

The need for sustainable, low carbon transport policies to accelerate sustainable development

Cornie Huizenga, Joint Convener Partnership on Sustainable Low Carbon Transport



Partnership on Sustainable
Low Carbon Transport

UNFCCC event
14 November, 2013
Warsaw, Poland

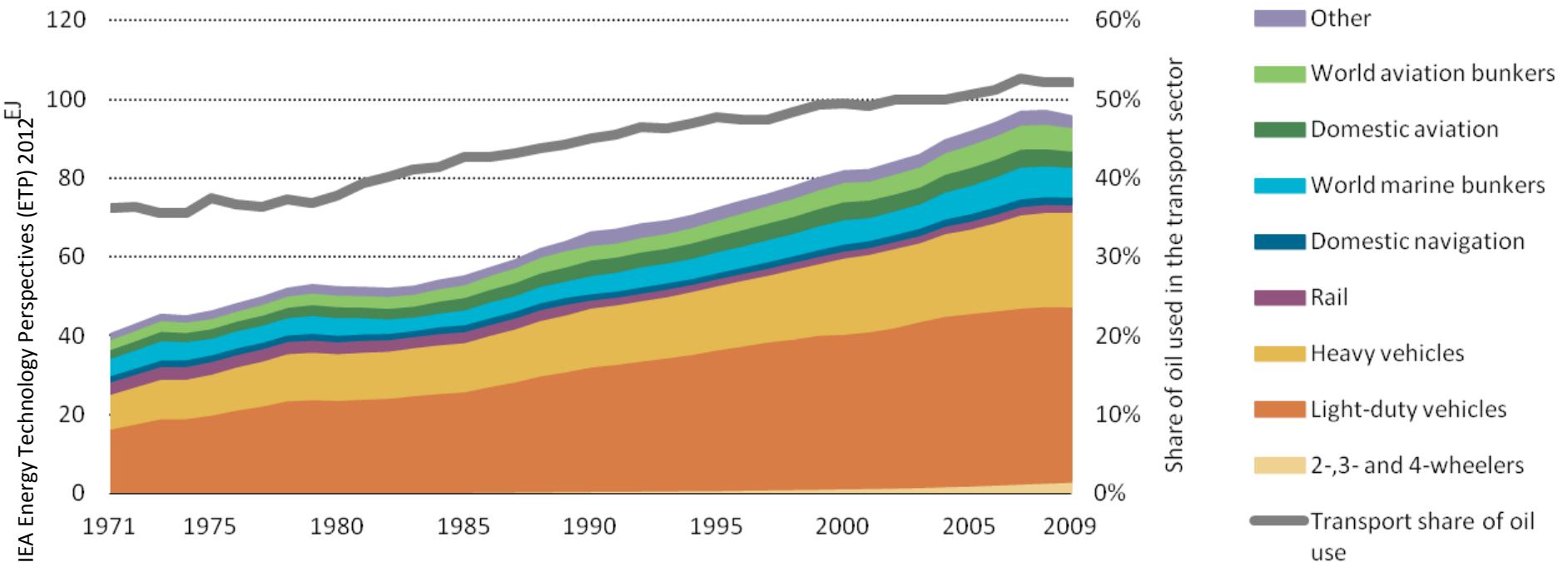
Part 1

WHAT IS THE PROBLEM



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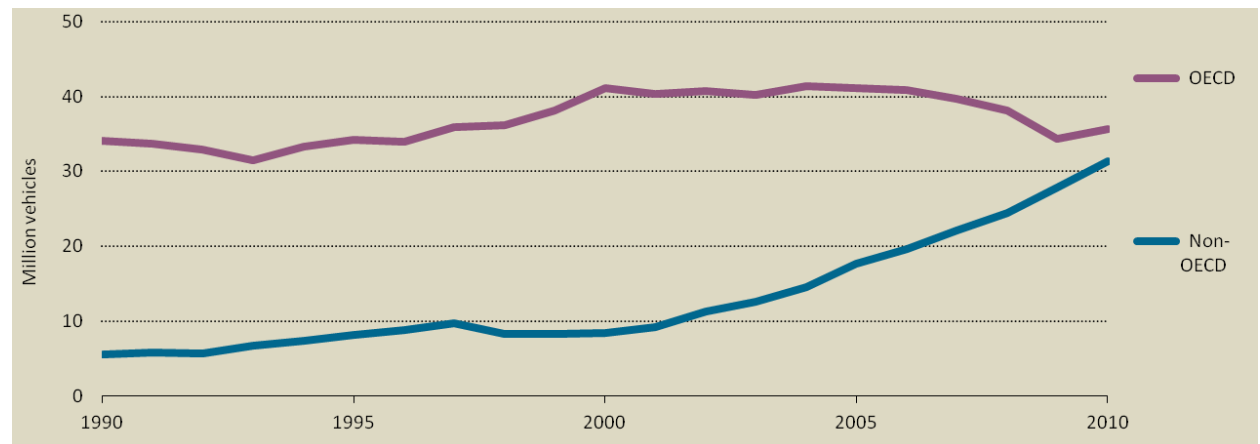
Transport accounts for nearly a quarter of global energy use



Total transport energy use and carbon emissions are projected to grow 80 percent from 2002 levels by 2030.

