

**UNCRD / UN DESA Side Event at
The Second Meeting of High-Level Political Forum on Sustainable Development
New York, High-level Segment**

Promoting Resource Efficiency for Sustainable Urban Development

Date and Time: Monday, 7 July 2014; 1:15 p.m.-2:30 p.m.

Venue: Conference Room C in the Conference Building, United Nations Headquarters, New York

Supporting Organizations: Ministry of Foreign Affairs of Japan; Ministry of the Environment of Japan; City of Kitakyushu; Toyota City; Ministry of Transportation of Indonesia; United Nations Environment Programme (UNEP); United Nations Human Settlements Programme (UN-HABITAT); and Institute for Transportation and Development Policy (ITDP)

United Nations Department of Economic and Social Affairs (UNDESA) and United Nations Centre for Regional Development (UNCRD) will co-organize a side event, entitled ***Promoting Resource Efficiency for Sustainable Urban Development*** at the Second Meeting of High-Level Political Forum on Sustainable Development on 7 July 2014 from 1:15 p.m. to 2:30 p.m. at the Conference Room C in the Conference Building, United Nations Headquarters in New York. It is supported by the Ministry of Foreign Affairs of Japan, the Ministry of the Environment of Japan, the City of Kitakyushu, Toyota City, Ministry of Transportation of Indonesia, the United Nations Environment Programme (UNEP), the United Nations Human Settlements Programme (UN-HABITAT), and the Institute for Transportation and Development Policy (ITDP).

The theme of the Second Meeting of the High-Level Political Forum on Sustainable Development (HLPF) is “*Achieving the MDGs and charting the way for an ambitious post-2015 development agenda including the SDGs*”.

UNCRD promotes Integrated Regional Development Planning (IRDP) as an effective means of implementing sustainable development, while 3Rs (Reduce, Reuse and Recycle) and Environmentally Sustainable Transport (EST) are two major sectors that form key to promote sustainable urban and regional development, where UNCRD has strong programme activities. Under the EST initiative, the Asian countries adopted the *Bangkok 2020 Declaration (2010-2020)* in 2010, and the *Bali Declaration on Vision Three Zeros - Zero Congestion, Zero Pollution, and Zero Accidents* in April 2013. In addition, forty-four Asian cities are signatory to the *Kyoto Declaration* to promote EST in cities. Under the 3Rs initiative, the Asian countries voluntarily agreed to the *Ha Noi 3R Declaration (2013-2023)* in March 2013 to promote 3Rs and resource efficiency in their national policies and planning. All these intergovernmental Declarations provide important basis for local-level actions and measures in the context of achieving healthy and sustainable cities in line with the Rio+20 outcomes, *The Future We Want*.

The City of Kitakyushu is a leading city in implementing sustainable urban management, with its Green City Programme just being peer-reviewed by OECD. Kitakyushu City has a long history of overcoming pollution and transforming to sustainable city, and transferring its knowledge and experience to developing cities through strong programme of international collaboration.

Toyota City presents another example of sustainable cities, by implementing a system that optimizes energy use throughout the society in order to achieve low-carbon society.

On the basis of these experiences and programmes, the side event is aimed at identifying policies and tools to promote resource efficiency, leading to sustainable urban development, and presenting good model cases of sustainable cities.

The key references on the relevant topics in *The Future We Want* are provided below.

The key references in *The Future We Want*:

Sustainable cities and human settlements (para. 134-137)

Among others, the States

- recognize that, if they are well planned and developed, including through **integrated planning and management approaches**, cities can promote economically, socially and environmentally sustainable societies.
- commit to promote sustainable development policies that support a **safe and healthy living environment for all, safe and clean drinking water and sanitation**; healthy air quality; generation of decent jobs; and improved urban planning and slum upgrading.
- support sustainable management of waste through the application of the **3Rs**.
- emphasize the importance of increasing the number of metropolitan regions, cities and towns that are implementing **policies for sustainable urban planning and design** in order to respond effectively to the **expected growth of urban populations in the coming decades**.

Sustainable transport (para. 132-133)

- During Rio+20, member states stressed the need to maintain transport as a separate theme since the objective of providing access to goods and services is not just an energy theme nor just an urban theme nor just a health theme but crosses those themes in a way that only by considering Sustainable Transport holistically can sustainable solutions be developed
- Transportation and mobility are central to sustainable development. Sustainable transportation can enhance economic growth and improve accessibility. Sustainable transport achieves better integration of the economy while respecting the environment.
- The efficient movement of people and goods and access to environmentally sound, safe and affordable transportation are important as a means to improve social equity, health, resilience of cities, urban-rural linkages and productivity of rural areas.

