

Bridging the gap

Pathways for Transport in the Post 2012 Process

Maximising Opportunities – the work of SLoCaT and Bridging the Gap

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*Gaps and Strategic Opportunities in International Collaboration in Low
Carbon Energy Technologies **Paris 27 February***

giz



Integrate Sustainable Transport in Global Policies on Sustainable Development and Climate Change

88 Members: International Organisations – Government – Development Banks – NGOs – Private Sector - Academia

African Development Bank (AfDB) * African Transport Policy Program (SSATP) * Alliance to Save Energy * Asian Development Bank (ADB) * Believe Sustainability * CAF - Development Bank of Latin America * Cambridge Systematics * Center for Clean Air Policy (CCAP) * Centre for Environment Planning & Technology (CEPT), Ahmedabad * Center for Science and Environment (CSE) * Center for Sustainable Transport (CTS) Mexico * Center for Transportation and Logistics Studies (PUSTRAL), Gadjah Mada University * China Urban Transport Research Centre (CUSTReC) * Civic Exchange (CE) * Clean Air Asia (CAI-Asia) * Clean Air Institute (CAI) * Climate Focus * CODATU * Despacio * Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) * Dutch Cycling Embassy * Ecofys * EMBARQ, The WRI Center for Sustainable Transport * Energy Research Center Netherlands (ECN) * European Bank for Reconstruction and Development (EBRD) * European Cyclists' Federation (ECF) * European Institute for Sustainable Transport (EURIST) * First African Bicycle Information (FABIO) * Fia Foundation * Fraunhofer - Institute for Systems and Innovation Research (ISI) * Global Environmental Facility (GEF) * Global Transport Knowledge Partnership (gTKP) * Global Urban Development (GUD) * Health Bridge * HSBC * Innovation Center for Energy and Transportation (iCET) * International Council Local Environmental Initiatives (ICLEI) * Institute for Global Environmental Strategies (IGES) * Institute of Urban Transport India (IUTI) * Institute for Transport Policy Studies (ITPS) * Institute for Transport and Development Policy (ITDP) * Institute of Transport Studies (ITS), University of California, Davis * Inter-American Development Bank (IDB) * International Association for Public Transport (UITP) * International Energy Agency (IEA) * International Road Assessment Program (iRAP) * International Road Federation (IRF) * International Transport Forum (ITF) * International Union for the Conservation of Nature (IUCN) * International Union of Railways (UIC) * Korean Transport Institute (KOTI) * Ministry of Land Infrastructure Transport and Tourism, Japan (MLIT) * Mobility Magazine * National Center for Transportation Studies (NCTS), Philippines * Rockefeller Foundation * Society of Indian Automotive Manufacturers (SIAM) * Stockholm Environment Institute (SEI) * Sustainable Transport Africa * Tehran Urban and Suburban Railway Operation Company (TUSROC) * The Energy and Resources Institute (TERI) * Transport and Environment (T+E) * Transport Research Laboratory (TRL) * United Nations Center for Regional Development (UNCRD) * United Nations Department for Economic and Social Affairs (UN-DESA) * United Nations Development Program (UNDP) * United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) * United Nations Economic Commission for Europe (UNECE) * United Nations Economic Commission for Latin America (CEPAL) * United Nations Environment Program (UNEP) * United Nations Human Settlement Program (UN-HABITAT) * University College of London, Department of Civil, Environmental and Geomatic Engineering * University of Transport and Communication (UTCC) Hanoi * University of Twente/ITC-Department of Urban and Regional Planning (UTC) * VEOLIA Transport * Victoria Transport Policy Institute * Volvo Research and Education Foundations (VREF) * Walk 21 * World Bank * World Business Council on Sustainable Development (WBCSD) * World Street * Wuppertal Institute for Climate, Environment and Energy * WWF International

“Sustainable Transport is now a substantive part of the discussion on the post-2015 Development Framework” - Secretary General Ban Ki-Moon, Transport Day 2013

“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” – NRDC 2013 review of Rio+20 Voluntary Commitments