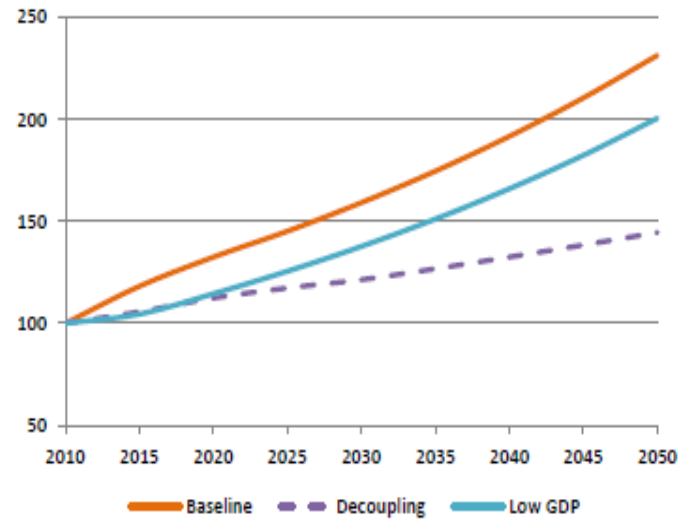
City Specific data are problematic, but city related GHGs are substantial

By 2015 Non-OECD will overtake OECD in vehicle market, much of this in cities

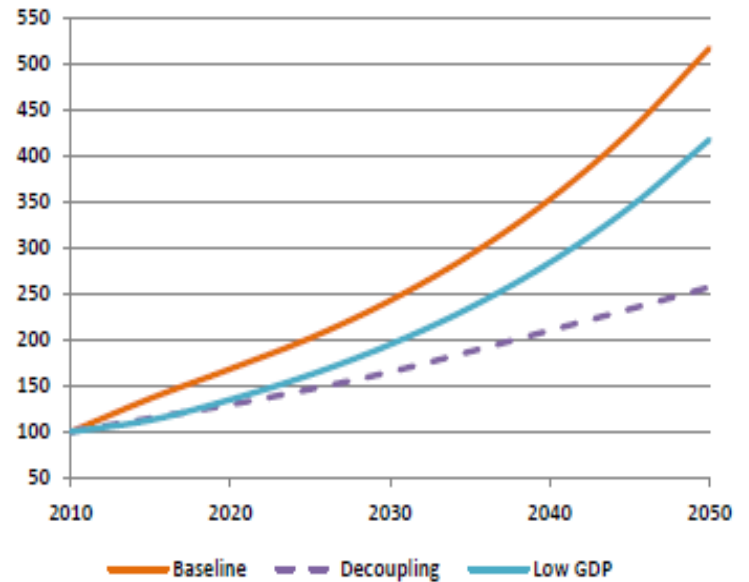




Freight is also a key area of concern



Freight OECD 2010-2050



Freight non-OECD 2010-2050

THE COST OF ROAD CRASHES

Income Group	Fatalities	Economic Cost	% of GDP
Low	135,000	US\$ 23 billion	4%
Low-Middle	480,000	US\$ 242 billion	5%
Upper-Middle	520,000	US\$ 1,030 billion	5%
High	95,000	US\$ 945 billion	2%
TOTAL	1,230,000	US\$ 2,240 billion	3%

Global Status Report (WHO, 2013)
 Mahon, Dahdah (2008)

Road Safety

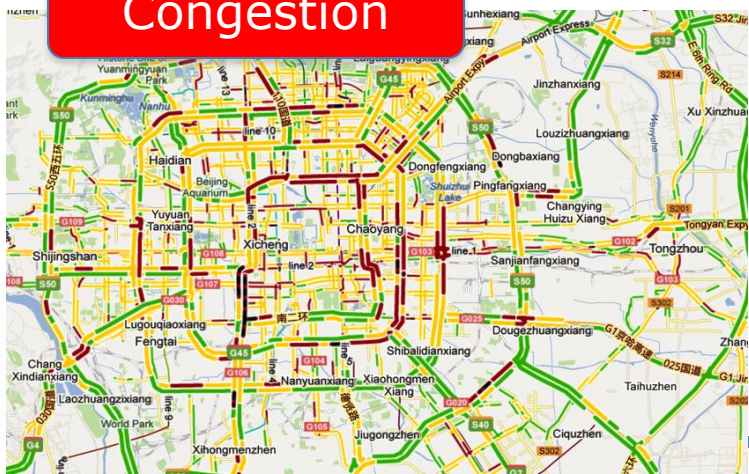
Associated Problems



Air pollution

Black Carbon

Congestion



Part 2

What can be done ... and by whom



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Paradigm shift on development of Transport

Predict and Provide
*Build Roads to
promote economic and
social development*

Then

Road safety
1.3 million
deaths

**Air
Pollution**
3 million
deaths
(large part
transport)

**Climate
change –
transport**
GHG fast
growing

Congestion

**Access not
inclusive – large
groups no access
(urban and rural)**

**Negative externalities of old paradigm:
6-10% of GDP**

Access: (Avoid + Shift + Improve)