Energy (para. 125-129)

Among others, the States

- Recognize the critical role that energy plays in the development process, as access to sustainable modern energy services contributes to poverty eradication, saves lives, improves health and helps to provide for basic human needs.
- Reaffirm support for the implementation of national and subnational policies and strategies, based on individual national circumstances and development aspirations, using an appropriate energy mix to meet developmental needs, including through increased use of renewable energy sources and other low emission technologies, the more efficient use of energy, greater reliance on advanced energy technologies, including cleaner fossil fuel technologies, and the sustainable use of traditional energy resources.
- We also recognize the need for energy efficiency measures in urban planning, buildings and transportation and in the production of goods and services and the design of products.

Background

It is a well-known fact that urbanization in developing countries is happening at a significant rate. Today, more than 50 per cent of the world population already lives in cities and urban areas. It is expected to be more than 70 per cent by 2050, with almost all the growth occurring in the developing world. Ninety-five per cent of urban expansion in the next four decades will take place in developing world, with Asia and Africa together contributing over 86 per cent. During this period, Africa's urban population will soar from 414 million to over 1.2 billion and Asia from 1.9 billion to 3.3 billion. Looking more closely, India will add another 497 million to its urban population, China – 341 million, Nigeria – 200 million and Indonesia – 92 million. Perhaps, the United States is the only exception among the developed countries, which is expected to add 103 million.

In terms of slum dwellers, 828 million people live in slums today and the number keeps rising.

The world's cities occupy just 2 per cent of the Earth's land, but account for 60-80 per cent of energy consumption, 75 per cent of carbon emissions, approximately 70 per cent of global GDP, and consume 70 per cent of all resources. In addition, rapid urbanization is exerting pressure on fresh water supplies, sewage, the living environment, and public health.

Generation of wastes is one of the most important by-products of an unsustainable urban life style and consumption. Currently world cities generate about 1.3 billion tons of solid waste per year and the volume is expected to increase to 2.2 billion by 2025. Globally, solid waste management costs will increase from today's annual US\$205.4 billion to about US\$375.5 billion in 2025. Cities often spend between 5 to 15 per cent of their total budget on solid waste management. In low-income countries, 90 per cent or more of that budget is spent on waste collection alone, while only 45 to 60 per cent of the waste is actually collected.

Providing waste collection to all the people, while raising the environmental standards of waste disposal, is a major challenge for Local Authorities (LAs), which lack required institutional, financial and technical capacity. "Moving towards zero waste is inherently a multi-stakeholder process which calls for partnerships within and between communities, businesses, industries, and all levels of government." UNCRD provides global coordination support for IPLA – a Rio+20 partnership – which aims to expand capacity of local authorities in expanding their waste management services for the communities.

(http://www.uncrd.or.jp/env/ipla/index_form.htm)

Improving resource efficiency is to minimize inputs per unit product or services. The inputs include, raw material input, water input and energy input. It will also aim to minimize emission, pollution and waste generation.

3Rs (Reduce, Reuse and Recycle) is an important means to achieve sustainable urban development. It is aimed at the following:

- Reduce waste, Reuse and Recycle resources and products to the extent economically feasible;
- Reduce barriers to the international flow of goods and materials for recycling and remanufacturing, recycled and remanufactured products, and cleaner, more efficient technologies, consistent with existing environmental and trade obligations and frameworks;

- Encourage cooperation among various stakeholders (central governments, local governments, the private sector, NGOs and communities), including voluntary and market-based activities;
- Promote science and technology suitable for the 3Rs; and
- Cooperate with developing countries in such areas as capacity building, raising public awareness, human resource development and implementation of recycling projects.

Environmentally Sustainable Transport (EST) is another important aspect of sustainable urban and region development and management. It aims to promote integrated approach to deal with multi/cross-sectoral environment, health and transport issues, including climate change, through inter-ministerial coordination (for example, among Ministry of Environment, Ministry of Transport, Ministry of Urban Development and Ministry of Housing, etc.). Integrated EST strategies result not only in the improvement of human health through reduction of urban air pollution, but also the reduction of GHG emissions, deaths and injuries from road accidents, harmful noise levels, and traffic congestion.

The key approach of EST is “**Avoid, Shift and Improve**”. That is to first, avoid or reduce travel or the need to travel; second, shift to more environmentally friendly modes; and third, improve the energy efficiency of transport modes and vehicle technology.

