

Transport, climate action, and sustainable development in Islamic Development Bank member countries



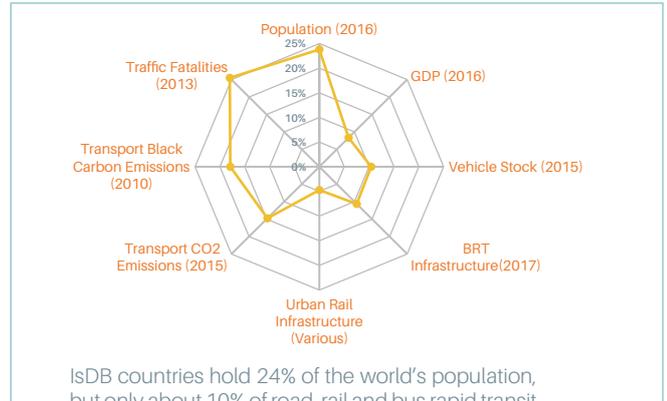
Islamic Development Bank
SLOCAT Partnership on Sustainable, Low Carbon Transport

Sustainable transport for inclusion and prosperity

The Islamic Development Bank (IsDB) supports projects in 57 member countries spanning Africa, Asia, Europe, and Latin America. Sustainable transport is crucial to achieving IsDB's development mandate and vision for **transformative and inclusive social and economic development** in its member countries.

IsDB sees the sustainable provision of economic and social infrastructure as one of five pillars in its ten-year strategic plan. It has developed a transport sector policy and a climate change policy to guide investments in these areas.

The SLOCAT Partnership believes that sustainable, low carbon transport is central to ensuring **equitable socio-economic prosperity for all people**.

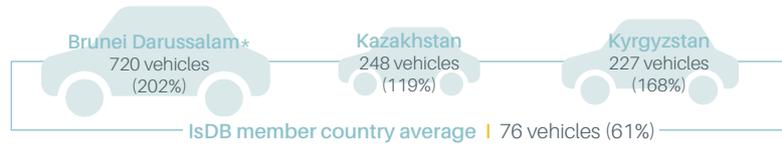


IsDB countries hold 24% of the world's population, but only about 10% of road, rail and bus rapid transit infrastructure, and just 5% of urban rail systems.

Transport demand and demographics



Demand for passenger and freight transport is closely correlated with these demographic drivers, which **have raised private motorisation rates** across many IsDB countries.



*2015 vehicles/1,000 people (2005 to 2015 growth rates)

Motorisation rates can be **decoupled from demographic trends** through the provision of more sustainable transport options:



Malaysia's National Land Public Transport Plan aims to reduce its motorisation rate by 10% by 2030, by increasing public transport share in urban areas to 40% and expanding light rail, metro and BRT systems.

COVID-19 impacts on transport demand

- IsDB countries have seen a **sharp decline in mobility** due to COVID-19. April 2020 saw a 47% reduction in retail/recreation trips and a 52% reduction in public transport station trips.

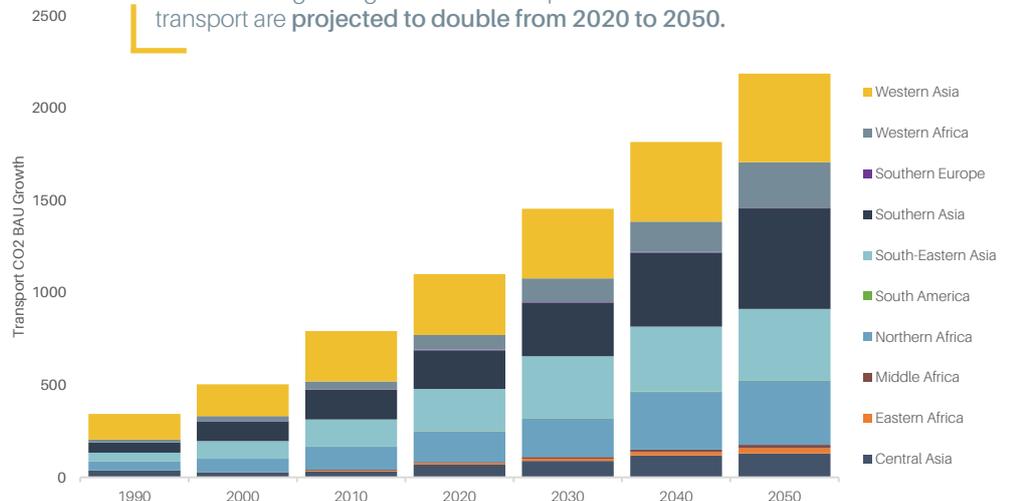
- In response to COVID-19, Abu Dhabi, **United Arab Emirates** is operating more buses at higher frequency to reduce crowding while maintaining high levels of service.