Now

**Expand/Improve
Transport
infrastructure
and services**

**Avoid
unnecessary
motorized
transport**

**Shift Transport to
most effective
mode
(people and goods)**

**Improve
environmental
performance
transport**



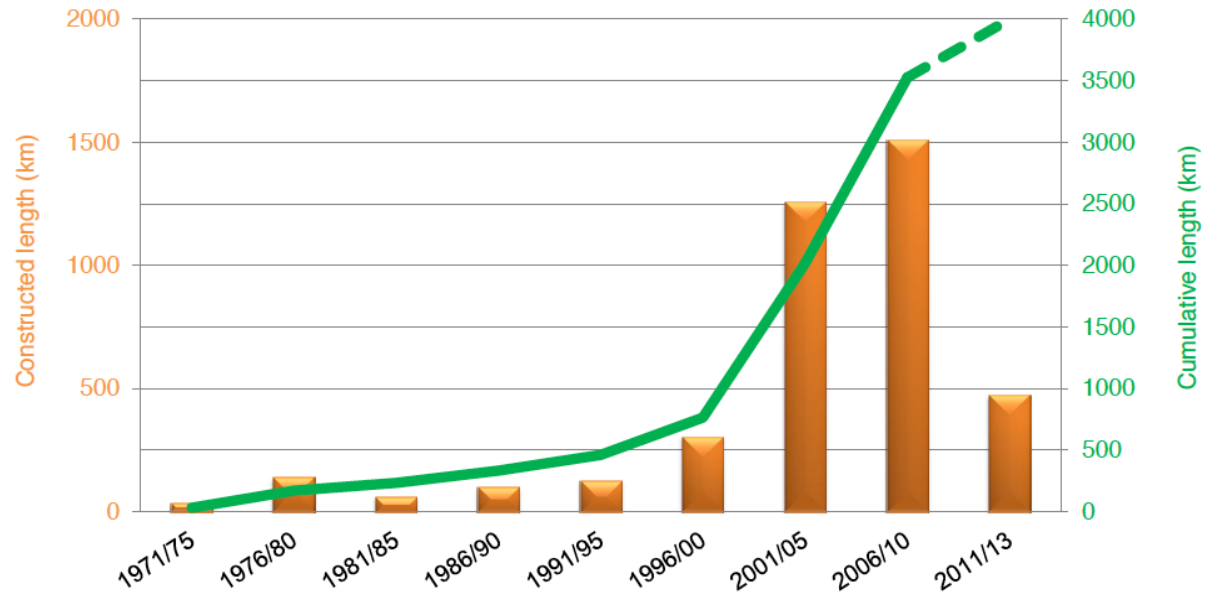
Avoid: Travel Demand Management

Cities in the Lead

- Vehicle quota's in Singapore, Shanghai, Beijing, Guangzhou
- Congestion charging in Singapore, London, Stockholm, Milan

Shift: Bus Rapid Transit

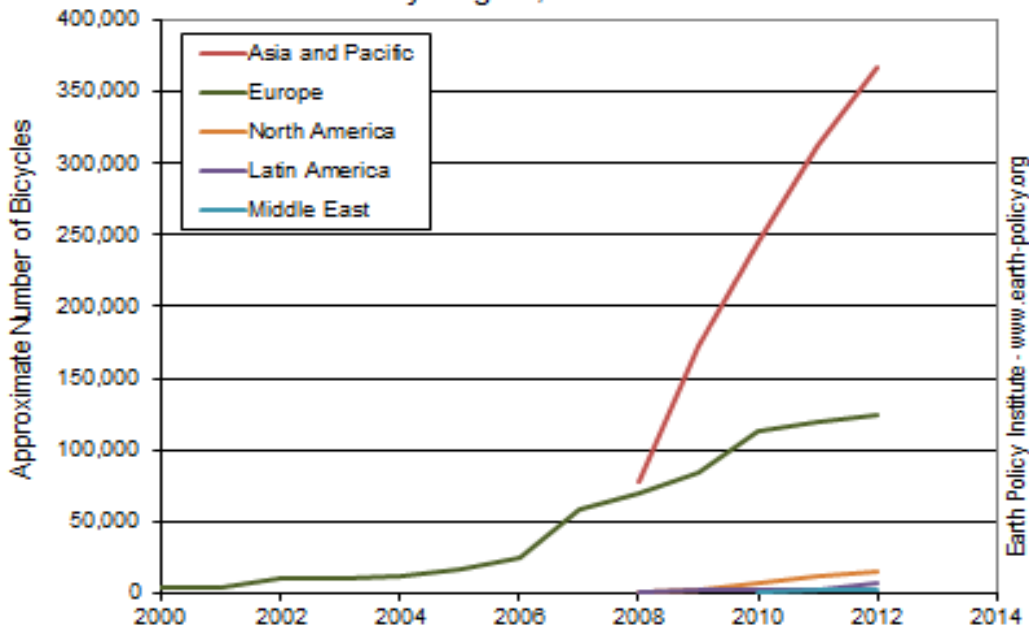
➤ Evolution of total length of systems



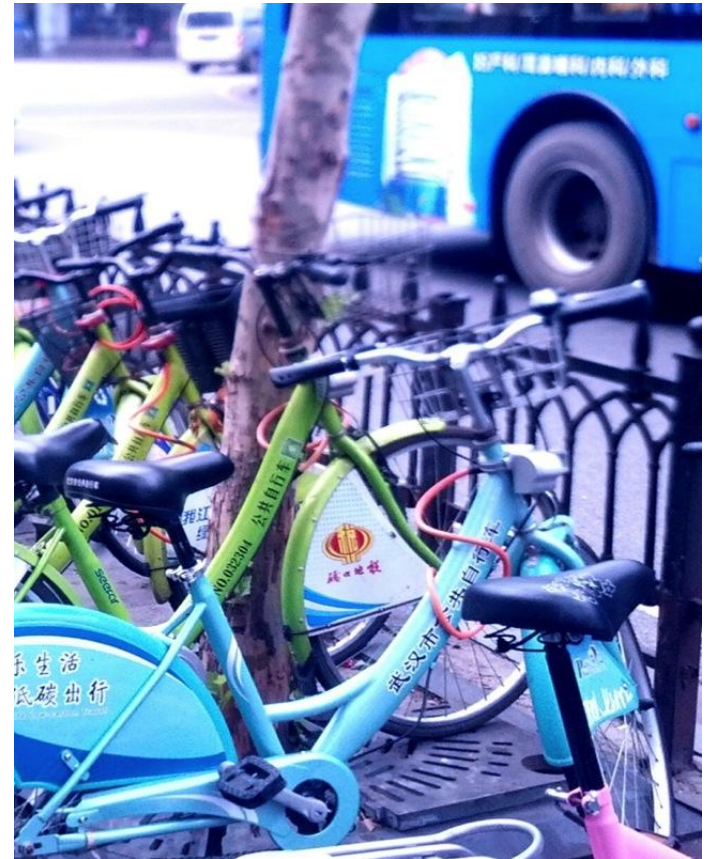
Cities in the Lead:
Enabling National
Policies and Financing
in Certain Countries

