



## Sustainable Transport on the Road to Rio+20

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Today, it is 100 days before the world community will gather again in Rio de Janeiro to discuss, and hopefully agree on, an effective strategy to make development in the world more sustainable.

Economic development, social inclusion, and environmental protection are each prerequisites for sustainable development and each relies on sustainable transport systems. Yet current trends in transportation are wholly unsustainable from economic, social, and environmental perspectives. Traffic fatalities currently kill over 1.3 million people per year and are expected to become the fifth-leading cause of death worldwide by 2020 – greater than AIDS or armed conflict. Over 1,000 cities are not in attainment of basic WHO air quality guidelines with outdoor urban air pollution killing another 1.3 million people. Congestion costs up to 10% of GDP in many cities and fuel costs have been driving force behind food price crises. Transportation already makes up over a quarter of all greenhouse gases and its emissions are growing faster than any other sector.

How will Rio+20 address these pressing global transportation issues? This should become clearer after 19-27 March when the development community meets in New York for the second round of discussions on the Zero Draft Outcome Document of the Rio+20 Conference. The first iteration of the Zero Draft only mentioned transport once, despite it having over 1000 mentions in 677 submissions to the CSD. While six separate nations, the EU, and the G77 submitted comments calling for transportation to be featured more prominently in the Zero Draft, its position remains insecure.

Rio+20 has great potential to inspire and motivate action for sustainable transport. SLoCaT would like to see that the Rio+20 process includes sustainable mobility as a priority topic for the Green Economy and that it is added as a possible subject area to be covered by a Sustainable Development Goal (SDG). The adoption of SDGs is still a topic of discussion but it is intended that SDGs should complement and strengthen the Millennium Development Goals for the post-2015 period, with a view to establishing a set of goals in 2015 which are part of the post-2015 UN Development Agenda.

Much progress has been made in 20 years since the UNCED conference in (a) awareness raising on the importance of sustainable transport in the face of socially, environmentally, and economically unsustainable motorization patterns unfolding in developing economies; and (b) the development of a new paradigm to guide the development of transport sector: *Avoid* the need for unnecessary travel of goods and services, *Shift* travel to the most efficient mode and *Improve* the technologies used in transport. Not only have all the elements of the Avoid-Shift-Improve approach been tested at scale, they are also increasingly being integrated in policy and investment frameworks.

It is important to realize that institutional mandates, structures and budgets are still largely dominated by the sectoral approach; this is especially true in emerging and developing economies. It is important therefore that these sectoral structures including the transport sector are guided in their further development.

The Partnership for Sustainable, Low Carbon Transport (SLoCaT) a multi-stakeholder partnership of over 65 members, including development banks, UN organizations, NGOs, research organizations and business sector representatives, is implementing an outreach campaign to explain why it is important to better integrate sustainable mobility in the Rio+20 campaign. Also, it is working with its members and other stakeholders in developing ideas and proposals on how to integrate sustainable mobility into the outcomes of Rio+20. SLoCaT is conducting its outreach campaign with assistance of the Institute for Transportation and Development Policy as well as other members. For details of the SLoCaT Rio+20 Sustainable Mobility Campaign see <http://www.slocat.net/rio-plus-20>.

If sustainable mobility were integrated in the outcomes of the Rio+20 conference, the SLoCaT partnership and its members would be able to take on an active role in the implementation of Rio+20 agenda, in the following areas:

- a) Knowledge management, including a lead role in the knowledge-sharing platform called for in the Zero Draft Outcome Document;
- b) Capacity building,
- c) Setting up partnerships between organizations, countries and regions
- d) Setting goals, indicators and targets on sustainable mobility
- e) Financial and technical cooperation on transport with developing countries

Members of the SLoCaT partnership annually fund over 100 transport projects in developing countries with a value of well over US \$ 10 billion. In addition, a large part of all technical assistance and capacity building assistance on sustainable mobility delivered to developing and emerging economies is provided by members of the SLoCaT partnership.

Incorporating sustainable mobility in the Rio+20 process would align it with the sectoral priorities for a post-2015 sustainable development framework outlined by Secretary General Ban Ki-Moon in his Action Agenda for his second term. Transport is listed as one of six building blocks for the post 2015 sustainable development framework; the others being energy, food and nutrition, water, and oceans.

Making sustainable mobility part of the outcomes of Rio+20 will require the support from countries who are the ultimate negotiating parties in Rio in June of this year. We hope to work with each of you to raise awareness about how the implementation of sustainable mobility will contribute to realizing a Green Economy in the context of sustainable development and poverty eradication.

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