- It is vital to harness policy opportunities to drive **green, equitable, resilient recovery**. Responses to the pandemic should sustainably transform transport systems and provide economic opportunity for all.

Transport emissions trends

Transport CO₂ emissions in IsDB countries account for 15% of global transport emissions, with the vast majority of emissions originating from road transport. Emissions from transport are **projected to double from 2020 to 2050**.



Urgent action on low carbon transport is required to reverse this trend and increase the resilience of transport systems against climate impacts, especially in vulnerable countries.

Global policy frameworks on climate change and sustainable development

Climate Change

Nationally Determined Contributions (NDCs) reflect efforts by each country to reduce national emissions and adapt to the impacts of climate change under the United Nations Framework Convention on Climate Change. The first NDCs were submitted in 2015, and countries are working to update and raise ambition in the next generation of NDCs.

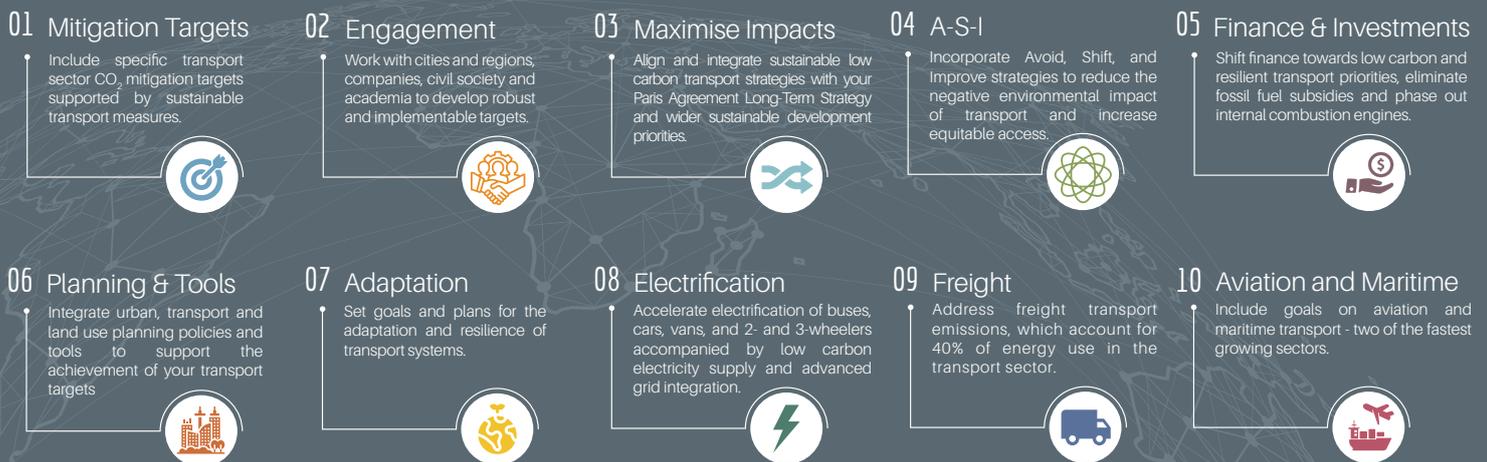
Mitigation | Among IsDB countries, 39 NDCs (71%) highlight transport as an area of mitigation action and six NDCs (11%) contain **specifically defined transport mitigation targets**.