Shift: Public Bike Schemes

Number of Bicycles in Bike-Sharing Programs
by Region, 2000-2012

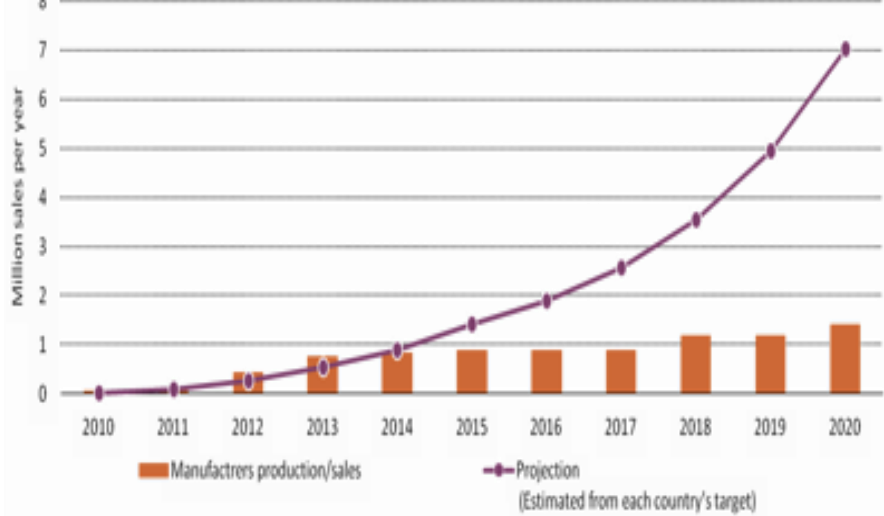


Source: EPI based on Midgley; Meddin and DeMaio; Yang et al.; Shaheen et al.



Cities in the
Lead

Wuhan – China
Largest Public Bike Scheme in the
world – 94,000 bikes

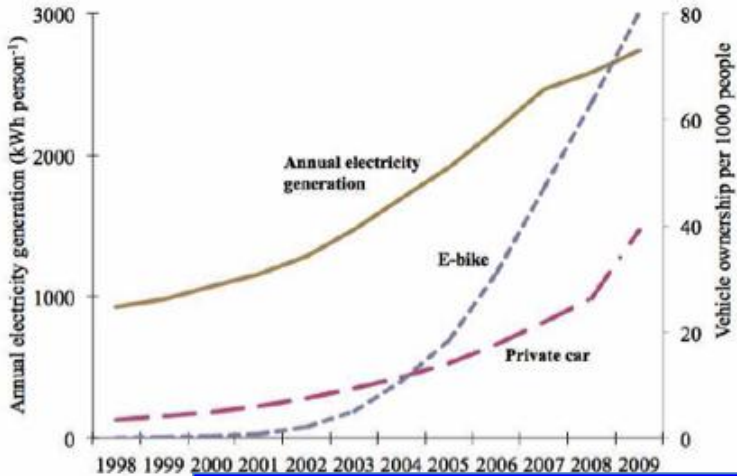


National Government in the lead – some city involvement

Electric 4-wheelers -no global leader

Improve: Electric Vehicles

Private Sector In the Lead



Electric 2-wheelers now- China, Asia

All Components of Avoid, Shift and Improve have been tested at scale both in developed and developing world

