



MOBILIZING SUSTAINABLE TRANSPORT *for DEVELOPMENT*

*Summary of the Report by the United Nations Secretary-General's
High-Level Advisory Group on Sustainable Transport*





Transport Drives Development.

Sustainable Transport Drives Sustainable Development.

Sustainable transport is fundamental to progress in realizing the promise of the 2030 Agenda for Sustainable Development and in achieving the 17 Sustainable Development Goals. Sustainable transport supports inclusive growth, job creation, poverty reduction, access to markets, the empowerment of women, and the well-being of persons with disabilities and other vulnerable groups. It is also essential to our efforts to fight climate change, reduce air pollution and improve road safety.

Yet despite this critical role, sustainable transport has not been given adequate recognition. It was in this context that I formed the High-Level Advisory Group on Sustainable Transport to develop recommendations to help the world address rising congestion and pollution, particularly in urban areas, and to better tap into the tremendous opportunities that sustainable transport can make possible.



New York City, October 2016
United Nations Secretary-General Ban Ki-moon

Definition of Sustainable Transport

Sustainable transport is the provision of services and infrastructure for the mobility of people and goods advancing economic and social development to benefit today's and future generations in a manner that is safe, affordable, accessible, efficient, and resilient, while minimizing carbon and other emissions and environmental impacts.

The United Nations Secretary General's
High-Level Advisory Group on Sustainable Transport, October 2016



In 2015, the world's community came together to determine what kind of future we would leave to the next generation. The world set bold, transformative goals in sustainable development, financing for development and climate change, proclaiming in all of these contexts that 'business as usual' is no longer a viable option.

As members of the High-Level Advisory Group on Sustainable Transport, we represent developed and developing countries and a wide range of modes and sectors, including the public sector, non-state actors and private companies.

We see a strong economic case for sustainable transport complemented by a compelling human argument. Every member of the Advisory Group, in spite of our disparate perspectives and backgrounds, agrees that all decisions made on transport must have people and their quality of life at the centre.

We submit that the achievement of the Sustainable Development Goals depends on the determined and innovative pursuit of sustainable transport, with ambitious action by governments and businesses alike.

The transport sector is large, diverse and complex, and infrastructure decisions and investments have an especially long lifespan. This makes our choices today critically important for tomorrow. We are resolved to advocate for bold choices, seizing this moment in time, engaging the public and private sectors and all relevant stakeholders, and taking advantage of new approaches in transport planning and policy development, new technology, and the global resolve toward achieving the 2030 Agenda for Sustainable Development and the Paris Climate Agreement.

'All decisions made on transport must have people and their quality of life at the centre.'

Key Characteristics

Sustainable transport provides access.

Sustainable transport allows people to access what they need: jobs, markets, social interaction, education and a full range of other services contributing to healthy and fulfilled lives.



Sustainable transport is essential to achieving climate change goals.

Transport is currently responsible for 23% of global energy-related greenhouse gas emissions. Through innovation and political will, sustainable transport will be a leading part of the solution and a critical piece of any credible progress toward the two degree scenario to which the global family committed in the Paris Climate Agreement.

Sustainable transport is multi- and intermodal.

All modes of transport—rail, road, air and maritime—are important ingredients in a sustainable transport system, and the links among the modes should be made smooth and user friendly to maximize efficiency and sustainability.

Sustainable transport makes economic sense.

The transformation to sustainable transport requires a redirection, rather than any substantial increase, in infrastructure expenditure. It can be realised through an annual investment of around US\$2 trillion at the global level – an amount similar to the current ‘business as usual’ spending of US\$1.4 to US\$2.1 trillion.



According to the International Energy Agency, sustainable transport patterns could save US\$70 trillion until 2050 in reduced spending on fossil fuels and lower capital investment and operational expenses related to vehicles and road infrastructure.

Access is at the heart of sustainable transport.

With the shift to sustainable transport comes a paradigm-shifting focus on people and their quality of life—the concept of access through transport, as well as increased attention to safety and social equity in transport.



Sustainable transport leaves no one behind.

Sustainable transport places particular emphasis on the needs of those in vulnerable situations, women, children, persons with disabilities and elderly persons as well as migrant communities and people living in remote and low density rural areas.



Sustainable transport is safe.