Adaptation | Many IsDB member countries are vulnerable to climate impacts. 16% of NDCs in IsDB countries mention general transport adaptation, and 4% identify **transport-specific adaptation strategies**.

Member country	Transport emission mitigation target in NDC
Bangladesh	24% reduction from 2030 BAU
Brunei Darussalam	40% reduction from morning peak hour vehicle use by 2035
Burkina Faso	Unconditional target: 0.42% below BAU by 2030 Conditional target: 4.2% below BAU by 2030
Côte d'Ivoire	5.73% reduction from 2030 BAU
Gabon	20% reduction from 2025 BAU
Palestine	20% of trucks and buses using compressed natural gas (CNG) by 2040; 25% shift from private cars to public buses by 2030

10 Recommendations to Raise Transport Ambition in NDCs

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Sustainable Development

Sustainable transport is a cross-cutting theme in the 2030 Agenda for Sustainable Development and supports the Sustainable Development Goals (SDGs). The **Voluntary National Reviews (VNRs)** help countries take stock of and assess progress and shortcomings in the implementation of the 2030 Agenda for Sustainable Development.

48 VNRs were submitted by IsDB member countries from 2016 - 2019

80% include specific references to transport

SDG Target 3.6
By 2020, halve the number of global deaths and injuries from road traffic accidents

- A majority of IsDB countries have seen growing road traffic fatalities. **5 IsDB countries have reduced fatalities:**
Brunei Darussalam (-39%) | Guyana (-33%)
Suriname (-15%) | Turkey (-9%) | Albania (-5%)
- Nearly one in three road traffic deaths in IsDB countries involve a pedestrian.
- Saudi Arabia's 2018 VNR contains a target to reduce the number of deaths and injuries per 100,000 from 26 people in 2018 to 20 people in 2020 to 8 people in 2030.

SDG Target 9.1
Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans-border infrastructure

- Rail infrastructure improvements can **increase the ratio of rail to road freight**. Countries highlighting rail expansion in their VNRs in support of SDG 9.1 include:
Azerbaijan | Bangladesh | Indonesia | Togo
- Rail investments increase freight efficiency, especially in landlocked countries where freight can account for more than 50% of transport activity.
- Indonesia's 2017 VNR notes a goal to develop 727 km of double track railways, enabling a shift of the transport of goods from air to rail.

Synergies between NDCs and VNRs

NDC and VNR integration framework and best practices

A framework on **mainstreaming, acceleration, and policy support** offers a methodological approach to

- Help policy-makers to translate NDCs and SDGs in national sector plans, strategies and budgets;
- Support stakeholders in designing policy interventions to target resources at root bottlenecks; and
- Provide coordinated and pooled policy support to countries on sustainable transport.

Bangladesh's MRV approach assesses progress in reducing transport emissions to ensure that mitigation measures contribute to NDC commitments.

Bangladesh performed a gap analysis of NDCs and SDGs to identify gaps in data and support the alignment of national strategies.

Nigeria is leveraging the NDC Support Programme to enhance technical capacity and support action plans for NDC priority sectors, including transport.

Morocco's Roadmap for Sustainable Mobility was developed with input from 150 stakeholders from the public and private sectors and civil society.

Pakistan is implementing an innovative BRT system in Karachi financed by the Green Climate Fund. The system is fueled by biogas and includes last-kilometre connectivity options.

Saudi Arabia has proposed quantified transport targets in its VNR, which are supported by transport measures in its NDC.

Uganda's NDC Partnership Plan aligns Paris Agreement commitments and the SDGs through enhanced cooperation among ministries, departments and agencies.