Full Scale Implementation at City Level

Enabling National Level Policies

Enabling Finance Frameworks

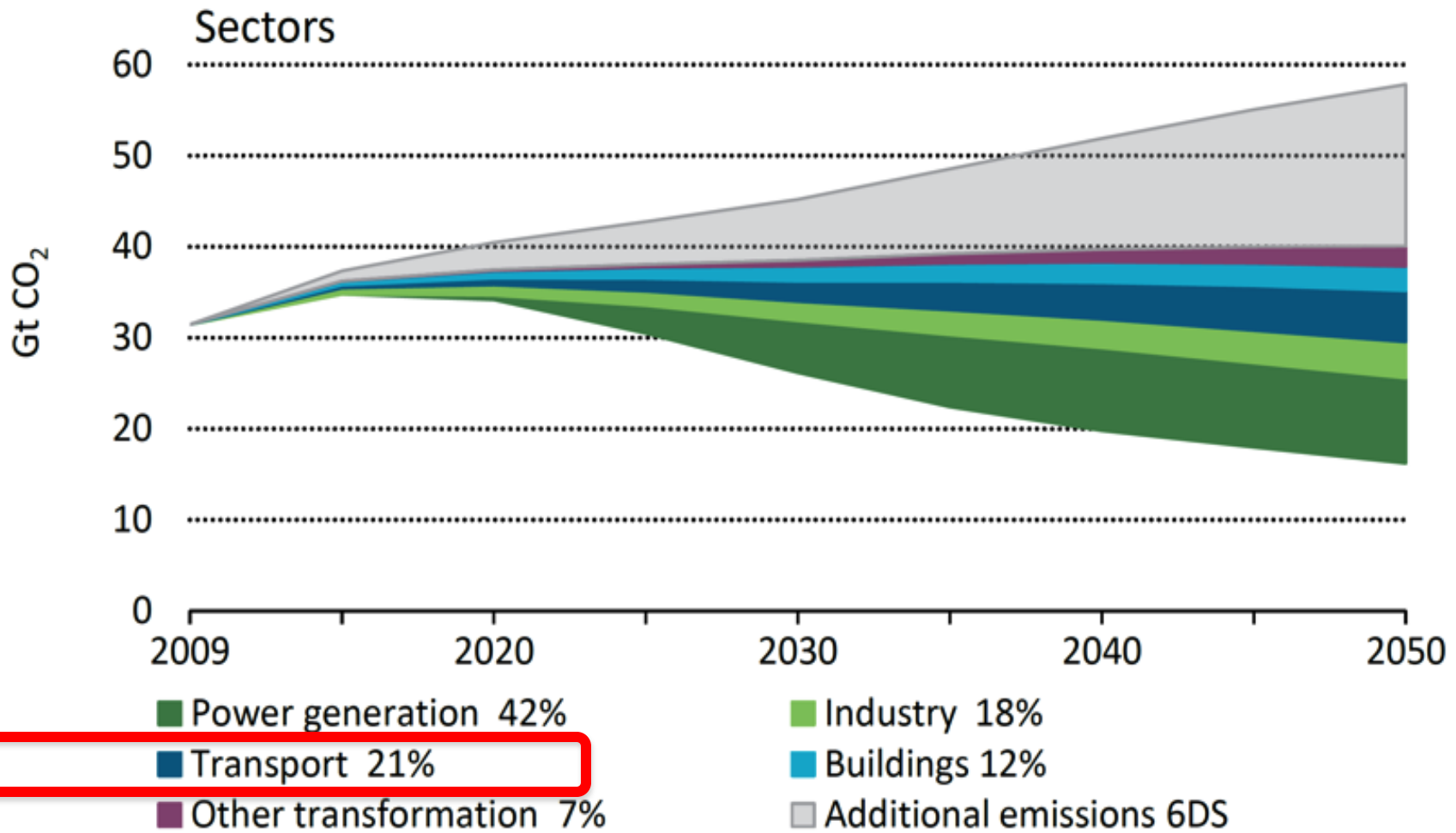
Enabling Institutional Structures and Mandates

Part 3

WHAT IS THE POTENTIAL IMPACT ON GHG EMISSIONS



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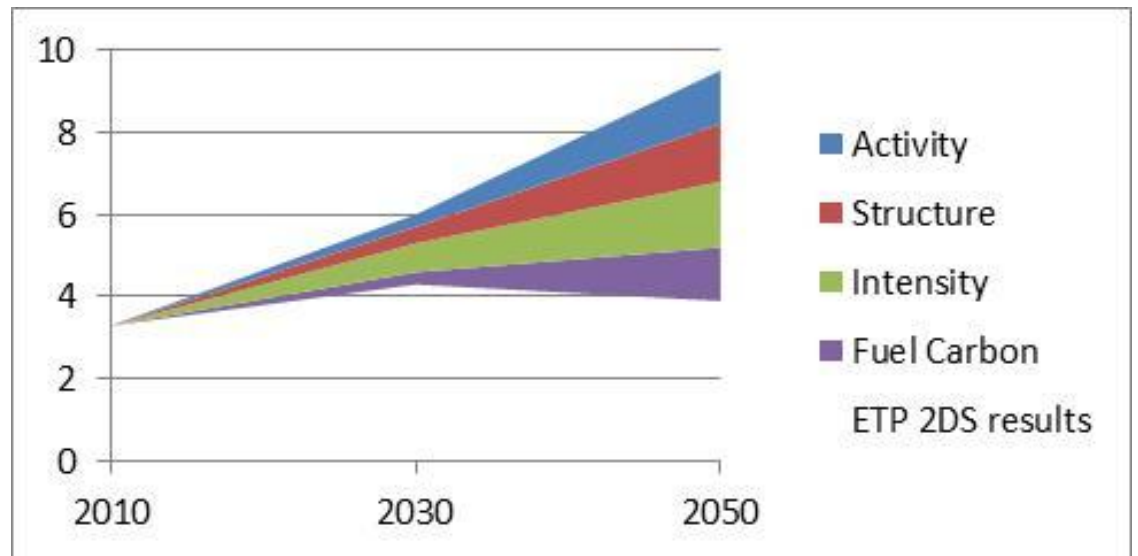
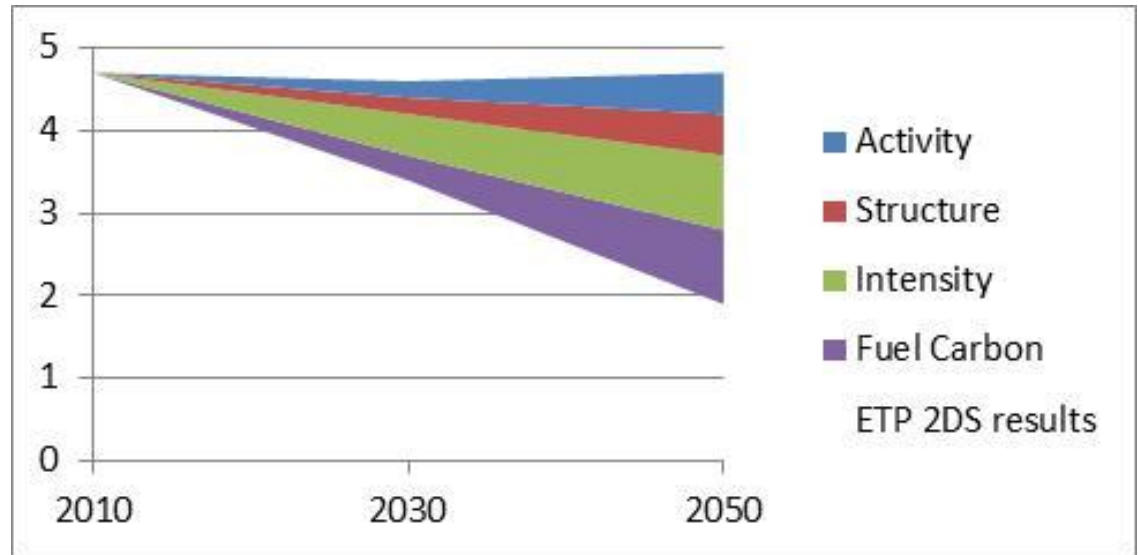
Source: IEA Energy Technology Perspectives (ETP) 2012

