Sustainable & Healthy Transport as key to the Green Economy and SDGs

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This presentation covers

1. Political landscape – SDGs, NCDs, Green Economy, Climate
2. Sustainable & healthy transport as key to Green Economy (results from WHO analysis)
3. Actions for sustainable and healthy transport in Sus Dev
   - Guidance - articulating policy solutions
   - Monitoring performance - indicators/ SDG/ tracking system
   - Organizing support – TWG, High level group, friends of ST, Corporate, EST fora

Public health and environment
Health Landscape: NCDs creating huge costs - Prevention in “sectors” is key

- Cardiovascular disease, mainly heart disease, stroke
- Cancer
- Chronic respiratory diseases
- Diabetes

Projected main causes of death, worldwide, all ages, 2005

Facts and figures:
- 58 million deaths worldwide due to NCDs in 2005
- Cardiovascular diseases (30%)
- Cancer (13%)
- Chronic respiratory diseases (8%)
- Diabetes (7%)

Climate change: important forum for sustainable development debates

UN Framework Convention on Climate Change (Kyoto, Copenhagen, etc.):
- International political and financial commitments

Intergovernmental Panel on Climate Change (each 5-6 years):
- Scientific assessment of process, impacts, adaptation, mitigation options.

UNFCCC Conference of Parties, Copenhagen, 2009:
Public health and environment

UNFCCC

IPCC

UNEP – WMO Joint Program

Adaptation Fund

Kyoto Protocol

Montreal Protocol

CDM
(Clean Development Mechanism)

Nairobi Work Programme on Adaptation

UN agencies
Experts
NGOs...

WHO

Resolution

DEB

Data

Green Economy initiatives

UN Rio+20 – Conference Theme

OECD

UNEP … and more

Public health and environment
“Green” in support of Human well-being

- Health impacts of green economy strategies
- Health Impact Assessment of policies
- Health-relevant goals, indicators, and tools

Rio + 20 – WHO Key Messages

1. **Health is an important input to sustainable development** – healthy people are better able to learn, work and contribute to their economies and societies. **Universal access** to health services is key input to better health.

2. **Sustainable Development can improve health** – smart strategies for transport, housing, energy & agriculture reduce NCDs and diseases of poverty, and enhance health (e.g. physical activity).
   - This is not automatic! opportunities have not been fully exploited.
   - Health **risks and benefits of different economic development strategies** need more explicit consideration.

3. **Health indicators** can **measure the success** of sustainable development goals and support governance.
Smart development choices can reduce pollution/injury and improve health

Sustainable & Healthy Transport are key to a 'Green Economy'

- WHO "Health in a Green Economy Initiative" examined:
  - IPCC proposed policies to mitigate climate change
  - Health impacts of alternative policy/investment scenarios
  - Opportunities and barriers to better policies identified

TO identify Transport strategies with greatest gain for society
Findings: IPCC over-emphasizes improved vehicles as a strategy – ignores health benefits of alternatives

**Gaps** – Misses major health and mitigation co-benefit opportunities from cycling/walking/transit & compact urban land use.

**Errors of ‘evidence’** – Diesel proposed as climate change solution – a major source of small particles & short-acting climate pollutants

**Methods** – No lifecycle assessment of CO₂ from “green” cars/fuels

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**Evidence:** Better health outcomes from higher use of active transport & transit

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<tr>
<th>Factor</th>
<th>Studies finding improved outcomes</th>
<th>Studies finding worse outcomes</th>
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<tbody>
<tr>
<td>More active transport (walking, cycling)</td>
<td>Increased physical activity</td>
<td>Increased stress and psychological distress</td>
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<td></td>
<td>Reduced BMI or obesity</td>
<td>Increased road traffic injury</td>
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<td>Reduced air pollution-related effects</td>
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<td>More use of public transport</td>
<td>Increased walking, cycling or active transport</td>
<td>Increased air pollution-related effects</td>
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<td>Increased physical activity</td>
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<td>Reduced air pollution-related effects</td>
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<td>Lower car use, car ownership and traffic volumes</td>
<td>Increased walking, cycling or active transport</td>
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<td>Increased physical activity</td>
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<td>Reduced BMI or obesity</td>
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<td>Improved reported health status</td>
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<td></td>
<td>Reductions in specific health problems</td>
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Review of studies on urban travel mode, in association with physical activity and health – *WHO/Health in Green Economy (2011)*
... **Investment** in walking/cycling transit also associated with better health

<table>
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<tr>
<th>Infrastructure for different travel modes (including presence and proximity of infrastructure)</th>
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<tr>
<td>More infrastructure facilitating walking (including general assessments of “walkability” of neighbourhoods as well as presence of specific features, e.g. pavements)</td>
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<tr>
<td>Increased walking, cycling or active transport</td>
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<td>Lower active transport</td>
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<td>Reductions in specific health problems</td>
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<td>Lower mortality / Higher life expectancy</td>
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<td>More infrastructure facilitating cycling</td>
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<td>Increased walking, cycling or active transport</td>
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<td>More infrastructure facilitating public transport use</td>
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<td>Increased walking, cycling or active transport</td>
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<td>Less infrastructure facilitating car travel (including parking, motorways)</td>
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Public health and environment
Sus Dev Parallel, Intersecting Processes