Each day, 3,400 people die from road traffic accidents. 500 of them are children. 90% of these fatalities occur in developing countries. Sustainable transport reinforces road safety efforts worldwide to change this untenable and tragic situation. The goal is not to make roads safer, but safe, for everyone, around the world.



Sustainable transport focuses on improving people's health.

Each year, 3.5 million people die prematurely due to outdoor pollution, including from transport sources. Sustainable transport relies on technological improvements in fuel and vehicle efficiency and it promotes the active transport modes, such as cycling and walking to improve people's health.



By 2050, the world's urban population is expected to have grown by 2.5 billion people, reaching 66% of the total global population. In 2015, there were 29 megacities of over 10 million people, and by 2030 there will be an additional 12 megacities, with ten of them in Africa and Asia.

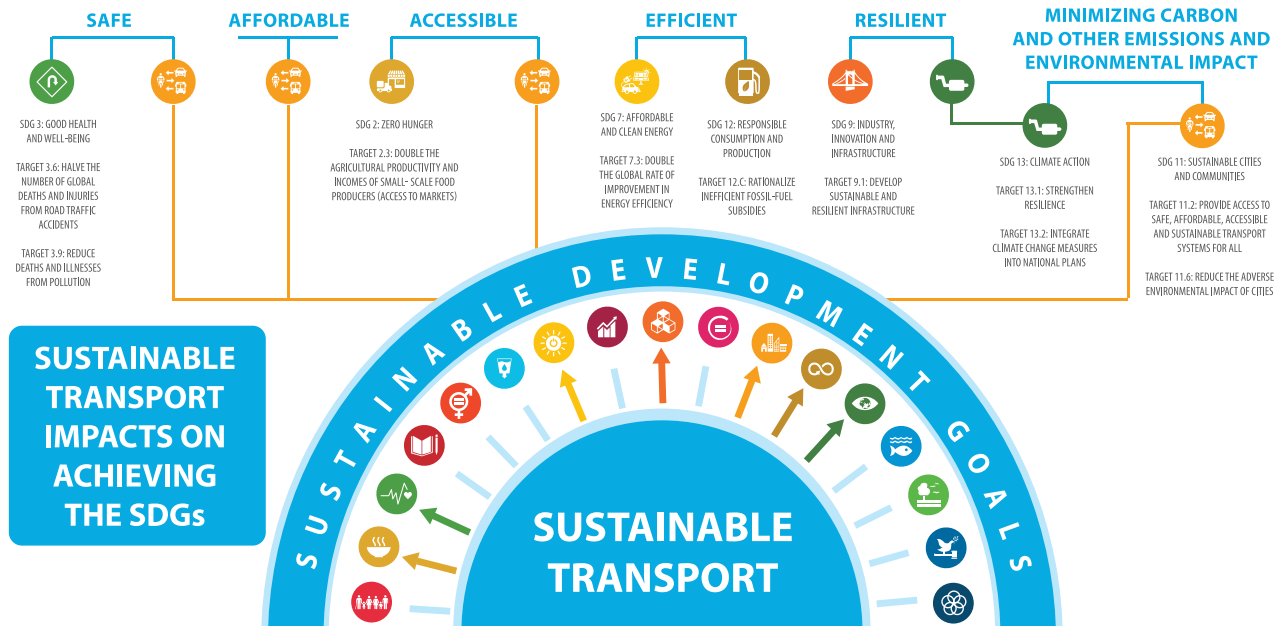
Contribution to Achieving the Sustainable Development Goals



Accomplishing the Sustainable Development Goals will rely on advances in sustainable transport. Global progress in reducing greenhouse gas emissions cannot be realised without decisive action in sustainable transport, and countries cannot provide food security or healthcare without providing reliable and sustainable transport systems to underpin these advances. Young people cannot attend school, women cannot be assured opportunities for employment and empowerment, and

people with disabilities and elderly people cannot maintain their independence and dignity without safe transport that is accessible itself and that enables access to all that people need. Personal security for all passengers is critical. Goals of biodiversity and ocean health also have significant intersections with the promotion of smart, sustainable transport practices across regions and across modes.

SUSTAINABLE TRANSPORT IS:



"The success of the Sustainable Development Goals will be determined by how much the lives of the most vulnerable are improved."

