



BOGOTA DECLARATION SUSTAINABLE TRANSPORT OBJECTIVES

The representatives of the national transport and environment agencies of Argentina, Brazil, the Plurinational State of Bolivia, Chile, Colombia, Ecuador, Mexico, Paraguay and Uruguay, gathered in Bogota, Colombia, on June 23 and 24, 2011, for the first Regional Forum on Sustainable Transport (FTS), agree to adopt the following Declaration, based on the following

Considerations:

1. That the Regional Sustainable Transport Forum (FTS), held in Bogotá, Colombia, is the first of a series of regular forums to bring together key government representatives from Latin American countries in transport and environment, as well as representatives from international organizations, bilateral and multilateral agencies, nongovernmental organizations (NGOs), research institutions and experts in sustainable transportation, in order to share and review best practices, challenges, trends and innovations in promotion of sustainable transport in the region.
2. That Latin America is in a process of accelerated economic and social development that will result in an increased demand for transport services and infrastructure to ensure the satisfaction of the requirements for freight and people mobility, and accessibility to transportation systems.
3. That sustainable transport can be understood as *"the provision of services and infrastructure for the mobility of people and goods needed for economic and social development and improved quality of life and competitiveness. These services and transport infrastructure provide secure, reliable, economical, efficient, equitable and affordable access to all, while mitigating the negative impacts on health and the environment locally and globally, in the short, medium and long term without compromising the development of future generations."*
4. That it is possible to advance in the promotion of sustainable transport through the adoption of measures under the paradigm "Avoid-Shift-Improve": Avoid unnecessary travel by motor vehicles. Shift the trend of individual motorization to safer, efficient and environmentally friendly transport modes. Improve infrastructure and management of transport services by adopting cleaner, efficient and safer technologies and practices.
5. That the Latin America and the Caribbean region has made progress in practices that apply these principles and has examples to be replicated worldwide in each of the components of this paradigm.
6. That in spite of regional best practices, there are still immense challenges to achieve sustainability in the transport sector in the region. In particular, the region is going through a phase of rapid economic growth that generates pressure on mobility, environment and human development, whose main manifestation is the increasing use of cars and motorcycles for the accessibility of people, and trucks for freight mobility. This increase, coupled with institutional and financial constraints, generates negative impacts on economic and social development, and the environment.
7. That the traditional dynamics of providing infrastructure in accordance with the needs of the demand for

¹ The delegation of the República Bolivariana of Venezuela requested the opportunity of consulting its Government to be able to endorse this Declaration



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motor vehicles is not sustainable; and that the consequences of maintaining current trends are costly in both energy and economic aspects, as well as environmental and social terms. Therefore a change in the existing dynamics is required, directing action to the integrated sustainability of freight and passengers systems at the international, national, sub-national and urban levels.

8. That the infrastructure and transport services have impacts on noise, air pollution and greenhouse gas GHG emissions, and their subsequent effects on health, and that they are vulnerable to inevitable climate change. This therefore calls for urgent action to mitigate the impacts described above and adapt existing and future infrastructure to new climate patterns, and the inherent risks of flooding, landslides and operation in adverse conditions.
9. That the promotion of sustainable transport is essential and is endorsed by a range of global and regional initiatives, that are the basis for this declaration namely:
 - a. Sustainable Development Agenda 21 and Rio +20 deliberations
 - b. Decade of Action for Road Safety 2011-2020
 - c. Initiative for the Integration of South American Regional Infrastructure IIRSA.
 - d. Mesoamerica Project (formerly Puebla-Panama)
 - e. South American Meeting of Ministers Responsible for Transport Road Safety
 - f. Conference on Sustainable Transport, Air Quality and Climate Change in Latin America and the Caribbean

Agree:

1. To take ownership of the Regional Forum on Sustainable Transport (FTS) and welcome the contribution of the participating countries and experts.
2. To adopt the following working definition of sustainable transport: *"the provision of services and infrastructure for the mobility of people and goods needed for economic and social development, and improved quality of life and competitiveness. These services and transport infrastructure provide secure, reliable, economical, efficient, equitable and affordable access to all, while mitigating the local and global negative impacts on health and the environment, in the short, medium and long term, without compromising the development of future generations."*
3. To periodically convene FTS with the participation of the highest level authorities at national, sub-national and local sectors of transport, environment, health, finance and planning, and of sectoral experts, with the primary objective of sharing views, ideas and information on best practices and effective policy instruments related to transport, environment and health.
4. To request the United Nations Centre for Regional Development UNCRD and the Inter-American Development Bank IDB to continue convening and giving support to FTS, and facilitate the participation of all interested observers, such as international organizations, bilateral agencies, NGOs and civil society, academia, foundations, and private companies, among others.
5. To request UNCRD and IDB their cooperation with similar organizations, and integration of initiatives related to the Forum at a national and international level. This, to identify and explore possible sources

² The Annex presents details of each of these initiatives.



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of assistance and collaboration for capacity building, development of pilot and demonstration projects, as well as to implement policies, strategies and action plans developed by participants in the FTS .

6. To request UNCRD and IDB support to promote a cooperation system between countries to facilitate exchange of experiences and information, including a set of appropriate indicators to allow monitoring and continuous improvement in coordination with other initiatives in the region.
7. To recognize the importance of working both in freight transportation at the interurban and urban level, and in passenger transport sector towards sustainability.
8. To voluntarily develop strategies towards the objectives of sustainable development and transport, namely:

8.1. Strategies to Avoid unnecessary motorized travel and reduce travel distances

Objective 1: Increase the efficiency of transport and distribution of goods through urban and interurban intelligent logistics systems and specialized logistics infrastructure.

Objective 2: Seek for a reduction of individual motorized travel at the urban level by integrating the concepts of land use and accessibility, and using strategic planning tools for urban and regional development.

Objective 3: Increase the virtual interaction between people using information and telecommunication technologies.

8.2. Strategies to Shift the trend of individual motorization to safer, efficient and environmentally-friendly modes

Objective 4: Promote increased use of maritime, river, and railway modes to transport goods and people, through strategic investments in these modes, as well as the promotion of intermodal logistics management.

Objective 5: Promote and preserve the use and safety of pedestrian and bicycle transportation, as an integral part of efficient sustainable transport systems.

Objective 6: Promote the use of more sustainable modes of interurban passenger transport, such as buses and trains, including the implementation of high quality services that, according to the demand conditions, offer alternatives to private cars and air transport.

Objective 7: Promote the expansion and improvement to public transport services, based on attending the user's needs, in such a way that these are affordable, safe, reliable and of high quality.

Objective 8: Promote measures to discourage increased share of private motor vehicles in the total number of trips, through Transport Demand Management.

Objective 9. Promote a behavioral changes towards sustainable mobility alternatives through information and education of the population.

8.3. Strategies to Improve technology and management of transport services

Objective 10: Promote the increased use of cleaner vehicles and fuels, and greater energy efficiency and emission control measures in all transport modes.

Objective 11: Work to establish progressive, appropriate and affordable, (i) improved fuel quality standards including reducing the sulfur content of fuels, (ii) measures for fuel saving, and (iii) measures to reduce emissions of air pollutants for all types of road, air and water vehicles.

Objective 12: Work to establish or improve technical vehicle inspection regimes, and to progressively implement safety standards, and standards to reduce atmospheric emissions.

Objective 13: Promote the adoption of Intelligent Transportation Systems such as electronic tolls, transportation control centers and user information in real time, promoting transparent communication of the costs of services and sources of payment. Search the formalization and integration of public transport services to ensure accessibility, quality and safety.

Objective 14: Promote the adoption of permanent traffic management and control schemes, to primarily ensure transport quality and safety.

8.4 Cross-cutting strategies

Objective 15: Include sustainable transport consideration within the strategies of the Decade of Action for Road Safety. In this context, promote the adoption of a policy of "zero tolerance " to reduce the number of injured and dead from traffic accidents. Consider actions to reduce traffic safety problems resulting from increasing share of motorcycles in the total trips.

Objective 16: Promote the continued monitoring of the impacts of emissions and noise generated by transport in health, and incorporate mechanisms to assessing the corresponding impacts in economic analyses.

Objective 17: Promote mitigation of GHG emissions that contribute to climate change, by considering sustainable transport actions following the paradigm of "avoid-shift-improve."

Objective 18: Work on the adaptation of transport infrastructure, existing services and new projects to reduce their vulnerability to the adverse effects associated with climate change.

