



SAFE CLEAN FAIR & GREEN

OUR POST-2015 MOBILITY AGENDA

The United Nations is currently consulting on the agenda for global development policy post-2015. The FIA Foundation is advocating for safe and sustainable transport to be recognised as a new priority in these 'Sustainable Development Goals'.

Addressing road safety, air quality, transport and fuel economy can play an important cross-cutting role in reducing health burdens; promoting green mobility; ensuring sustainable energy use; and improving quality of life and economic opportunities for millions. Safe, Clean, Fair & Green is our agenda for the post-2015 debate.



FIA Foundation
www.fiafoundation.org

SAFE

Every six seconds someone is killed or seriously injured on the world's roads. Road traffic injuries are now the leading cause of death for young people aged 15-29. For men of working age they inflict a mortality burden equal to HIV/AIDS. More than 90% of casualties are in middle- and low-income countries.

In 2011 the UN launched the Decade of Action for Road Safety, with a goal – approved by the UN General Assembly – of 'stabilising and reducing' road deaths by 2020. We welcome UN Secretary General Ban Ki-Moon's recognition of road safety as a post-2015 health priority in his report 'A Life of Dignity for All'. **Now we want to see a specific road fatality reduction target for 2030 included in the Sustainable Development Goals – to reduce global deaths on the road by 50%.**

The UN Road Safety Collaboration, led by WHO and the UN regional commissions, already has a 'Global Action Plan' for road safety, including detailed indicators, endorsed by members states, multi-lateral development banks, UN agencies and a wide range of NGOs.

Find out more:



- Safe Roads for All: a post-2015 agenda for health & development
www.makeroadssafe.org
- WHO Global Status Report on Road Safety 2013
www.who.int
- Global Plan for the UN Decade of Action for Road Safety
www.who.int



The Global Plan identifies the five pillars of the 'Safe System' which can drive down road traffic casualties. 1. Road safety management, including data systems and funded lead agencies; 2. safer road infrastructure and action to provide and improve alternatives to the motor vehicle; 3. safer vehicles (currently Global NCAP estimates that a third of new vehicles produced each year don't meet minimum UN vehicle safety standards); 4. safer road users, addressing issues like seatbelt use, motorcycle helmet use, drink-driving and, most crucially, speed, through effective standards, legislation, enforcement and awareness; and 5. post-crash care, particularly improving trauma care and interventions in the 'golden hour' after an injury occurs.

Through our support for Make Roads Safe's 'Long Short Walk' campaign, the FIA Foundation is leading the call for action on road traffic injuries to be included in the post-2015 Sustainable Development Goals. As the Global Plan shows, we have the solutions to this man-made epidemic. And the post-2015 process can help to generate the political commitment, catalytic funding and national ownership to save millions of lives in the years ahead.



CLEAN



Poor air quality is a contributory factor in the deaths of at least 3.2 million people annually, according to WHO. Between 70-90% of the pollutants responsible for these deaths – such as carbon monoxide, ozone, sulphur dioxide, nitrogen oxides and other particulate matter – originate from gasoline-powered cars. These pollutants have major health effects, including respiratory tract infections and cardiovascular disease, and WHO has recently classified outdoor air pollution as carcinogenic to humans. Mortality in cities with high levels of air pollution exceeds that observed in relatively clean cities by 15-20%.

Major urban centres across much of the developing world are now so badly polluted as a result of vehicle emissions that their populations face grave health risks. Of 113 major cities in China, one third failed air quality tests in 2009. In Jakarta, Indonesia and Cairo, Egypt, particulate matter levels average respectively over two and three times WHO guidelines. But it is not just major urban centres that are affected. One study looking at risk factors for childhood respiratory illness in the Niger Delta region of Nigeria found a strong association with exposure to traffic fumes in the home and at school.

All of this puts tremendous pressures on families, communities and health services. Yet reducing air pollution has a cost – benefit ratio of more than 30 to 1 – and it is feasible with existing technology and policies **to achieve a target within the post-2015 Goals of bringing urban air pollution within WHO limits for an additional 1.5 billion people.** A critical first step to achieving this would be commitment to reduce motor vehicle transportation fuel sulphur levels to 50 parts per million (ppm) or below.