Key SLoCaT Products 2014

**Results Framework
on Sustainable
Transport**

**SG High Level
Advisory group on
sustainable transport**

**Collaborative SLoCaT
Work Program on Poverty
and Sustainable Transport**

**TRANSPORT DELIVERS
Campaign
–Rio+20 Voluntary
Commitments Status
Report**

**Transport Day
(COP 20)**

**Sustainable
Development
(Poverty)**



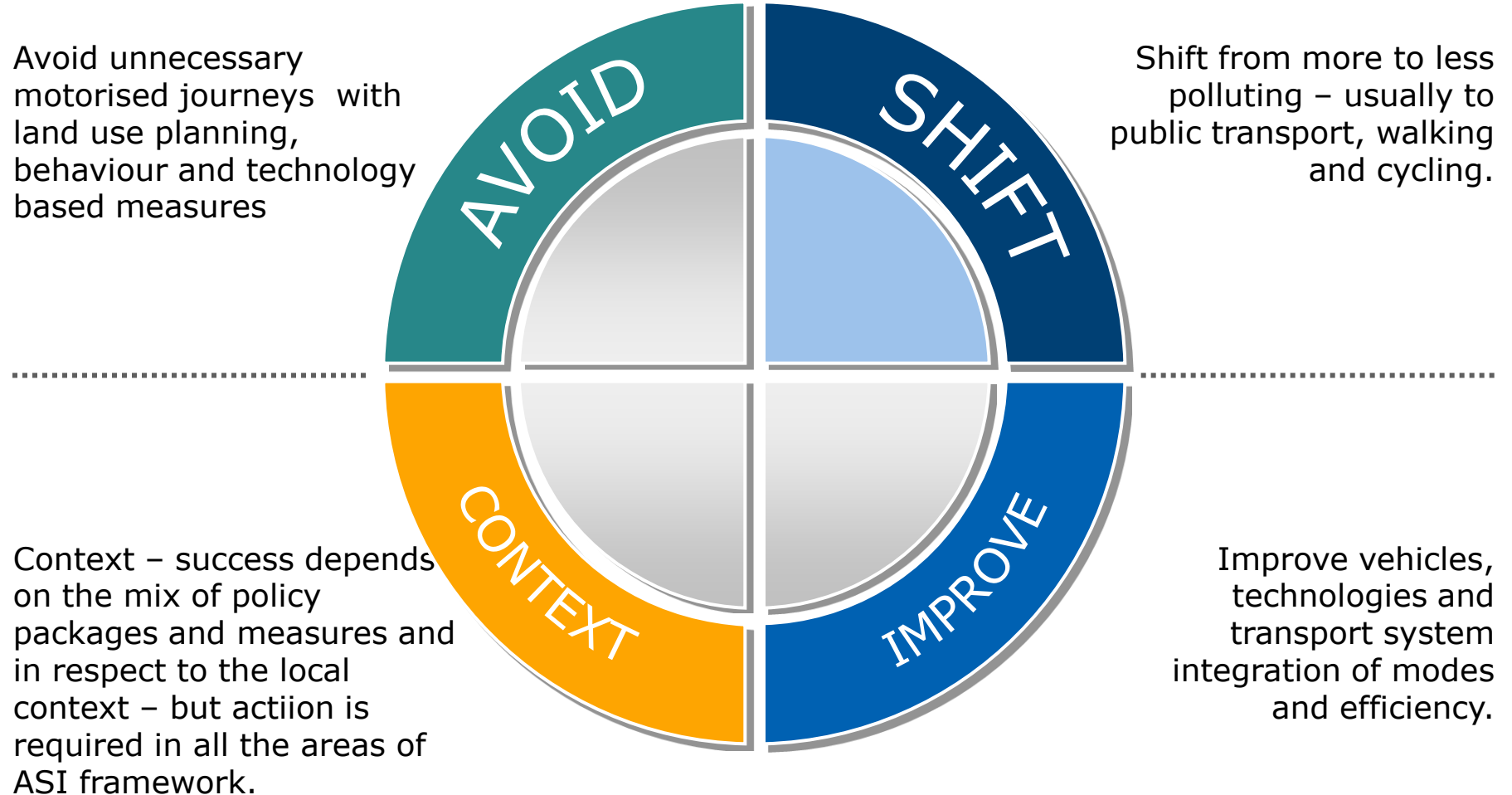
**UNFCCC
(Climate Change)**

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An initiative of GIZ, Veolia Transport, UITP, ITDP and TRL

Avoid Shift Improve – ASI a policy framework



Examples of SLoCaT partners work on Technology (snapshot)



Fuel Economy - GFEI

UNEP, FIA Foundation,
UC Davis, TRL

GHG Emissions

ICCT, IDTP, CAA

Policy development and
technology transfer

EMBARQ, TRL plus
many others

Dissemination and
content

SLoCaT & BtG + all
members

Project support
(financial and TA)

Multilateral
Development Banks

Project Support
(& Capacity Building)

GIZ, Green Freight
Centre,





Independent Transport Research, Consultancy & Testing

Creating the future of transport



Energy source as well as managing energy use = energy security and competitiveness