Most developing cities have not effectively addressed the complex inter-linkages among land use mix, public transport planning, travel choices, travel demand management (TDM), environmental externalities, and quality of life (green areas, recreational parks/open spaces, amount of residential space per person, etc.). On resilience, developing countries share several issues. Among them is a rise in frequency and magnitude of natural disasters (flood, earthquake, cyclones, landslides, etc.). Also since climate resiliency is not yet a major element in the current transport policy, planning, and urban/transport infrastructure and services development, during such extreme events unprecedented damages to both human life and economy result. In addition, urban and transport infrastructures in Asia are vulnerable to the effects of climate change, and these vulnerabilities are yet to be addressed in the design, construction, and geometry of roads, railway tracks, and other transport infrastructure, including the drainage system of cities.

Integrated Regional Development Planning (IRDP) is a process of planning that can transcend sectors as well as administrative boundaries. It represents a holistic and integrated approach to sustainable development and designed to specifically address the needs at the local level and problems that affect people at the local level. It seeks to address community empowerment and capacity development. As such, IRDP is a useful tool for sustainable development. It is also effective in addressing poverty reduction and improving social equity and cohesion. It attempts to integrate three pillars of sustainable development – economic growth, social development and environmental protection. It employs participatory planning and promotes dialogue among competent administrations in the same territory to articulate coherent solutions.

In considering IRDP, a region is defined according to the issues being addressed. There are different scales in both governance and issues and there are interactions between and among these different scales, such as the case of transborder issues. Therefore, the approach taken in IRDP is “**Let the ‘problem’ decide region and scale**”.

Side event

The side event will focus on policies and tools that are found effective in promoting resources efficiencies and key elements for sustainable urban development and management, such as 3Rs, Environmentally Sustainable Transport (EST), Green Building Initiative and land use planning as well as compact city designs.

The side event will also present good model cases of sustainable cities, Kitakyushu City and Toyota City. The City of Kitakyushu is emphasizing the improvement of resource efficiency by employing sound material cycling, while Toyota City is aiming at low-carbon society by implementing smart city.

These good cases of policies, tools and actual cases of model cities will be presented by the distinguished panelists. After the presentations by the panelists, open dialogues is planned with the participants.

The side event will be opened by H.E. Mr. Norio Mitsuya, Parliamentary Senior Vice-Minister for Foreign Affairs, Japan and Mr. Nikhil Seth, Director of the Division for Sustainable Development, UN DESA. It will be co-moderated by Ms. Ndey-Isatou Njie, Chief, Water Energy and Capacity Development Branch, Division for Sustainable Development, UN DESA and Ms. Chikako Takase, Director of UNCRD.

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Programme

12:15 p.m.- 1:15 p.m.	Light meal (near the Conference Room C)
1:15 p.m.-1:25 p.m.	Opening H.E. Mr. Norio Mitsuya, Parliamentary Senior Vice-Minister for Foreign Affairs, Japan Mr. Nikhil Seth, Director, Division for Sustainable Development, UN DESA
1:25 p.m.-2:10 p.m.	Panel Discussion Co-Moderators: Ms. Ndey-Isatou Njie, Chief, Water Energy and Capacity Development Branch, Division for Sustainable Development, UN DESA Ms. Chikako Takase, Director, UNCRD Panels: - Efficient intra-city and inter-city public transportation system towards sustainable urban development: <i>Dr. Elly Sinaga, Director General, Research and Development Agency, Ministry of Transportation, Republic of Indonesia</i> - 3Rs and resource efficiency policy towards sound material cycle society <i>H.E. Mr. Shinji Inoue, Senior Vice-Minister of the Environment, Japan</i> - Building resource efficient and zero waste city – Experience of Kitakyushu City <i>Mr. Hiroshi Imanaga, Deputy Mayor, City of Kitakyushu</i> - Land use efficiency and compact city design in sustainable urban development <i>Ms. Yamina Djacta, Director, UN-HABITAT NY Office / Dr. Stefan Al, Associate Professor of Urban Design, Department of City and Regional Planning, University of Pennsylvania</i> - Green Building Initiative <i>Mr. Jorge Laguna-Celis, Senior Programme Officer on Intergovernmental Policy Co-ordination, UNEP NY Office</i> - Promotion of low-carbon society – Experience of Toyota City <i>Mr. Toshihiko Ota, Mayor, Toyota City</i>
2:10 p.m.- 2:25 p.m.	Inter-active discussion
2:25 p.m.- 2:30 p.m.	Closing