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United Nations Environment Programme
Statement: Transport

The transport sector is the fastest growing sector in terms of CO₂ emissions, contributing to 25% of energy related emissions, with 95% of transport currently fuelled by fossil fuels. Road transport accounts for half of all air pollution and more than 80 percent of urban air pollution in some cities, affecting land and water resources, and exacerbating respiratory diseases such as asthma. In almost all countries demand for mobility is increasing, driven by growing populations, urbanisation trends and rising incomes. At the same time, the transport sector is crucial to the world economy and a major contributor to global GDP. For example, lack of adequate transport infrastructure poses constraints on the marketing of agricultural produce and other income generating opportunities. Enhancing access to mobility by means of improved infrastructure and affordable transportation services can facilitate economic activities and ensure better access of the poor to employment opportunities, social services and education, while significantly reducing road accidents and fatalities. However, current transport policies cater mainly for private motorized users who make up the minority, and current investments in transport do not fulfil the objectives of providing sustainable mobility for all.

A comprehensive, global approach to transport is required, that delivers policies and measures centred around three key objectives: (1) to **avoid** emissions by reducing demand through better urban design and transport planning yet maintain or increase mobility, (2) to **shift** to less energy-intensive modes of transport, and (3) to **clean** our transport systems by using low-carbon modes and technologies. UNEP supports governments and other partners in developing policies for the introduction of more sustainable and efficient transport in all three of these areas, with a focus on the promotion of investment in infrastructure for non-motorised and public transport to avoid growth in private motorised vehicle use, and the exchange of technologies to allow for cleaner public and private vehicles.

The development of national sustainable, low carbon transport strategies should be promoted. Policies within these strategies should focus on four areas. First, a macro-economic case should be made for investments in sustainable transport, including the necessary infrastructure. Often investments prioritise road infrastructure for private motor vehicles, while the majority of users do not own private motor vehicles. Road investment should make structural allocations to provide quality infrastructure for non motorized (NMT) transport (walking and cycling) and public transport (e.g. Bus Rapid Transit systems). The allocation of as little as 5 to 10 % of road investment for NMT infrastructure, could provided the majority of people with affordable, clean and safe transport¹. Secondly, there are now many success stories that demonstrate the potential to invest in cost effective mass transport systems such as BRT and light rail, including through public – private investment partnerships for their development and operation. Thirdly, city development strategies should be developed that focus on reducing transport needs, including through bringing functions close together (living, working, shops and schools), promoting density rather than urban sprawl, and developing infrastructure for NMT and public transport. Finally, countries should develop clean and efficient vehicles

¹ UNEP's Share the Road programme is promoting this (www.unep.org/transport/sharetheroad).



policies and standards. This includes technology transfer, the introduction of cleaner fuels, and finding alternatives to the importation of old, inefficient vehicles².

These interventions would result in reduced urban air pollution, reduced greenhouse emissions, improved access to affordable high quality transport, reduced energy dependency on fossil fuels, and, improved road safety – reduced road accidents and fatalities.

The 19th session of the Commission on Sustainable Development could play an important role in channelling efforts towards the above, while promoting coordination among the existing major transport support programmes, both within and external to the UN. CSD 19 can also be key in promoting the public-private partnership model, which has been particularly effective in advancing action in a number of the aforementioned areas, from changing investment patterns in road infrastructure to the introduction of cleaner vehicles. UNEP supports regional and national policymaking and its role as a promoter of partnerships (such as the Global Fuel Economy Initiative³ and the Partnership for Clean Fuels and Vehicles⁴) that facilitate consensus and dialogue across public-private divides has enabled progress on transport issues globally and nationally. Given this role as catalyst and promoter of partnerships, UNEP could effectively support any coordination mechanism established at CSD 19.

² UNEP is involved in two leading global programs to this effect – the Partnership for Clean Fuels and Vehicles (PCFV - www.unep.org/pcfiv) and the Global Fuel Economy Initiative (www.globalfueleconomy.org).

³ <http://www.globalfueleconomy.org>

⁴ <http://www.unep.org/transport/pcfiv/>

UN HABITAT

FOR A BETTER URBAN FUTURE

United Nations Human Settlements Programme

Intergovernmental Preparatory Meeting (IPM) for the Nineteenth session of the Commission on Sustainable Development

Transport

Urbanisation plays a key role in for achieving sustainable development.

As the United Nations agency for housing and urban development, UN-HABITAT promotes policies and models to achieve sustainable urban development across the globe.

Achieving sustainable urban development includes urban mobility. This entails prioritising and promoting mobility policies and investments that contribute to improved urban productivity and living and working conditions of people, with a special focus on the needs of the urban poor.

The majority of GHG emissions now come from urban areas and urban transport emissions. On one hand, the transport sector is currently responsible for 23% of all energy-related CO₂ emissions globally and 13% of all GHG emissions. On the other hand, the capacity to move is at the core of a fully functional city. Indeed, the success of productive relationships in cities is totally linked to mobility. In addition to its importance as an urban service, it is also important to realize that the transport infrastructure and service sector itself is a significant generator of wealth and employment.

From the perspective of UN-Habitat, there are three key policy priorities related to urban transport:

First, mobility plans must be integrated into overall urban plans and coordination between planning, transport and other departments improved. This is critical because all too often planning and transport departments do not work together.

The second element is to look at how urban plans and investments can decrease the demand for motorized mobility through compact development patterns, mix of compatible uses and guide infrastructure investments towards better conditions for walking and cycling and expanded public transport systems, together with new technologies and comprehensive mobility management approaches that increase intermodality.

The third feature is to ensure political and financial commitment for investments in mobility infrastructure, including high capacity systems, which are environmentally friendly. Without the necessary political it will be hard to achieve sustainable urban mobility systems. In addition, the private sector, non-profit organisations and civil society have to be included. Indeed, we will need a wide range of stakeholders/cooperating actors from the public and private sector to address present and future mobility challenges.

The global community of nations, international organisations and financial institutions, businesses, non-governmental and civil-society organisations can assist countries and cities with fast growing metropolitan areas in multiple ways. Organisations like UN-Habitat or UCLG can provide support through developing new models for sustainable urban development and governance and promoting the exchange of good practices and new technologies in urban development. For example, UN-Habitat has recently launched a new initiative to promote Sustainable Transport Solutions for East African Cities with funding from the Global Environmental Facility (GEF). The project will assist government partners in developing and implementing an operational strategy for improved public transport, corresponding infrastructure improvements for pedestrians and cyclists and travel demand management in Addis Ababa, Kampala and Nairobi.

In conclusion, with the principles outlined above, both in the North and the South urban mobility and logistics can be major drivers for and components of green, efficient and socially balanced urban regions that provide effective responses to the challenges of contemporary and future urbanisation.