All Sectors are important to realize mitigation ambition

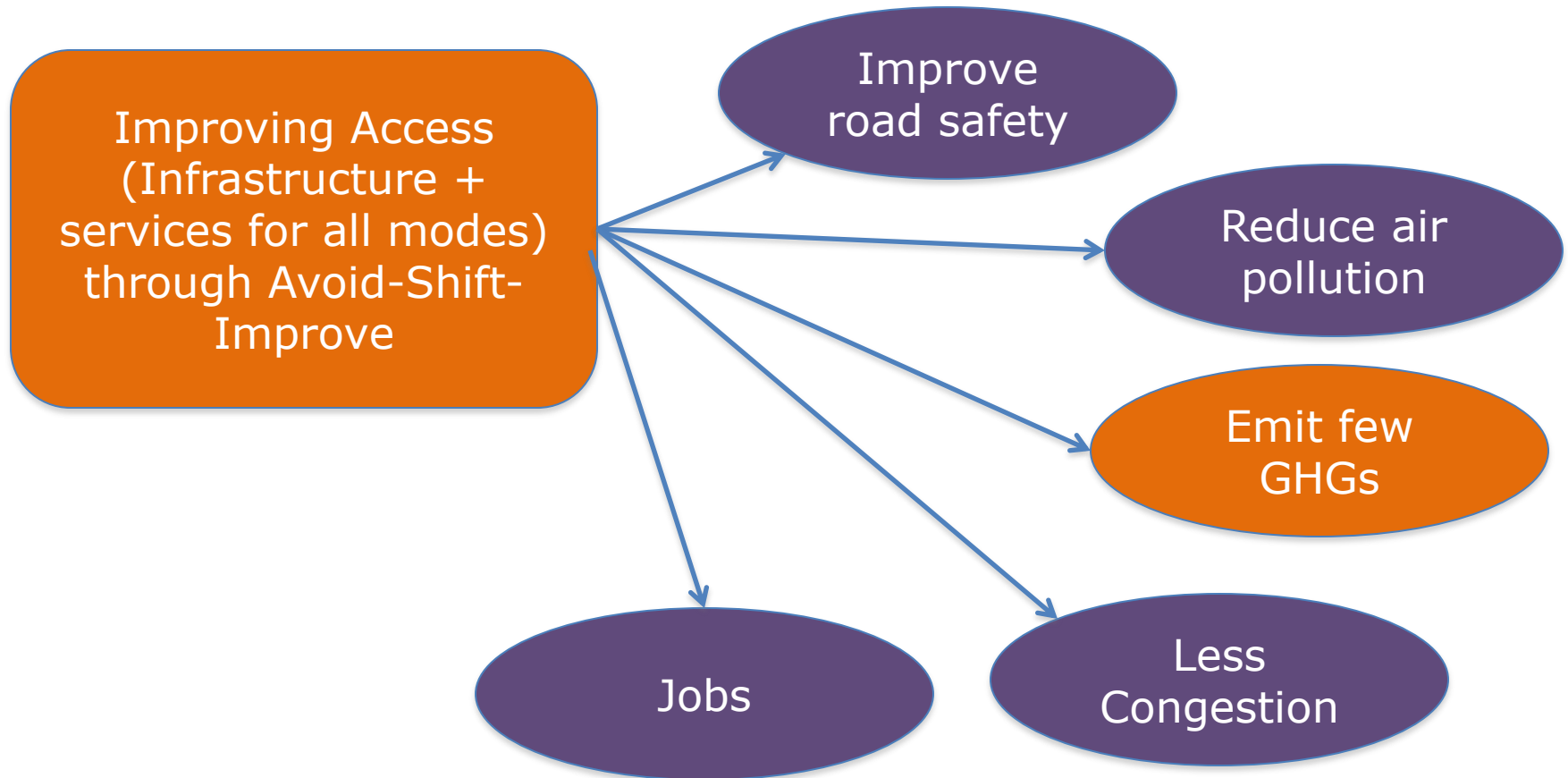
OECD countries absolute reductions

Different Reduction
Pathways
Transport GHGs OECD –
Non-OECD

Non-OECD countries reductions compared to BAU



IEA: A-S-I based approach can save \$50 Trillion by 2050 because of reduced vehicle/fuel cost – infrastructure – operating costs