- Bénédicte Frankinet, The Permanent Representative of Belgium to the United Nations

Sustainable Transport in Practice

Shipping Information Pipeline

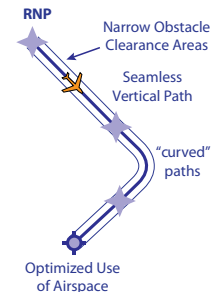
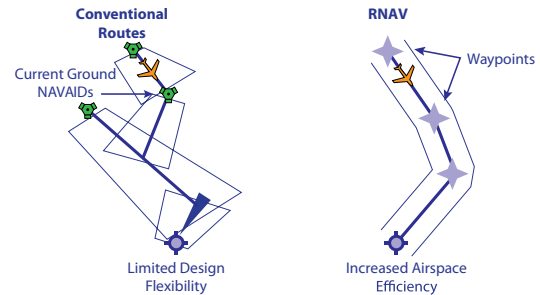
It takes 200 interactions and more than 20 documents to transport a container of avocados from Mombasa, Kenya to Rotterdam in the Netherlands, and the cost of the documentation process equals the cost of the actual shipping. A partnership of public authorities, supply chain operators and information technology corporations is developing a Shipping Information Pipeline. This Pipeline provides a digital infrastructure, in which supply chain partners and authorities can share and access original information required for a trade, creating supply chain transparency and a flow of information that facilitates the flow of goods. The Shipping Information Pipeline is being tested in East Africa, and its potential for trade enhancement and growth is global.



Improving Aviation Sustainability Through Performance Based Navigation

The International Civil Aviation Organization (ICAO) projects that departures on scheduled air services worldwide will increase from 33 million per year today to over 60 million by 2030. Reliance on ground-based air navigation systems poses a barrier to safely increasing air transport capacity, efficiency and environmental integrity. Enabled by satellite-based systems, Performance Based Navigation (PBN) capabilities can help

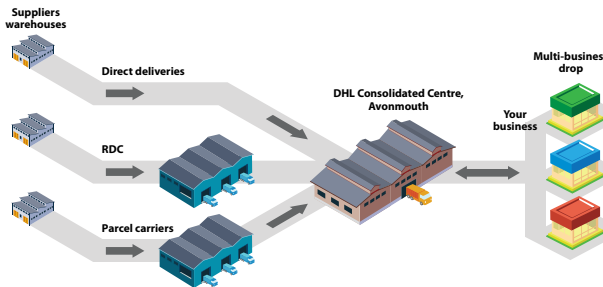
overcome that barrier. PBN frees aircraft from the less efficient ground-based navigation routings and allows for more direct routings that increase capacity while reducing emissions. Ground-based radar effectively restricts aircraft to designated 'lanes' in the airspace, zig-zagging in relation to where the radar towers and controllers are and with conservative separation distances. Satellite-based PBN allows for more point-to-point and precise routes -- reducing flight time and resulting fuel burn and emissions. The United States is pursuing PBN through its "NextGen" program, which is estimated to result in a cumulative reduction of 16 million metric tons of CO₂ by 2020. Europe is pursuing PBN under its Single European Sky Air Traffic Management Research program, targeting a 10% reduction in CO₂ per flight.



Sustainable Transport in Practice

City Centre Freight Consolidation in the United Kingdom

Cities in the United Kingdom have long dealt with road congestion, emissions, pollution, road crashes and related costs. Recent programs have deployed a consolidation centre model for freight deliveries at several sites in the United Kingdom that work to address these challenges. The model relies on the effective cooperation between city councils, freight delivery companies and local businesses/retailers. Neighbouring cities of Bristol and Bath share a centre with consolidated deliveries and electric trucks to serve 139 businesses in their respective city centres. This consolidation centre reduced 78% of the delivery trips to retailers, 196 tons of carbon dioxide (CO₂), and 6 tons of nitrogen oxide (NO_x) emissions. This model has also been applied to large airports in London. For example, London's Heathrow Consolidation Centre serves 320 retail and catering outlets, pubs and restaurants within the airport by consolidating 700 in-bound deliveries each week into 300 outbound vehicle deliveries to save 218 tons of CO₂ emissions per year as well as significantly reduce congestion.



