



Press Statement: Transport and the Second Round of 'informal-informal' Negotiations on the Rio+20 Zero Draft of Outcome Document

New York, 30 April 2012. Leading representatives of the Partnership on Sustainable Low Carbon Transport (SLoCaT) issued a statement today regarding the negotiations of the draft outcome of the global United Nations Conference on Sustainable Development, also known as Rio+20. Countries are meeting from April 23 till May 4 in New York to continue the informal negotiations on the outcome of Rio+20. This round of negotiations is the last one before Rio+20 which will take place 20-22 June, 2012.

The overarching goal of Rio+20 is to “secure renewed political commitment for sustainable development, assessing the progress to date and the remaining gaps in the implementation of the outcomes of the major summits on sustainable development and addressing new and emerging challenges”. Such a renewed commitment towards sustainable development can also greatly accelerate the scaling up of successful sustainable transport policies, programs and projects. A successful Rio+20 conference will shape future transport policies of important stakeholders including local and national governments; civil society and private sector; as well as international development organizations. This explains the active engagement of the Partnership on Sustainable, Low Carbon Transport (SLoCaT) in outreach to the negotiating parties on the importance of sustainable transport. The central message in SLoCaT’s outreach to the negotiators has been: it is important to provide improved access to goods and services in support of the eradication of poverty and the realization of the Millennium Development Goals, and this can and indeed must be done in a manner that seeks to avoid or mitigate negative environmental, social and economic impacts.

The SLoCaT Partnership, itself an outcome of the previous World Conference on Sustainable Development in Johannesburg in 2002, represents over 60 organizations (UN, international organizations, international financial institutions, development organizations, NGOs, academe, and private sector). –A major portion of the annual \$200 billion dollar in financial and technical assistance for transport in emerging and developing countries is provided by or through SLoCaT members.

SLoCaT welcomes the designation of sustainable transport as a priority area in the Framework for Action and Follow-up in the Draft Outcome document. “It is encouraging to see the broad support for sustainable transport that now includes the G77, European Union and the United States” said Michael Replogle, Global Policy Director and Founder of the Institute for Transportation and Development Policy (ITDP). “We welcome that the draft text does not just call for cleaner fuels and vehicles, but also acknowledges that sustainable transport will require expansion of public transport,” said Replogle. “We urge the negotiators to also emphasize the role of active mobility -walking and cycling- and the importance of making freight transport more green as they frame the final document”.

One of the most important long-term impacts of Rio+20 is expected to be the establishing of the Sustainable Development Goals (SDGs) which, building upon the MDGs, could be a driver for implementation and mainstreaming of sustainable development. SLoCaT welcomes the proposal of the Chairs of the negotiations for the UN Secretary General to launch and coordinate a process to elaborate SDGs by 2015 and that the choice of SDGs be guided by the priorities listed in the Framework for Action and Follow-up in the Draft Outcome document.

The outcome of the ongoing negotiations will also shape the preparations of several of the SLoCaT members for the Rio+20 conference. “Having a clear and unequivocal acknowledgement of the importance of sustainable

transport as a priority and possible SDG would be a great help”, said Tyrrell Duncan, the Transport Practice Leader in the Asian Development Bank. “We are currently discussing a joint statement on sustainable transport with several other development banks and developing consensus will be easier if negotiating parties in New York acknowledge the importance of sustainable transport. Including transport as an SDG will mean that more attention is given to sustainable transport, and will reinforce and accelerate efforts by ADB and other development banks to providing financing, knowledge and other support for sustainable transport in developing countries.”

In his Action Agenda for his second term, Secretary General Ban Ki-moon recently indicated that the post-2015 framework for sustainable development will be an important priority and listed transport as one of six building blocks for sustainable development. “SLoCaT is discussing with the UN how to best convene transport stakeholders to develop and take action on recommendations for more sustainable transport systems to address rising congestion and pollution worldwide, particularly in urban areas, as called for by the Secretary General”, said Cornie Huizenga, Joint Convenor of the SLoCaT Partnership.

