



Partnership on Sustainable
Low Carbon Transport

Partnership on Sustainable, Low Carbon Transport

CSD 18 Multi-stakeholder
Dialogue on Partnerships
May 2010, New York City

Key Role of Transport in Development

- Transport plays a key role in providing access to markets, jobs, education, health care and services
- Without improved access and strengthened transport infrastructure, achievement of the Millennium Development Goals, especially poverty reduction, is unlikely
- Low carbon sustainable transport is a key component of sustainable development



Scope of Partnership

- Voluntary multi-stakeholder initiative
- Guiding principles:
 - Non legal, non binding;
 - Decentralized structure;
 - Partnership members are responsible for the implementation of Partnership activities;
 - Conveners office (Secretariat) is non implementing
- Geographical focus: developing countries in Africa, Asia and Latin America
- Thematic focus: Land transport (passengers and freight)



Bellagio Principles

1. Effective Climate Action is incomplete without addressing the overall system performance of the Transport Sector.
2. Climate action in the transport sector should recognize co-benefits
3. More Effective Carbon finance mechanisms and associated procedures should catalyze sustainable transport policies, programs and projects

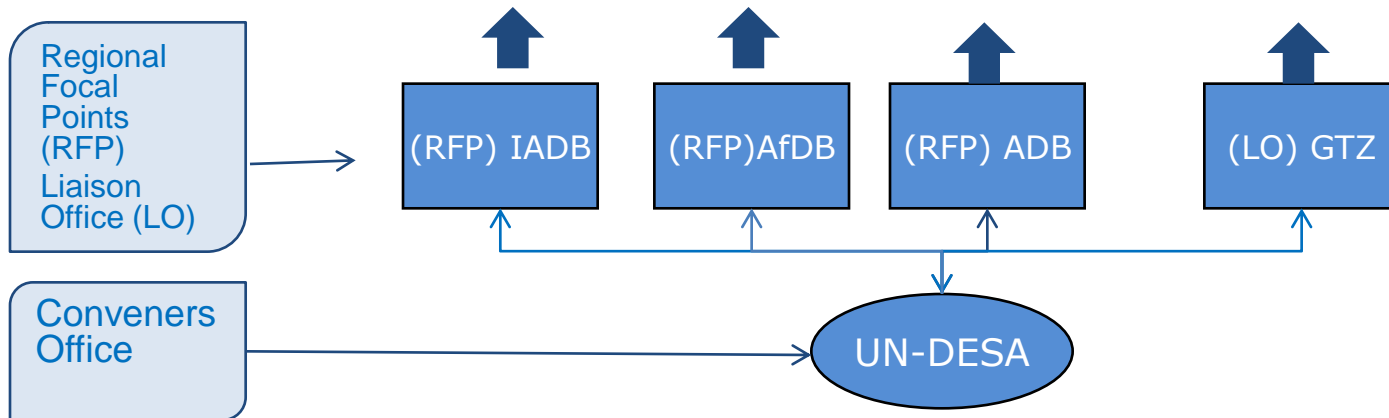
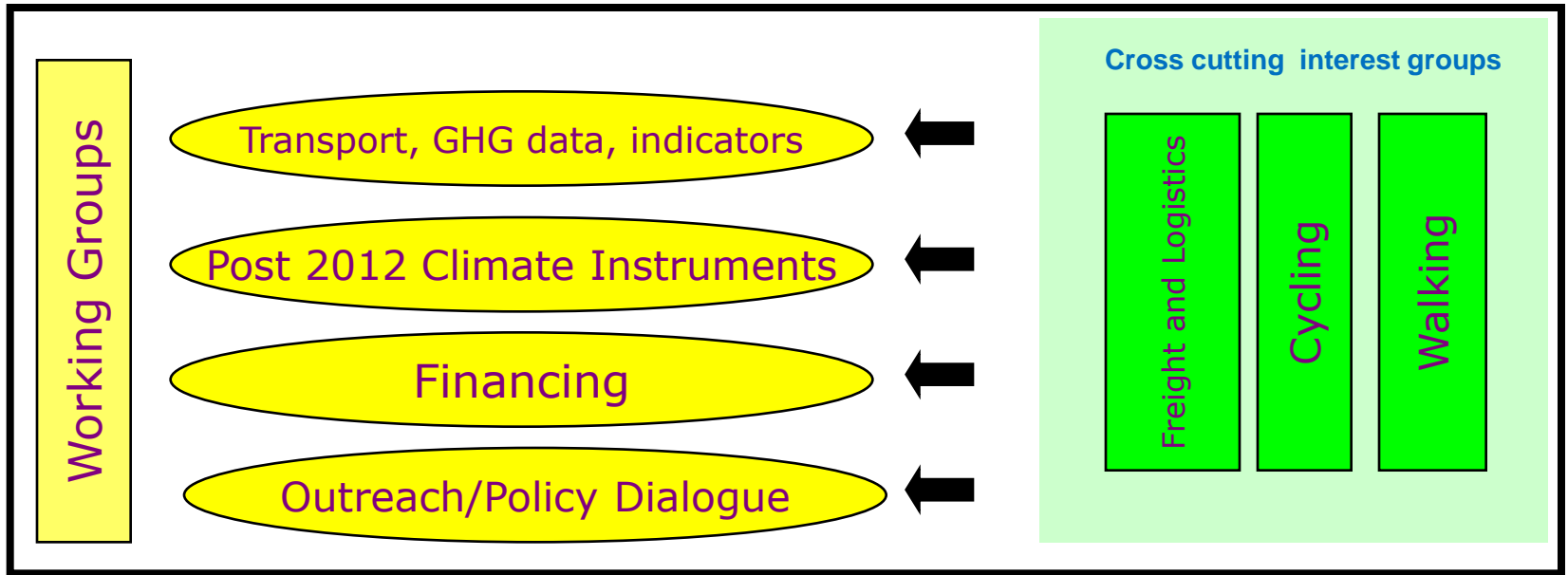