Sustainable Urban Mobility Plans – Adaptation of the European Concept in Brazil

The concept of Sustainable Urban Mobility Plans originated in Europe under the slogan 'planning for people,' recognizing the need to align transport policies with people and their quality

of life rather than the traditional focus on traffic and traffic speed optimization. Adapting the European model, Brazil has made urban mobility plans a legal obligation for 3,300 cities and a precondition for receiving transport infrastructure financing. According to a 2016 survey of nearly 1,500 cities by the Brazilian Ministry of Cities, only 5.9% of the eligible cities had an urban mobility plan in place (26.7% were in the process of developing such a plan), and the survey made it clear that many municipalities do not have the technical and financial capacities to develop such plans. The Ministry of Cities recognized this deficit and worked with the WRI Ross Center for Sustainable Cities in Brazil to further adapt the European planning guidelines to the Brazilian context. The guidelines have now been downloaded more than 10,000 times. Many cities are using them to develop urban mobility plans, including, for instance, Joinville (560,000 inhabitants), which is particularly notable for its complementary active transport plan promoting the increased use of cycling and walking as the most sustainable urban transport modes.



ElectriCity - Innovative Collaboration for New Clean Public Transport Solutions in Göteborg

Göteborg in Sweden is the site of “ElectriCity” – a collaborative venture of 15 stakeholder organizations from industry, academia, authorities and politics to develop new solutions for sustainable public transport. “ElectriCity” is testing 100% electric buses that are completely silent and emission-free, and being run on electricity from wind and hydro power. Standard investment appraisals often do not take into account all of the costs and benefits that impact society and the environment. “ElectriCity” seeks a more complete picture. It calculates the monetary value of the electric bus line and also considers socio-economic and environmental factors such as noise, travel time, emissions, energy use, taxes and the use of natural resources. If all of the 400 buses in Göteborg were run on electricity instead of diesel, the total annualized societal saving would be up to EUR 10 million. Among other areas, the savings stem from reduced noise and air pollution, which is estimated to lead to substantially decreased health care costs. The annual reduction in CO₂ emissions would total 33,000 tons, corresponding to emissions from about 3,000 Swedish households. The “ElectriCity” public-private-partnership shows that cities can reduce noise, pollution and greenhouse gas emissions, while also creating socio-economic benefits in a sustainable and innovative way through collaborative business case thinking for public transport.



SaveKidsLives Campaign of the United Nations

The SaveKidsLives campaign aims to raise global awareness of the dangers children face every day when they go to school and back home. The campaign, coordinated by the United Nations Road Safety Collaboration and co-led by children, is based on the Child Declaration for Road Safety. SaveKidsLives is calling for urgent action.

The five priorities are:

- 1) A safe journey to school for every child including safe roads and speed management around every school;
- 2) Safe school transport including seatbelts on all school buses;
- 3) Vehicles safe for children and action to promote child restraints;
- 4) Motorcycle helmets for all children where two-wheelers are the main family transport;
- 5) Enforcement and action against drunk-driving.

An example of promoting safe journeys to school comes from Tanzania where the road safety NGO Amend is implementing a program to systematically assess areas around schools and improve road safety in collaboration with schools, the civil society and local authorities. Amend is targeting schools in poor and overcrowded neighbourhoods where at least 1 out of 25 children have suffered injuries on the road every year.



Policy Recommendations

Providing access through sustainable transport will require advances in three key areas: policy development and implementation, financing, and technological innovation. If rigorous action is pursued in each of these areas, together they will drive change and help individuals, businesses and governments mobilize sustainable transport.

Recommendations are elaborated in the Report ‘Mobilizing Sustainable Transport for Development’ by the United Nations Secretary-General’s High-Level Advisory Group on Sustainable Transport.

Policy development and implementation

1. Make transport planning, policy and investment decisions based on the three sustainable development dimensions— social development, environmental (including climate) impacts and economic growth—and a full lifecycle analysis.
2. Integrate all sustainable transport planning efforts with an appropriately-balanced development of transport modes: integration vertically among levels of government and horizontally across modes, territories and sectors.
3. Create supportive institutional, legal and regulatory government frameworks to promote effective sustainable transport.
4. Build technical capacity of transport planners and implementers especially in developing countries, through partnerships with

international organizations, multilateral development banks and governments at all levels, to ensure equitable access to markets, jobs, education and other necessities.

5. Reinforce efforts toward preventing road traffic deaths and injuries.
6. Foster an informed, engaged public as a crucial partner in advancing sustainable transport solutions.
7. Establish monitoring and evaluation frameworks for sustainable transport, and build capacity for gathering and analyzing sound and reliable data and statistics.

Financing

8. Promote diversified funding sources and coherent fiscal frameworks to advance sustainable transport systems, initiatives and projects.
9. Increase international development funding and climate funding for sustainable transport.

