by smarter land use and logistics planning; (b) Shift the transport of goods and persons to the most efficient mode¹⁹; and (c) Improve the efficiency and environmental performance of transport systems by improved vehicle, fuel, and network operations and management technologies.

58. It is important to note that the EST goals of the Bangkok 2020 Declaration as well as the 2011 Bogota Declaration were already structured according to the Avoid-Shift-

¹⁹ 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

Improve approach, thereby strengthening their relevance for the discussion on transport and the post 2015 development framework.

59. These paradigm shifts enable 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, both in the case of the transport and the energy sector and are market ready.

60. “The Future We Want” states: “We recognize that the development of goals could also be useful for pursuing focused and coherent action on sustainable development.” The goals should address and incorporate in a balanced way all three dimensions of sustainable development and their inter-linkages. They should be coherent with and integrated into the United Nations development agenda beyond 2015”. “The development of these goals should not divert focus or effort from the achievement of the Millennium Development Goals”.²⁰

61. The MDGs focused heavily on poverty eradication and a number of social development impacts and made no reference to transport or energy, or other key enablers of sustainable development. In this context the HLP reference to “building blocks for sustainable prosperity” is highly significant. It is important that a new post 2015 development framework fully acknowledges the importance of critical sectors like transport. The SLoCaT Partnership, of which many of the EST partners, including UNCRD are active members, has suggested that in order to realize Sustainable Development as envisaged in “The Future We Want” it is essential to have “Universal Access to Safe, Clean and Affordable Transport”.

62. Depending on the operationalization of the post 2015 planning framework this could result in a separate SDG on transport (and energy) – which would be justified considering the economic significance of both sectors – or by giving a prominent role to transport and energy as enablers of sustainable development, e.g. through a combined infrastructure related goal under which transport would be lumped together with energy and communications.

63. In either case it is important to have a limited number of targets that can be used to guide the development of the transport sector. It is important that such targets combine the developmental function of transport with efforts to reduce negative economic, social and environmental externalities. The targets should be visionary enough that they can guide the sector in its long-term development and ensure that they promote a comprehensive reorientation of the sector, rather than promote incremental change based on existing policies and technologies.

64. The following three global targets were suggested by the SLoCaT Partnership as input to HLP:

²⁰ UN Secretary General Ban Ki-moon has on a number of occasions confirmed his preference for one set of development goals for the post 2015 period.

- Urban households are able to access jobs, goods and services within 30 minutes by public transport and/or walking and cycling;
- Traffic related deaths are cut in half by 2025 with an ultimate vision of near zero fatalities;
- 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.

65. These targets are again very much in line with the goals listed in the Bangkok and Bogota Declarations on Sustainable Transport.

66. The targets are also in line with the *Vision Three Zeros - Zero Congestion, Zero Pollution, and Zero Accidents*, which the Bali Declaration for the 7th Regional EST Forum (see Annex 1) indicates should guide the development of the next generation of transport infrastructure and systems in the Asia and the Pacific region.

Bali Declaration

on

Vision Three Zeros - Zero Congestion, Zero Pollution, and Zero Accidents towards Next Generation Transport Systems in Asia

We, the participants, who are representatives of member countries of the Seventh Regional Environmentally Sustainable Transport (EST) Forum in Asia (Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, People's Republic of China, Indonesia, India, Japan, Republic of Korea, Lao PDR, Maldives, Mongolia, Myanmar, Nepal, the Philippines, Pakistan, Russian Federation, Sri Lanka, Thailand, Timor-Leste, and Viet Nam), international organizations, bilateral and multilateral agencies, nongovernmental organizations, research organizations, and expert sustainable transport professionals, having met at the Seventh Regional EST Forum in Asia and Global Consultation on Sustainable Transport in the Post-2015 Development Agenda, held in Bali, Indonesia, from 23 to 25 April 2013, adopt the "***Bali Declaration on Vision Three Zeros - Zero Congestion, Zero Pollution, and Zero Accidents towards Next Generation Transport Systems in Asia***", to give further inspiration and encouragement to all who are working on promoting environmentally sustainable transport in Asia. Realizing this will be helped by zero tolerance to fatalities, congestion, and pollution.

Recalling the commitments to achieve the sustainable transport goals under the *Bangkok 2020 Declaration (2010-2020)* agreed upon by the participants at the Fifth Regional EST Forum, held in Bangkok, Thailand, on 23-25 August 2010,

Noting the Outcome of the 2012 United Nations Conference on Sustainable Development (Rio+20) – ***The Future We Want***, which provides the international community with a meaningful framework to develop and implement environmentally-protective, safe, economically-efficient, and socially-inclusive transport policies, programmes, and measures, leading to more sustainable passenger and freight transport systems and services,

Acknowledging that the frequency and magnitude of natural disasters (floods, earthquakes, tsunamis, cyclones, landslides, volcanic eruptions, storm surges, and extreme weather events) are on the rise globally, including across Asia, and that transport infrastructure and services are vulnerable to climate change impact,

1 *Seventh Regional EST Forum in Asia, 23-25 April 2013, Bali, Indonesia* ***Final Version*** 2 *Seventh Regional EST Forum in Asia, 23-25 April 2013, Bali, Indonesia*

Raising concern that a majority of developing countries and cities of the region are yet to make climate resilience, mitigation, and adaptation an integral part of their transport (infrastructure and services) policy, planning and development, and recognizing the need for the developed countries to fulfill existing commitments for financial support, technology transfer, capacity-building, and institutional-strengthening for developing countries so as to facilitate introduction of next generation sustainable transport systems in Asia for zero congestion, zero pollution, and zero accidents;

1. Express our intent to voluntarily develop and introduce more sustainable transport policies programmes, and projects, appropriate to the context of our countries and cities, that will contribute to our common vision of realizing 21st century cities characterized by zero congestion, pollution, and transport accidents, and at the same time, be resilient to climate change;
2. Call for a Post-2015 Development Agenda that acknowledges the critical contribution of sustainable transport in realizing sustainable development and addressing the climate change challenges;
3. Recommend complementing the *Bangkok 2020 Declaration* with the voluntary and legally non-binding *Bali Declaration*;
4. Call for close cooperation among countries to jointly foster the vision of Three Zeros;
5. Call for the developed countries and multinational institutions to fulfil their existing commitments for financial assistance, technological transfer, and sharing the expertise and experiences in advancing environmentally sustainable transport;
6. Call for multilateral financial institutions to adopt more inclusive policies for environmentally sustainable transport; and
7. Call for relevant international fora to deal with sustainable development to give more serious attention to environmentally sustainable transport aspects.