2010 MDG Summit

Informal Coordination Group: DESA ASG (Shamshad Akhtar), UNDG/UN Women-ASG (John Hendra), SG Special Advisor on Post-2015 (Amina Mohammed)

Sus Dev Parallel, Intersecting Processes

Post-2015 Development Agenda: HLP

Co-Chairs

Susilo Bambang Yudhoyono
President of Indonesia

Ellen Johnson Sirleaf
President of Liberia

David Cameron
Prime Minister of the UK

Other members from:

Benin  Brazil  China  Colombia  Cuba  France  Germany  Japan  Jordan

Kenya  India  Latvia  Mexico  Netherlands  Nigeria  Russian Federation  South Africa  Republic of Korea

Sweden  Timor-Leste  Turkey  USA  Yemen

Lead Author and Executive Secretary: Homi Kharas (Pakistan)
Ex-officio: Amina Mohammed (Nigeria, Special Advisor to SG on Post-2015 Development Planning)
UN Secretary General’s Action Plan on Sustainable Transport plans to…

- “Convene aviation, marine, ferry, rail, road and urban public transport providers, along with Governments and investors,
- to develop and take action on recommendations for more sustainable transport systems that can address rising congestion and pollution worldwide, particularly in urban areas”.

Post 2015 development agenda & sustainable transport
How can we contribute?

We, who know of the links between transport, health, environment and development, who have learned the lessons....

Hanoi, 1993

Hanoi, 2001

Hanoi, 2002

A way forward

1. **Guidance** - To clearly articulate policy solutions
2. **Monitor performance** - indicators/ SDG/ tracking system
3. **Organize support** – TWG, High level support group, friends of ST, corporate, EST fora
Guidance can and should:

1. **Clearly articulate** - best practice to those unfamiliar with entire body of evidence

2. **Carry authority of evidence-base** – high impact in fast-developing cities

3. **Neutral & global** – human development is driver, not business, not politics, not regional differences

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**Sustainable Transport - status and priorities?**

- Equitable access to goods and services – poverty alleviation
- Road safety
- Air Quality Levels - Health Impacts
- GHG Emissions
- Fuel Subsidies
- Energy Security
- Land-use
- Congestion
Monitoring

1. Indicators of transport & sustainable development – should measure outcomes in terms that matter to people – health, environment

2. A tracking system – to follow trends in transport policies, environment, health and development impacts

Indicators for Sustainable Transport

① The proportion of the urban and rural poor for whom mobility problems severely restrict access to employment and essential services is halved by 2030 compared to 2010 - Access/Equity

② Maintain 2010 share of personal trips by public and non-motorized transport for countries currently above 50%, and where this share is currently below 50% achieve at least a 10% gain by 2025 - Access/Equity/Environment

③ Support the Decade of Action for Road Safety (2011-20) and its objective to cut traffic-related deaths in half by 2025 - Health/Equity

④ Cut the contribution of freight and passenger transport to emissions of harmful air pollutants by half by 2025 - Environment

⑤ Cut the fuel use/km of new Light Duty Vehicles by 50% by 2030, compared to 2005 levels - Environment

⑥ Ensure global greenhouse gas emissions from passenger and freight transport peak by 2020 and are cut by at least 40% by 2050 compared to 2005 levels - Environment
Organize Political Support

1. Transport Working Group – to advise the UN SG, DESA & governments
2. High level group – politicians, champions
3. Friends of ST – Missions to the UN in NYC
4. Corporate
5. Regional fora

Existing Coordination and Convening Mechanisms

a) Regional EST Forums (Africa, Asia, Latin-America) – THE PEP (Europe and North America)
b) International Transport Forum
c) SLoCaT Partnership
d) Other more focused initiatives
   - The Friends of Fossil Fuel Subsidies Reform
   - Global Decade of Action on Road Safety
   - 50 by 50 Campaign
   - Doubling the share of public transport by 2025,
   - Partnership on Clean Fuels and Vehicles,
   - Bridging the Gap Initiative
   - MDB monitoring and reporting working group on Rio+20 financial VC
e) Friends Group on Sustainable Transport
Outcomes

① Improved visibility of sustainable transport in sustainable development
   ▪ Resolution on Sustainable Transport for adoption by the General Assembly

② Consensus around bold goals including an SDG
   ▪ Universal (Equitable) access to goods and services through safe, clean and affordable transport systems (SDG?)

③ Documented gaps and progress
   ▪ Global reporting mechanism on sustainable transport

④ Greater accountability among UN, government, corporate and development actors