Technological Innovation

10. Promote sustainable transport technologies through outcome-oriented government investment and policies that encourage private sector investment and action through various incentive structures.



High-Level Advisory Group on Sustainable Transport

VOLVO

Martin Lundstedt (co-chair)

Chief Executive Officer, Volvo Group, Göteborg, Sweden
Contacts: Niklas Gustafsson, Chief Sustainability Officer, Volvo Group; niklas.gustafsson@volvo.com and Andreas Svenungsson, Senior Vice President, Public Affairs, Volvo Group; andreas.svenungsson@volvo.com



Carolina Tohá (co-chair)

Mayor of Santiago, Chile
Contacts: Jorge Iglesias, First Secretary, Permanent Mission of Chile to the United Nations; jiglesias@minrel.gob.cl and Julio Cordano, Chief, Department of Climate Change and Sustainable Development, Ministry of Foreign Affairs, Chile; jcordano@minrel.gob.cl

Deutsche Post DHL Group

Frank Appel, Chief Executive Officer,

Deutsche Post DHL Group, Bonn, Germany
Contact: Roger Libby, Vice-President, Corporate Public Policy, Deutsche Post DHL Group; roger.libby@dphdhl-usa.com



Milica Bajić-Brković, Former President, International Society of City and Regional Planners, The Hague, The Netherlands; bajicmb@gmail.com



Morten Engelstoft, Chief Executive Officer, APM Shipping Services Maersk Group, Copenhagen, Denmark

Contact: John Kornerup Bang, Head of Positioning and Strategic Risk Management, Lead, Climate Change Group Sustainability, Maersk Group; john.kornerup.bang@maersk.com



Alain Flausch, Secretary General, International Association of Public Transport, Brussels, Belgium

Contact: Philip Turner, Sustainable Development Manager & EU Expert Sustainable Mobility, International Association of Public Transport; philip.turner@uitp.org



Tanya Müller García, Secretary of Environment, Ministry of Environment of Mexico City, Mexico

Contact: Ana Peñalosa, Policy and Strategy Advisor, Ministry of Environment of Mexico City; anapenalosa1@gmail.com



Maty Mint Hamady, Mayor of Nouakchott, Mauritania

Contact: Mohamed Fouad Barrada, Advisor to Mayor of Nouakchott; m_barrada@yahoo.fr



Patrick Ho, Deputy Chairman and Secretary-General, China Energy Fund Committee, Hong Kong, China

Contacts: Zhang Ya, Principal Representative to the UN, China Energy Fund Committee; yzhang@chinaenergyfund.org and David Zhu, Officer China Energy Fund Committee; zhu@un.org



Victor Kiryanov, Former Deputy Minister of Interior of the Russian Federation, Moscow, Russian Federation

Contact: Alexander S. Alimov, Deputy Director, Department of International Organizations, Ministry of Foreign Affairs of the Russian Federation; a_alimov@hotmail.com



Jean-Pierre Loubinoux, Director General, International Union of Railways, Paris, France

Contact: Nicholas Craven, Manager of Unit - Sustainable Development, International Union of Railways; craven@uic.org



Len Roueche, Former Chief Executive Officer, Interferry, Victoria BC, Canada

Contact: Roberta Weisbrod, Ph.D., Executive Director, Worldwide Ferry Safety Association; ferrysafety@gmail.com



Elattuvalapil Sreedharan, Former Managing Director, Delhi Metro Rail Corporation, Delhi, India

Contact: Mr. K.K. Saberwal, Director (Finance), Delhi Metro Rail Corporation; kk_saberwal@hotmail.com



Tewolde Gebre Mariam, Chief Executive Officer, Ethiopian Airlines, Addis Ababa, Ethiopia

Contact: Washun Asres, Director of the Office of the CEO, Ethiopian Airlines; WashunA@ethiopianairlines.com



Jose Viegas, Secretary-General, International Transport Forum, OECD, Paris, France

Contact: Mary Crass, Head of Institutional Relations and Summit, International Transport Forum; Mary.CRASS@itf-oecd.org



Nancy Young, Vice President, Environmental Affairs, Airlines for America, Washington DC, USA; NYoung@airlines.org



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**Sustainable Transport Information on the United Nations Sustainable
Development Knowledge Platform**

<https://sustainabledevelopment.un.org/topics/sustainabletransport>

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