Objective 19: Promote special consideration to vulnerable users in planning, implementation and operation of infrastructure and sustainable transport systems, through actions aimed at improving the quality, safety and accessibility for all, especially for women, the elderly, disabled persons, children and low income people.

Objective 20: Promote the adoption of innovative financing mechanisms for building sustainable transport infrastructure and providing complementary services.

Objective 21: Work on the institutional, regulatory and economic aspects that allow the development of sustainable transport, including management, human resources training and interagency coordination.



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Objective 22: Encourage the widespread distribution of information on sustainable transportation at all levels of government and to the public.

Objective 23. Advance in the development and allocation of adequate financial resources to the institutions dedicated to the planning, development, implementation and monitoring of sustainable transport.

Objective 24. Promote greater transparency and good governance practices through the application of appropriate tools, and foster the integration of transport, environment, urban development and health policies.

To monitor the progress of their work summarized in the above objectives, countries will voluntarily provide information on the progress of this sustainable transport agenda in the next Forum FTS to be held in Asunción, Paraguay in 2013. Likewise, countries will join efforts to participate in the FTS-Cities to be held in Mexico City in October 2012 with the participation of representatives from the cities of the region. At the same UNCRD and the IDB are invited to propose a list of indicators that allow such monitoring , with the support of observer organizations,

Agreed on the 24th day of June 2011 in Bogota, Colombia



Annex

Relevant global and regional initiatives, which inform and draw on this Declaration

1. The Sustainable Development Agenda 21 adopted at the United Nations Conference on Environment and Development held in Rio de Janeiro, Brazil from 3 to June 14, 1992, included the theme of transportation systems, and subsequent high level meetings of the 19th session of the Commission on Sustainable Development (CSD-19), reaffirmed that improving transport systems and accessibility for the promotion of sustainable development can promote economic and social development and help in integrating developing countries into the global economy and, in this way, contribute to poverty eradication. These results will be taken into account in the United Nations Conference on Environment and Development Rio +20 to be held in Rio de Janeiro, Brazil from 4 to June 6, 2012.
2. The General Assembly of the United Nations, through Resolution 64/255 of March 2010, officially proclaimed the Decade of Action for Road Safety 2011-2020 in March 2010 to provide a framework for countries and communities to enhance action to save lives on roads worldwide. The World Health Organization, following a broad consultative process, issued the Plan of Action for the Decade of Action for Road Safety 2011-2020, which includes actions consistent with the principles of sustainable transport.
3. South American Presidents gathered on August 31 and September 1, 2000, in the City of Brasilia, agreed to undertake joint actions to promote the South American process of political, economic social integration, creating the Initiative for the Integration of Regional Infrastructure in South America IIRSA. Since then, they advanced on a common agenda, through an Action Plan that envisages activities in transport, energy and communications. The plan includes strategic institutional and political actions, and includes the environmental and social dimensions of the projects.
4. The Mesoamerica Project, resulting from the Tuxtla Summit and the Plan Puebla-Panama, agreed on June 28, 2008, represents a high-level political endeavor that articulates cooperation, development and integration efforts of ten countries (Belize, Colombia, Costa Rica, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama and Dominican Republic), facilitating the management and implementation of projects aimed at improving the quality of life of the inhabitants of the region. The project includes integration of regional transport infrastructure, among other social and economic development initiatives.
5. Participants at the First Meeting of South American Ministers Responsible for Transport Road Safety, organized by the Ministry of Transport of Peru, who met in Lima on 14 and March 15, 2011, recognized and adopted the proclamation of the Decade of Action for Road Safety 2011-2020, and agreed on actions to stop the increase in the numbers of dead and injured caused by traffic accidents, which include sustainable transport actions.
6. The debates at the Conference for Sustainable Transportation, Air Quality and Climate Change for Latin America and the Caribbean, held in Rosario, Argentina, from 11 to 14 May 2011, sponsored by the Clean Air Institute, the World Bank the Inter-American Development Bank and several governments and NGOs, which advanced at the regional level the concepts adopted in the 2020 Bangkok Declaration, adopted at the Fifth Forum for Environmentally Sustainable Transport in Asia and the Bellagio Declaration on Transport and Climate Change.