The importance of transport for sustainable development was also highlighted in the 25 April 2012 ITDP-SLoCaT side event: “Sustainable Mobility on the Road to Rio+20: Priorities and Actions across Major Groups” which included representatives from eight of the Major Groups: Business and Industry, Children and Youth, Farmers, Indigenous People, Local Authorities, NGOs, Scientific & Technology Community, Workers & Unions, Women. All major groups expressed support for sustainable transport, Women citing that transport systems that are attractive to women in terms of safety and cleanliness are attractive to all groups. Farmers cited the 40% of food produce that is wasted and the need to invest in infrastructure not only rural roads but also multimodal system terminals and shipping logistics. Louis Luglio, Senior Principal, Stantec, speaking on behalf of the Scientific & Technology Community commented: “We have the technology, we have design guidelines, we can provide the best, most efficient, systems, but now we all need to do is engage the political support and public outreach to bring the right services to the right people ---- wherever they may be in the world”. The Youth representative, referring to the outcomes of consultations by the youth constituency over the last couple of years, joined the other representatives of the Major Groups in calling for responsible transport and land use planning that takes into consideration all members of communities and their needs for sustainable development.

The Partnership on Sustainable, Low Carbon Transport (www.slocat.net) is a type II partnership registered with the United Nations Department for Economic and Social Affairs. See attachment for overview of SLoCaT membership.

See www.slocat.net/rio-plus-20 for an overview of SLoCaT’s outreach campaign on Rio+20

See <http://www.uncsd2012.org/rio20/index.php?page=view&type=400&nr=297&menu=45> for a joint UN-DESA and SLoCaT issues brief on Sustainable, Low Carbon Transport in Emerging and Developing Economies

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Annex 1: Members Partnership on Sustainable, Low Carbon Transport

1. African Development Bank (AfDB)
2. Alliance to Save Energy (ASE)
3. Asian Development Bank (ADB)
4. Corporación Andina de Fomento (CAF)
5. Believe Sustainability
6. Cambridge Systematics Inc
7. Center for Clean Air Policy (CCAP)
8. Centre for Environment Planning & Technology (CEPT), Ahmedabad
9. Center for Science and Environment (CSE)
10. Center for Sustainable Transport (CTS) Mexico
11. Center for Transportation and Logistics Studies (PUSTRAL), Gadjah Mada University
12. Civic Exchange (CE)
13. Clean Air Initiative for Asian Cities (CAI-Asia) Center
14. Clean Air Institute (CAI)
15. Dutch Cycling Embassy (DCE)
16. German Technical Cooperation (GIZ)
17. Ecofys
18. EMBARQ, The WRI Center for Sustainable Transport
19. Energy Research Center Netherlands (ECN)
20. European Bank for Reconstruction and Development (EBRD)
21. European Institute for Sustainable Transport (EURIST)
22. European Cyclists' Federation (ECF)
23. Fraunhofer- Institute for Systems and Innovation Research (ISI)
24. Global Environmental Facility (GEF)
25. Global Transport Knowledge Partnership (gTKP)
26. Global Urban Development (GUD)
27. HealthBridge
28. Hong Kong Shanghai Bank (HSBC)
29. Inter-American Development Bank (IDB)
30. International Association for Public Transport (UITP)
31. International Energy Agency (IEA)
32. International Transport Forum (ITF)
33. International Union for the Conservation of Nature (IUCN)
34. International Union of Railways (UIC)
35. Institute for Global Environmental Strategies (IGES)
36. The Institute for Transport Studies, University of Leeds, UK
37. Institute of Urban Transport India (IUTI)
38. Institute for Transport Policy Studies (ITPS)
39. Institute for Transportation & Development Policy (ITDP)
40. Institute of Transport Studies (ITS), University of California, Davis
41. Korean Transport Institute (KOTI)
42. Ministry of Land Infrastructure Transport and Tourism, Japan
43. Mobility Magazine
44. National Center for Transportation Studies (NCTS), Philippines
45. Rockefeller Foundation
46. Society of Indian Automotive Manufacturers (SIAM)
47. Stockholm Environment Institute (SEI)
48. Tehran Urban and Suburban Railway operation Company (TUSROC)
49. The Energy and Resources Institute (TERI)
50. Transport and Environment (T+E)
51. Transport Research Laboratory (TRL)
52. United Nations Center for Regional Development (UNCRD)
53. United Nations Economic Commission on Latin America and the Caribbean (ECLAC)
54. United Nations Department for Economic and Social Affairs (UN-DESA)
55. United Nations Environment Program (UNEP)
56. University College of London, Department of Civil, Environmental and Geomatic Engineering
57. University of Transport and Communication (UTCC) Hanoi
58. University of Twente/ITC (UT/ITC)
59. VEOLIA Transport
60. Victoria Transport Policy Institute (VTPI)
61. Volvo Research and Education Foundations (VREF)
62. World Health Organization
63. World Streets
64. Wuppertal Institute
65. WWF International