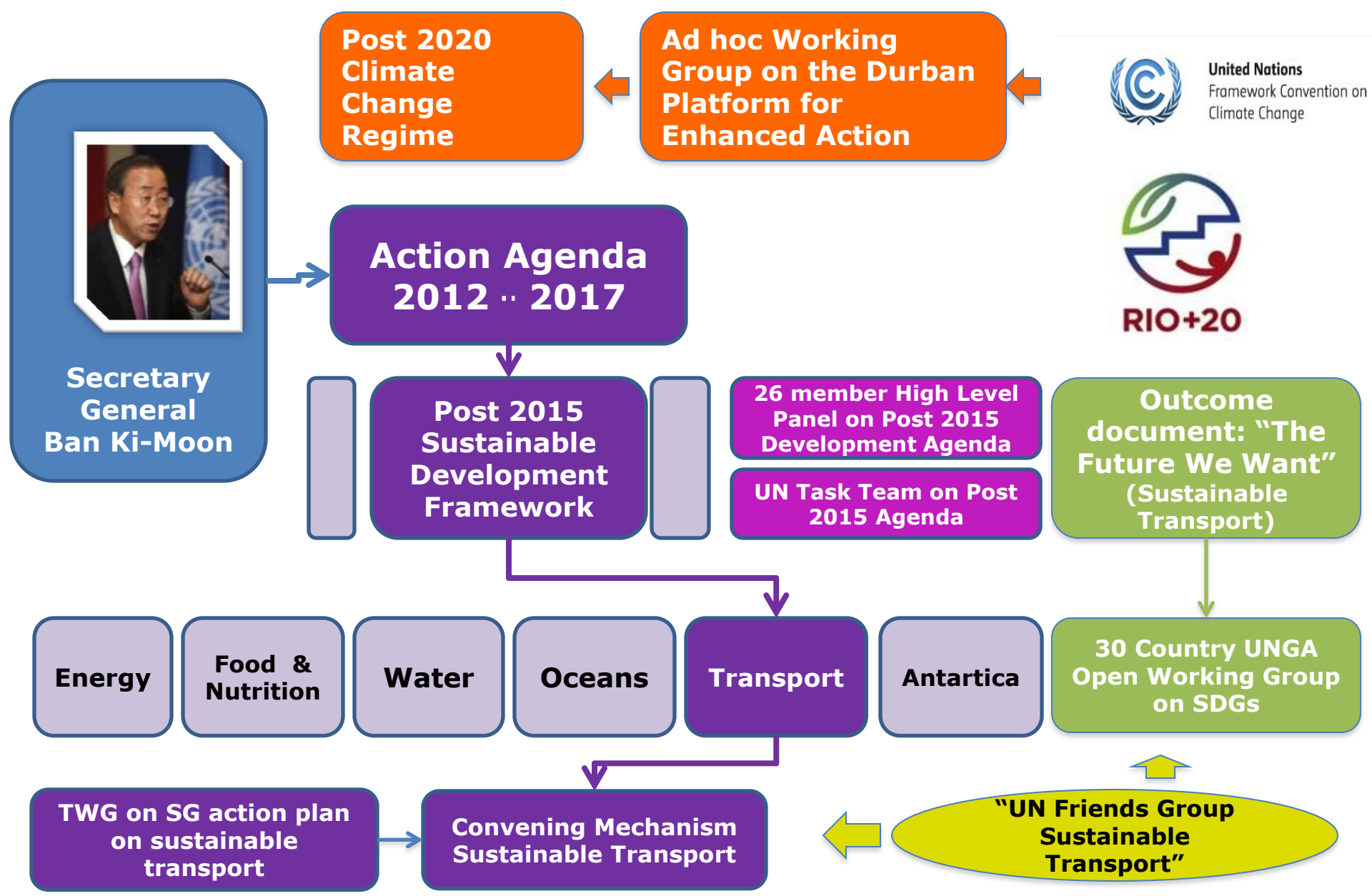
Part 4

INTERNATIONAL INITIATIVES



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Integrated Global Road Map for Sustainable, Low Carbon Transport



SLoCaT Submission to Open Working Group on Sustainable Development Goals

Universal Access to Safe, Clean and Affordable Transport for All

Target

Urban households are able to access jobs, goods and services within 30 minutes by public transport and/or walking and cycling and rural households have access to all weather roads;

Access
Economic

Target

Traffic related deaths are cut in half by 2025 with an ultimate vision of near zero fatalities;