Following the 2002 World Summit on Sustainable Development in Johannesburg the Partnership for Clean Fuels and Vehicles was established to support developing countries in their efforts to improve fuel and vehicle technologies that reduce air pollution. The FIA Foundation joined the Partnership in 2003. It is a highly successful and award-winning model for a multi-sectoral coalition focussed on practical implementation. The Partnership is campaigning for a global 50ppm sulphur target.

Find out more:



- Outcome and Influence Evaluation of the UNEP Based PCFV
www.unep.org/transport/pcfiv/
- Cleaning up urban bus fleets
www.unep.org/transport/pcfiv/
- Global Benefits from the Phaseout of Leaded Fuel, Journal of Environmental Health
www.unep.org/transport/pcfiv/



FAIR

Safe and sustainable transport can't be achieved in isolation. For example, many social, political and economic factors have an impact on road safety and air quality. Exposure to fast roads, heavy traffic and unsafe environments, with a higher risk of traffic injury and breathing toxic air, is a consequence of urban planning and decisions on land use and ownership, decisions sometimes taken generations in the past and reflecting old injustices.

Poor and socially excluded communities are typically those that live alongside the most dangerous or congested roads and have to

negotiate them on foot. Transport policies have typically favoured the car, and the rich, over the needs of the poor. But safe mobility and clean air should be a right we can all enjoy.

So to tackle poverty effectively requires balance and equity in our mobility systems. This is why the FIA Foundation is working with UNEP on pilot projects to 'Share the Road', encouraging policy makers and transport system designers to build urban roads which are safe, green and efficient shared spaces that encourages walking and cycling. Uganda, Kenya, Rwanda and Burundi are

already working with us to change their road building policies, but we want to see a global change in government and donor policies with systematic investments in walking and cycling road infrastructure.

We are also supporting the work of Global NCAP to improve vehicle safety standards in developing markets so consumers in Asia or Latin America have the same level of protection as motorists



GREEN



The global transport sector contributes one quarter of the energy related global greenhouse gas emissions. This is rising faster than any other sector. The number of vehicles on the planet is set to triple by 2050 - the vast majority in non-OECD countries. We need to act together to reconcile legitimate aspirations for mobility, and the developmental benefits which can ensue, with an ambitious reduction in fuel use and CO2 from cars worldwide.

Vehicle fuel economy has an important contribution to make to this objective, whilst also addressing energy security and sustainable mobility. "Securing Sustainable Energy," was recommended as a specific Goal by the High-level Panel on the Post-2015 Development Agenda, **including a 2030 target on doubling the global rate of improvement of energy efficiency in transport.**




The Global Fuel Economy Initiative – coordinated by the FIA Foundation - has set global targets for improvements in fuel economy, based on the adoption of existing, cost effective technologies.

30% reduction in L/100km by 2020 compared to 2005 in all new cars in OECD countries
50% by 2030 in all new cars globally
50% by 2050 in all cars globally

If we achieve these targets by 2050, we could save over 6 billion barrels of oil per year, and close to half of CO2 emissions from cars and light duty vehicles, as well as generating significant local air pollution benefits.

But the evidence shows that we are not on target to meet these goals – the global average for light duty vehicle fuel economy is currently 7.2 l/100km (32 mpg) and is not improving quickly enough year on year. FIA Foundation is working with our GFEI partners in countries as diverse as Chile and Russia, Georgia and Ethiopia, to help them to frame the fuel economy policies which work best for them. With \$400 trillion set to be invested in vehicles and fuels by 2050, now is the time for a global commitment to address this most basic of energy efficiency issues, and to create the supporting framework for existing policies and technologies to really take effect.

Find out more:

-  GFEI workplan and working papers: www.globalfuelconomy.org/publications/
-  SE4LL website: www.sustainableenergyforall.org/
-  HLP report: www.beyond2015.org/hlp-report



in Europe or the US. And through the Long Short Walk campaign we're urging recognition of the rights of children to enjoy a safe environment, including on their journey to and from school.