Managed Motorways and Urban Green Waves

Benefits – M42 ATM example

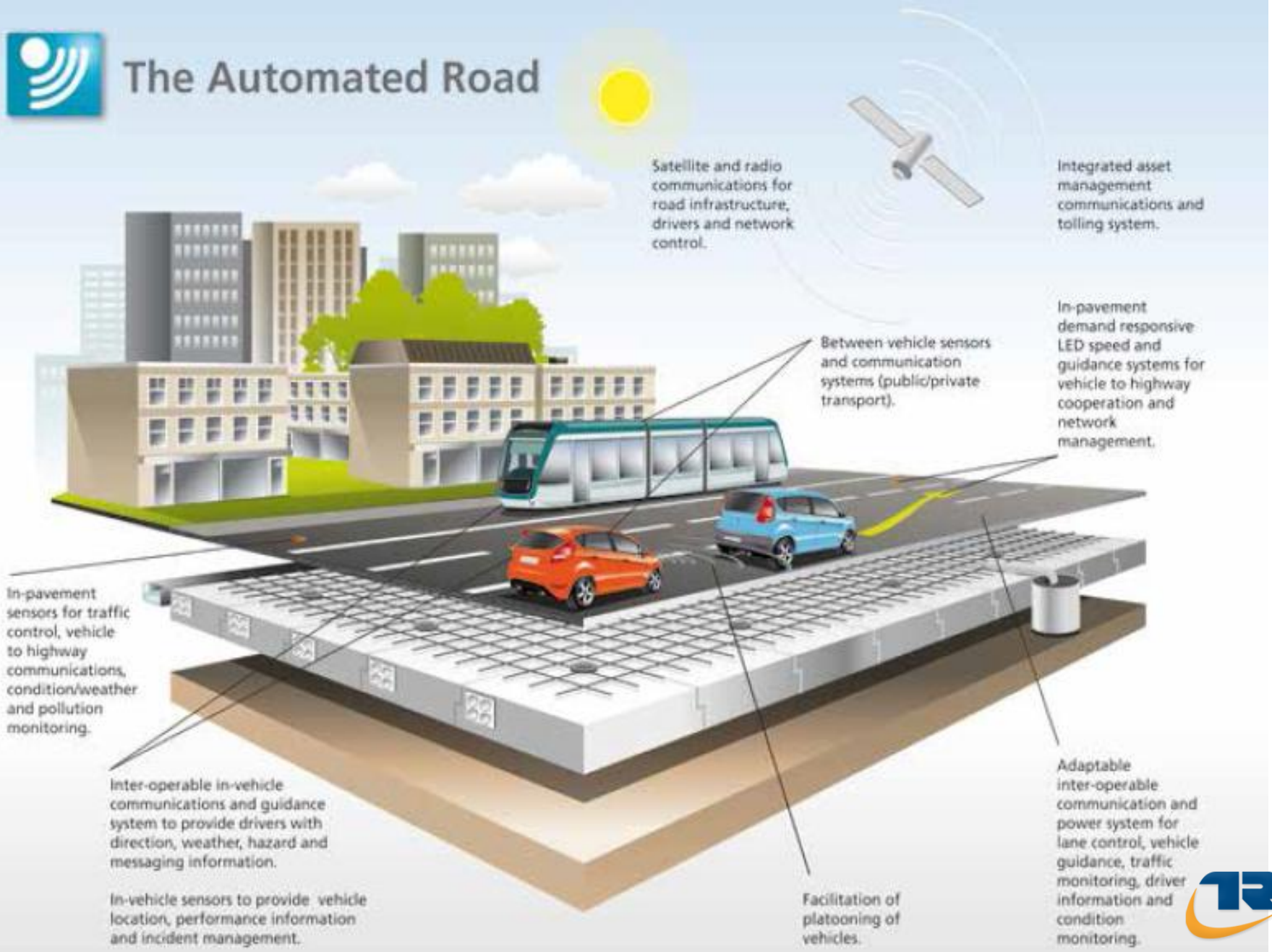
- Smoother and more reliable journeys:
 - Average journey times reduced **26%** during PM peak
- Reduced congestion:
 - Peak throughput increased by **13%**
 - Increased capacity by **7%**
- Safer journeys:
 - Personal injuries down by **2/3**
 - to **1.5** per month from 5.2
- Vehicle emissions down by 10%
- Fuel consumption down by 4%
- Noise reduction of 2.4 dB
- Cheaper than widening or new build



Need to improve the data collection and knowledge



The Automated Road



Opportunities for closer working – Some suggestions (bi- and multi- lateral)

Presently platform serves to:

- to disseminate analyses and policy recommendations
 - to foster the deployment of low-carbon technologies in emerging and developing economies, (and contribute to global green growth)
 - share international best policy practice and foster networks for low-carbon technology deployment.
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- **Two way street - IEA is a source of information for SLoCaT and BtG to ensure science based approach and vice versa – SC /BtG a source of best practice, (training, technology transfer, expert etc...)**
 - **Value of IEA brand and SLoCaT and BtG dissemination to help accelerate policy development and actions to achieve global goals (e.g. Climate change and displacing fossil fuels for transport)**
 - **Can develop a special interest area with SLoCaT + BtG especially in respect to the developing economies : CNG gas; electric mobility and alternatives to fossil fuel**

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

SG Ban Ki-moon, October 2013

Thank you:
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For additional information see:

<http://www.transport2020.org>

<http://www.slocat.net>