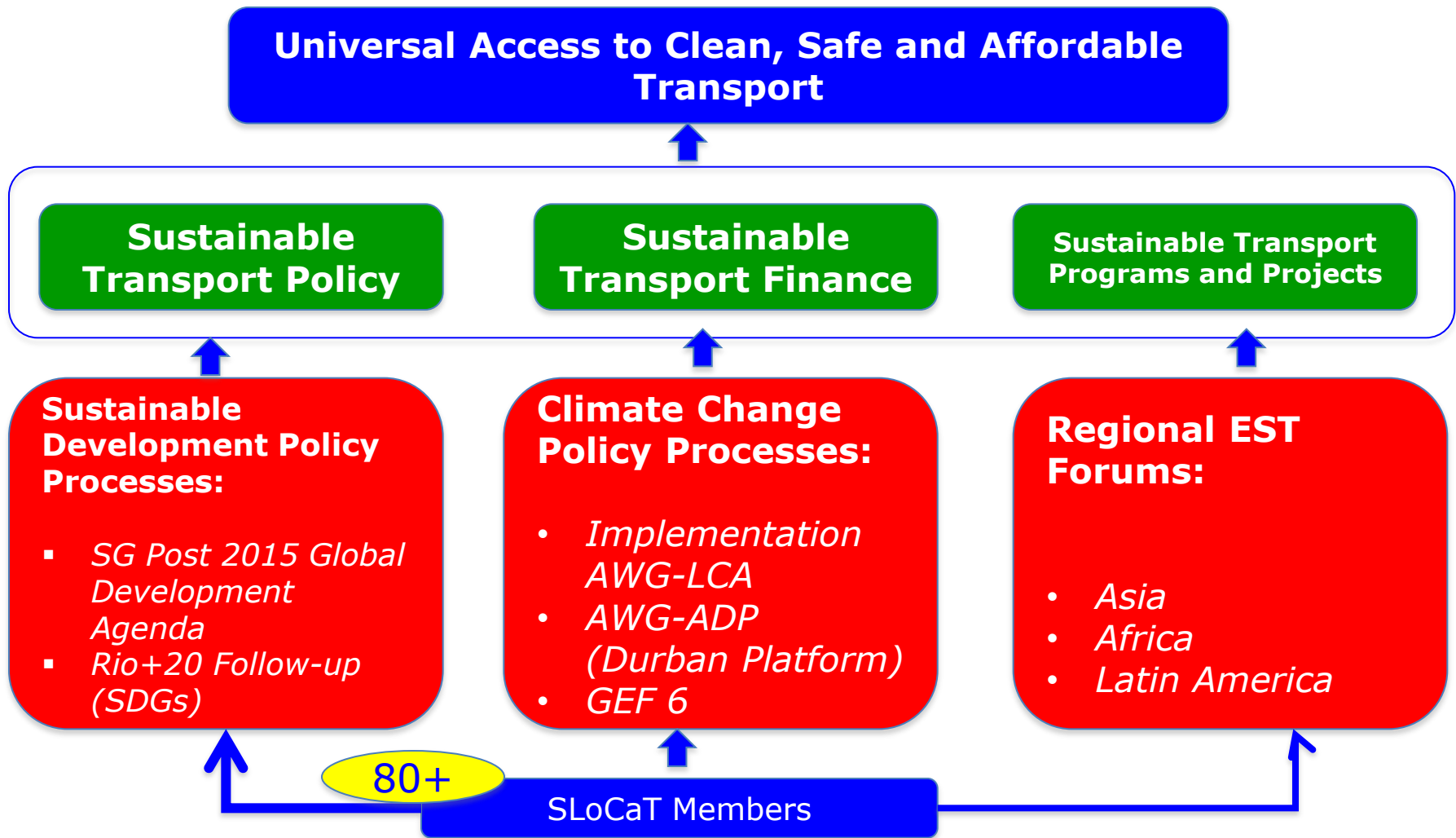
Social

Target

Air pollution from passenger and freight transport is halved by 2025 and GHG emissions from transport peak globally latest by 2020 with an ultimate vision of 40-60% reductions by 2050 compared to 2005 levels.

Environ-
mental

SLoCaT's Role in Promoting Sustainable Low Carbon Transport



“The SLoCaT network is a model for other action networks because of its strategic vision and leadership that resulted in the major commitments on sustainable transportation at Rio+20” – Stakeholder Forum and NRDC 2013 review of Rio+20 Voluntary Commitments

Support for Developing World



Bike ride in support of sustainable, low carbon transport. June 8, 2012

- 15 Sustainable Transport voluntary commitments on knowledge, capacity, policy and financing: \$ **175,000,000,000**, for more sustainable transport over next 10 years.



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Global Fuel
Economy
Initiative

Partnership on
Clean Fuels and
Vehicles

Green Freight
Asia + Smart
Freight Center

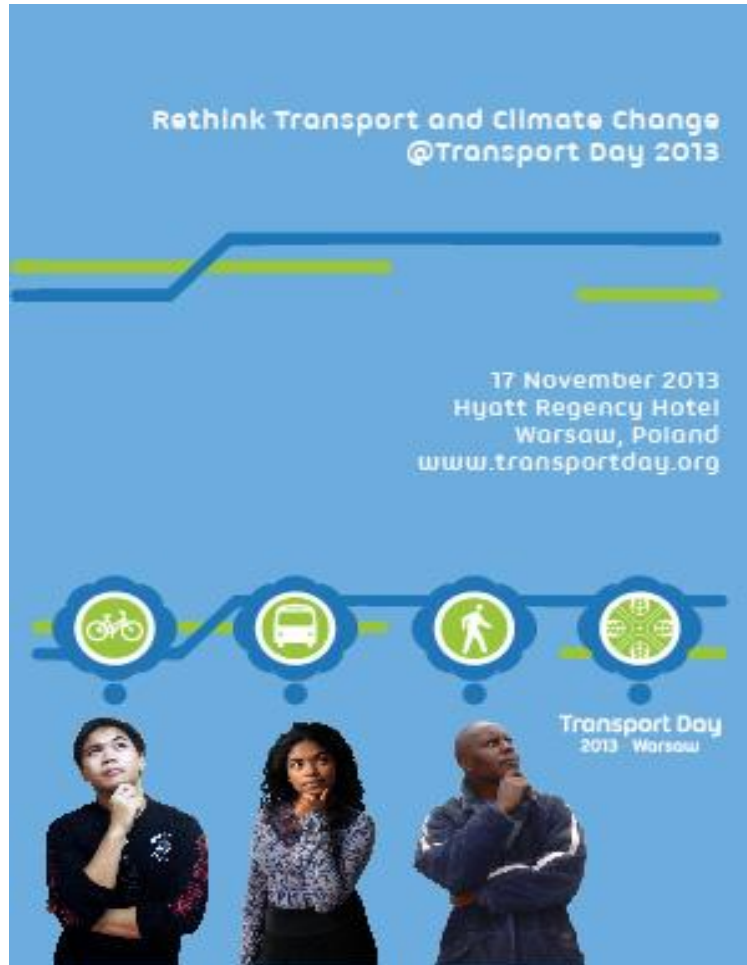
Global Cycling
Alliance

World Business
Council on
Sustainable
Development

Resilient Cities
Initiative

There are multiple other, multi-stakeholder initial initiatives open to Cities on Transport





Organized by:



Supported by:





“We need to change the way we plan our cities, the way we move goods and ourselves”

SG Ban Ki-moon, October 2013

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For additional information see <http://www.slocat.net>