



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

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