Find out more:

-  Share the Road: www.unep.org/transport/sharetheroad/
-  Global NCAP: www.globalncap.org



THE POST-2015 DEVELOPMENT AGENDA



Transport policy and road safety stand out alongside affordable housing, clean water and sanitation, and jobs, as priority areas for any agenda on human development and environmental sustainability. Continuing on the current pathway is a route towards a scenario in which there are no winners. The unplanned expansion of motorised transport threatens to place millions of vulnerable people at risk. It is fuelling dangerous climate change – the defining environmental challenge of our generation. And the traffic gridlock that will come with the current expansion of motorised transport will jeopardise the economic growth potential that properly planned and well-regulated urbanisation could unlock.

None of this is inevitable. Transport policy and road safety could be integrated into a wider strategy for green growth and sustainable development as one element of the new Sustainable Development Goals. This could include specific targets for road safety, local air quality and fuel efficiency, including a goal of reducing road fatalities by 50% by 2030. This is a potential win-win scenario that will save lives, create jobs, and reduce the adverse environmental impacts of road transport. Our goal must be to make roads safe, accessible and sustainable for all.

Kevin Watkins,
'Safe and Sustainable Roads: The case for a sustainable development goal'



WORKING WITH OUR PARTNERS

The FIA Foundation is working with partners including the UN Road Safety Collaboration, Sustainable Energy for All, the FIA, the Partnership on Sustainable Low Carbon Transport (SLoCaT), and Make Roads Safe to promote safe and sustainable transport on the UN agenda. We have promoted MY World, the UN's global survey of priorities for the post-2015 agenda, urging support for 'Better Roads & Transport'.



ADVOCATING FOR CHANGE, IMPLEMENTING SOLUTIONS



The FIA Foundation is an independent UK-registered charity (No: 1088670) promoting road safety and sustainable mobility. Through our grant programme and advocacy initiatives we work in partnership with a range of international organisations. The Foundation is a leading NGO member of the UN Road Safety Collaboration, which coordinates the UN Decade of Action for Road Safety; and has consultative status with the UN's Economic & Social Council.

The Foundation is a founding partner and coordinator of the Global Fuel Economy Initiative and a member of the UNEP-led Partnership for Clean Fuels and Vehicles. It is a board member of, and donor to, the World Bank's Global Road Safety Facility; and jointly manages the Road Safety Fund in partnership with the World Health Organization. Our priority is to build and support action-oriented partnerships which offer practical solutions, capable of immediate implementation.

Eliminating Leaded Fuel

As a member of the Partnership for Clean Fuels & Vehicles, the FIA Foundation has enabled the PCFV's work in supporting more than 100 countries to phase-out lead in petrol in Africa, Asia, Middle East and Central and Eastern Europe. The estimated benefit is 1.2 million lives saved each year, and up to \$ 2.4 trillion in social benefits and health savings. As a result of the Partnership's work leaded petrol is now almost completely eliminated globally.



Promoting 'Safe Systems' for safer roads

We have provided vital catalytic funding to enable innovative road safety programmes which, taken together, promote the holistic 'Safe Systems' approach to casualty reduction. Through the International Road Assessment Programme (iRAP) and the Global New Car Assessment Programme (Global NCAP), independent star ratings for road infrastructure and vehicle safety are providing transparency and informing policymakers and the public. Motorcycle helmet use in SE Asia, 'safe schools' initiatives in Africa, police training in Eastern Europe, and seat belt programmes in South America are other major NGO-led programmes we support, in addition to funding a Road Safety Grant Programme for the FIA's member clubs to promote safe road user behaviour.



Facilitating fuel economy strategies

The Global Fuel Economy Initiative is working in partnership with governments to support national fuel economy strategies. Coordinated by the FIA Foundation, together with partners the International Energy Agency (IEA), International Transport Forum, International Council on Clean Transportation, UC Davis and UNEP, the initiative has developed practical toolkits and organises regional workshops to assist countries in designing roadmaps to improved fuel economy performance. A move across the global fleet towards far better fuel economy, at a scale which is already technically achievable, could save over 6 billion barrels of oil per year by 2050, and close to half of CO2 emissions from cars - and all using existing, cost-effective technologies.



FIA Foundation
www.fiafoundation.org

FIA Foundation for the Automobile and Society
60 Trafalgar Square, London, WC2N 5DS
+44 (0)207 930 3882 (t) | +44 (0)207 930 3883 (f)
mail@fiafoundation.org (e)