Jordan's Long Term National Transport Strategy used a multi-criteria analysis to optimise sustainable transport investment pathways.



Recommendations to enhance NDC and VNR synergies for transport



Improve transport data collection strategies through connected databases to monitor SDG indicators and NDC MRV strategies.



Increase coordination among government ministries (e.g. Transport, Environment, Energy) responsible for NDCs and VNRs.

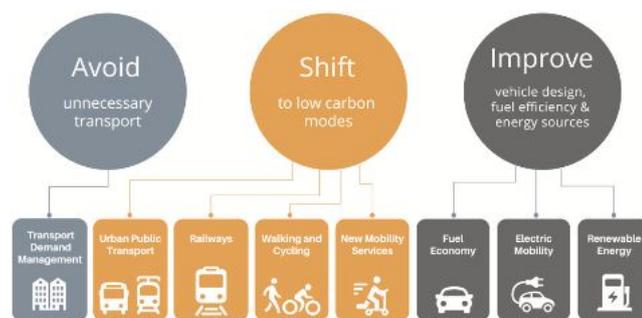


Set qualitative and quantitative targets on transport adaptation and mitigation ambition in shaping NDCs and VNRs.

Transport action on climate change and sustainable development

Avoid-Shift-Improve framework

Achieving climate change and sustainable development objectives requires **balanced, people-centred, planet-sensitive approaches** in transport policy, financing, and capacity building.



Best practices to enhance environment, health and equitable mobility access



Recommendations for scaling up action on sustainable transport

Actions	Policy responses	Capacity building activities	Financing flows
Increase access and equity of low-carbon transport systems.	<ul style="list-style-type: none"> Encourage phase-out of fossil-fuel subsidies, and increase attention to road safety measures. 	<ul style="list-style-type: none"> Support development of SUMPs to increase safe, equitable and inclusive transport options. 	<ul style="list-style-type: none"> Expand walking/cycling infrastructure, affordable public transport systems, and new mobility services.
Increase investments in low-carbon urban public transport .	<ul style="list-style-type: none"> Quantify positive impacts of high-profile sustainable transport projects, such as air quality, accessibility, and efficiency. 	<ul style="list-style-type: none"> Share good practices on urban rail and BRT among countries proposing these strategies in NDCs. 	<ul style="list-style-type: none"> Prioritise funding for urban rail and BRT systems in rapidly urbanising countries and subregions.
Address projected growth in vehicle ownership and use .	<ul style="list-style-type: none"> Encourage ambitious targets to reduce demand for vehicle ownership through balanced A-S-I measures. 	<ul style="list-style-type: none"> Conduct training on best practices in transport demand management (e.g. congestion charging, vehicle restrictions). 	<ul style="list-style-type: none"> Expand funding for EV charging infrastructure and complementary renewable energy projects.
Increase transport mitigation ambition and implementation .	<ul style="list-style-type: none"> Compile information on transport measures included in NDCs and VNRs to identify gaps and opportunities. 	<ul style="list-style-type: none"> Conduct training to increase ambition and balance of transport measures proposed in NDCs. 	<ul style="list-style-type: none"> Target funding for transport mitigation measures in countries/regions with highest projected emissions growth.
Mainstream resilience measures in transport infrastructure/ services.	<ul style="list-style-type: none"> Encourage completion of National Adaptation Plans (NAPs) with strong transport elements. 	<ul style="list-style-type: none"> Conduct training to incorporate specific transport-resilience measures in NDCs and NAPs. 	<ul style="list-style-type: none"> Increase funding to retrofit existing transport infrastructure to increase resilience and return on investment.

This infographic was developed by



Sources

- Low-carbon Transport for Development: Trends and Recommendations
 - Transport, Climate Action and Sustainable Development: Synergies Across NDCs and VNRs
- <https://slocat.net/isdb-slocat-sustainable-transport/>