Partnership Objectives

1. The integration of sustainable, low carbon transport in climate negotiations, as well as national and local climate policies and programs
2. The integration of climate considerations in regional, national and local transport policies
3. Mainstream Sustainable, Low Carbon Transport in strategies and operations of international development organizations
4. Contribute to sustainable development and the Millennium Development Goals especially providing access to or for goods and services by lower income groups.

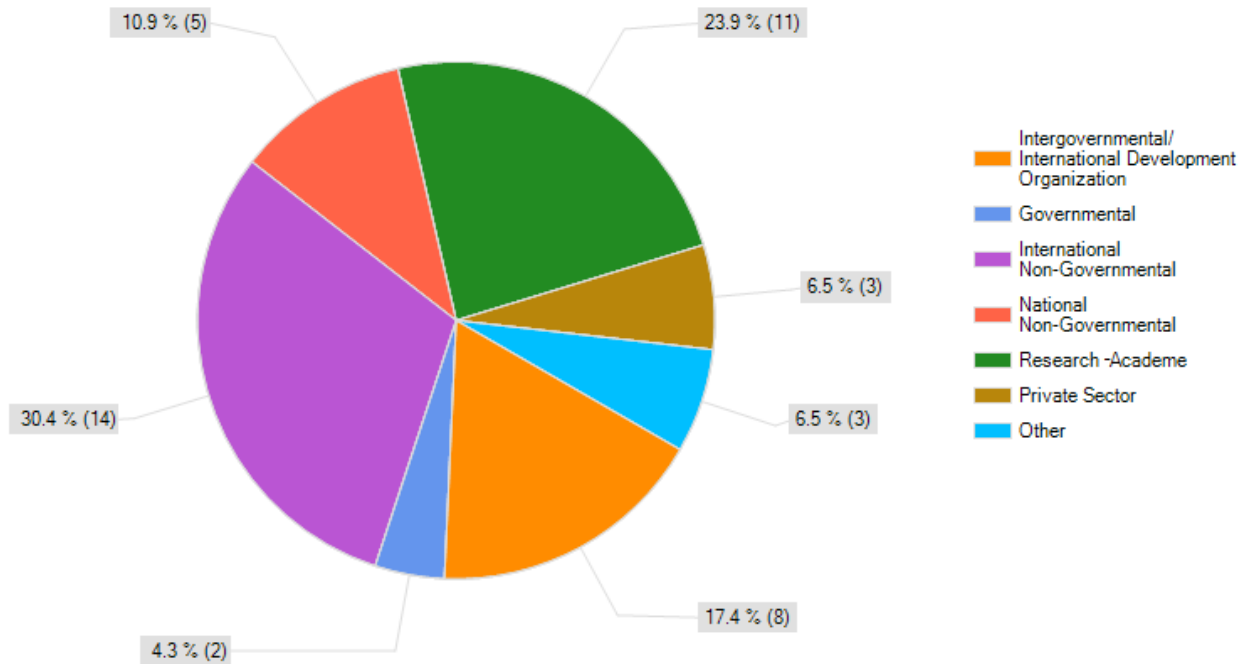


Organization Partnership



SLoCaT Membership

Type of Organization

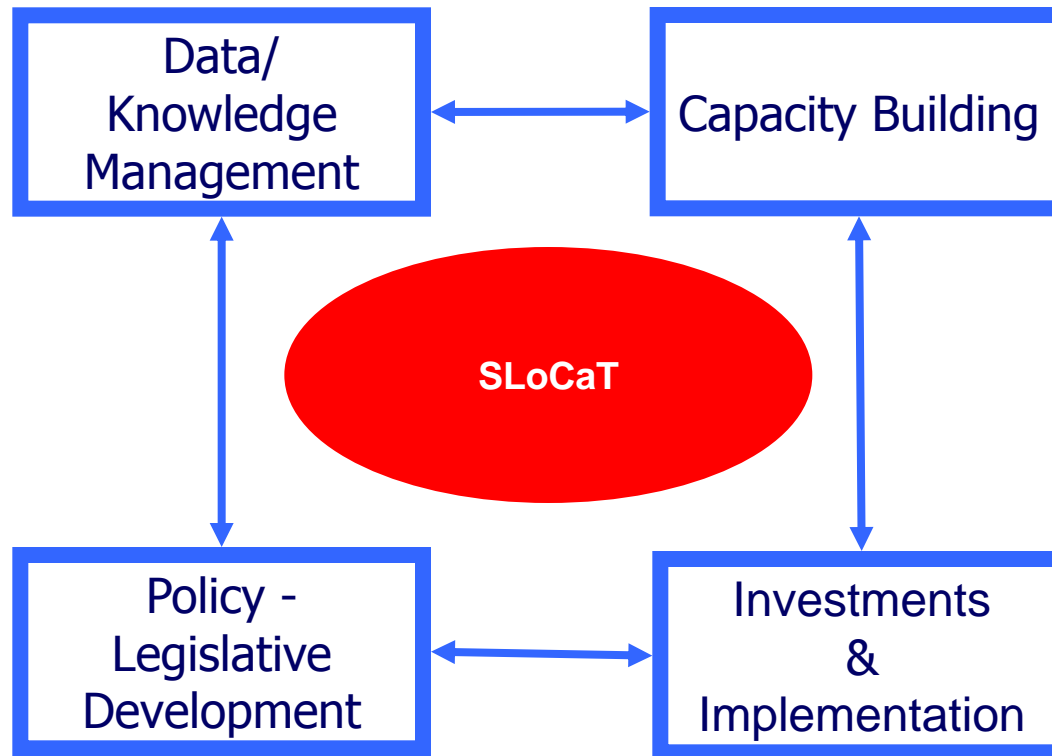


Membership criteria

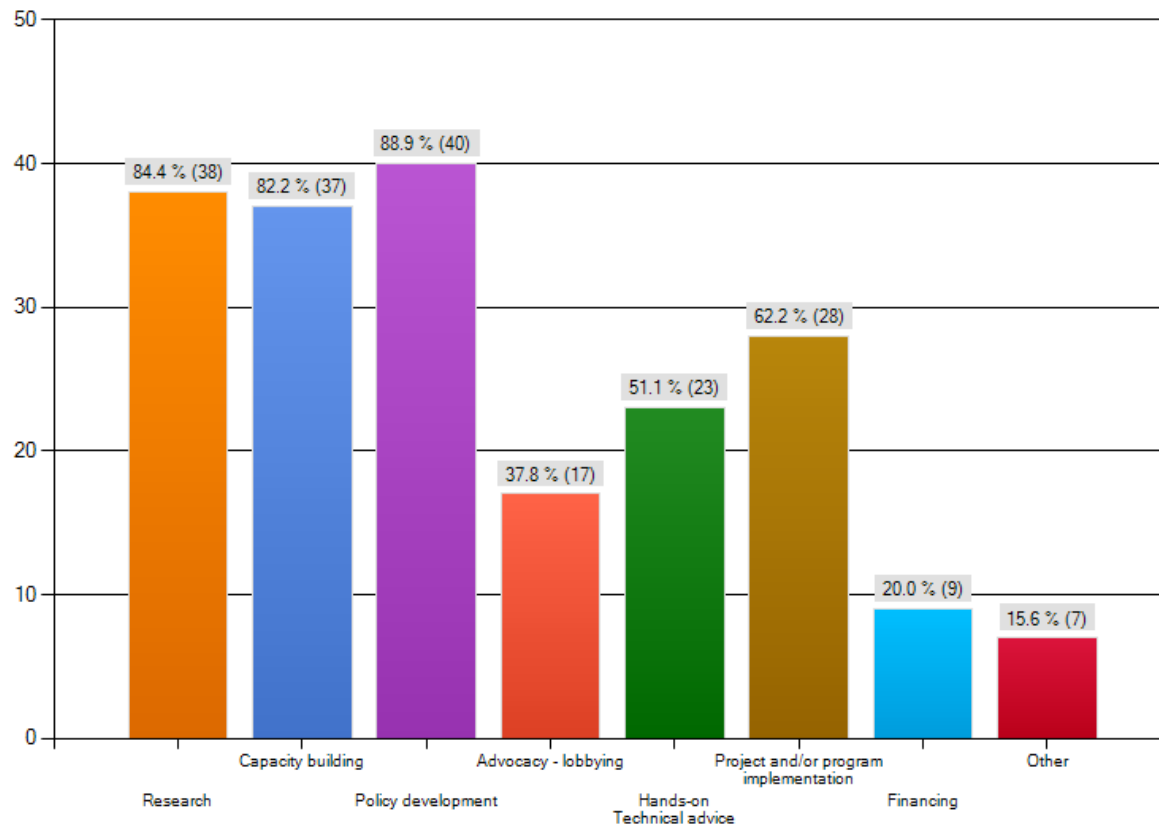
- active commitment to work towards sustainable, low carbon transport
- work at global, regional or national level in one of the membership categories

Currently 53 members

SLoCaT Approach



What type of activities do SLoCaT Members undertake?



Examples of SLoCaT activities:

- Transport Data -

Rationale:

- *Availability of quality transport data is essential for policy development and evaluation*

SLoCaT activities:

- *Data survey in Latin America and Asia*
- *Strengthening of institutional structure and support for transport data collection, analysis and dissemination*
- *Strengthening capacity building related to the collection of transport data, its analysis and dissemination*



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Support from CSD
process?

Examples of SLoCaT Activities:

- Policy Dialogue on post 2012 Climate Governance

Rationale

- *Transport has not performed well under the Kyoto protocol, extensive dialogue on all fronts is required to improve this in post 2012 period*

SLoCaT Activities

- *UNFCCC Submissions, Workshops, side events by Bridging the Gap Initiative*
- *Pilot study on transport NAMAs by ADB and IADB*
- *Peer review of GEF GHG manual and GEF White Paper on Transport under GEF 5*



SLoCaT Submissions to CSD 18th Session: Policy Options and Transport Data



Policy Options for consideration by the Commission on Sustainable Development 18th Session, 3-14 May, 2010

The Partnership on Sustainable, Low Carbon Transport is a voluntary, multi-stakeholder partnership of over 50 organizations registered with the Commission on Sustainable Development and committed to working together to promote and facilitate sustainable, low carbon transport in developing countries.

Role of transport in promoting economic and social development in developing countries

Transport plays a key role in providing access to markets, jobs, education, health care and services. Without improved access and strengthened transport infrastructure, achievement of the Millennium Development Goals, especially poverty reduction, is unlikely.

In order to achieve convergence socially and economically, the poor need access to jobs, education and health care. They are excluded by systems that require private vehicles, deny them safe space to walk or cycle, or fail to provide public transport at reasonable cost. Planning cities for people first (not cars) improves the well-being of all inhabitants, including the poor.

Environmental Implications of the growth of the transport sector in developing countries

The overall size of the transport sector in terms of number of vehicles, passenger kilometers and ton kilometers has increased rapidly and is projected to continue growing rapidly in the future. There is not enough space physically for the projected increase in numbers of private vehicles, without serious problems of congestion and pollution. To promote sustainable development, an alternative vision for the transport sector is required which involves a shift away from indefinite heavy reliance on private motorization.

Greenhouse gas emissions and in particular CO₂ are growing faster from the



Submission on the Improvement of Developing Country Transport Data Collection, Analysis and Dissemination to the 18th Session of the Commission on Sustainable Development, 3-14 May, 2010

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I. Importance of good transport data

Good quality transport data are critical to planning and managing transport-efficient access to goods and services. Data are important for the planning of physical infrastructure (rail, road, waterways, air transport, pipelines, walkways, bicycle paths and their interconnections). They are also important to document transport activity that is taking place in support of economic and social development. Lastly, good quality transport data are important to be able to monitor environmental sustainability strategies for the transport sector.

Transport data can be classified in the following categories: (a) Transport mode related data; (b) Data related to transport infrastructure; (c) Data related to transport activity levels, (d) Data on fuel and energy use, (e) Data related to emissions, accidents and other externalities. Usage of transport data requires also the availability of reliable economic and demographic data.

Transport data are required for the local, national, regional and global level.

II. Deficiencies in existing transport data collection, analysis and dissemination

A. Primary data collection

There are large differences in the scope and quality of transport data which are being collected. Differences are among countries and among modes: air, water, railway and pipeline transportation usually have a better register of infrastructure, fleets and flows; the most serious



Key success factors of our partnership

- Added value
 - Creation of common values
 - Sharing knowledge
- Characteristics for success
 - Not project based
 - Need the glue to hold it together
- Making output meaningful
 - Same words different meanings=>build trust
- Creation of a more dynamic platform
 - Yes – foster connections between major groups, civil society, governments and other international processes



Final Observations

- **Impact indicators:** (*success has many fathers*)
 - Visibility of Transport and Climate Change as a theme
 - Integration Transport in Climate Policy at global, and national level
 - Investment patterns
 - Manner in which MDBs handle transport and climate change
 - Coordination and cooperation among SLoCaT members, e.g. MoUs cooperation between MDBs and NGOs
- **UN plays an important role in Partnership:**
 - Is perceived as neutral global organization which is well place to serve as umbrella for multi-stakeholder partnership
 - However, UN not well placed to provide actual assistance to Partnership due to resource constraints and complicated administrative processes



More Information....



www.slocat.net

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