



SLoCaT Partnership Report 3rd Preparatory Committee (PrepCom3) for Habitat III held in Surabaya, Indonesia 25th - 27th July 2016

I. Background

[Habitat III](#) the United Nations Conference on Housing and Sustainable Urban Development will take place from 17-20 October 2016 in Quito, Ecuador. Habitat III will be the first UN global conference following the adoption of the Global Goals on Sustainable Development and the Paris Agreement on Climate Change; thus the “New Urban Agenda” (NUA) – the Habitat III outcome document – will be a key opportunity to shape the implementation of these agreements in a number of sectors, including transport.

As well as a series of Thematic and Regional meeting and the informal consultation meetings held in New York, three formal Preparatory Committee meetings have been held to prepare the Habitat III.

PrepCom1 was held in New York, at the United Nations Headquarters, from Wednesday, 17 September to Thursday, 18 September 2014. PrepCom2 was held in Nairobi, Kenya, from Tuesday, 14 April to Thursday, 16 April 2015.

II. Third Preparatory Committee (PrepCom3)

The third Preparatory Committee meeting (PrepCom3) was held in Surabaya, Indonesia for three days from the 25-27th July 2016. All official details of the event are available [here](#).

States discussed the 18th July version of the Zero Draft document but negotiations were frequently delayed in order to give the G77 time to co-ordinate their positions.

Although PrepCom3 is the last formal negotiation session before Habitat III that does not prevent further informal sessions being held, at the time of writing (mid-August 2016) it is expected that a further session will be held in NY late August/early September but exact dates and details have not been confirmed. The official version of the Surabaya version of the Zero Draft is available [here](#). [An unofficial marked up version showing the changes is available [here](#).]

III. SLoCaT Members in Surabaya

A number of SLoCaT members were active in Surabaya including Asian Development Bank (ADB), European Cyclists' Federation/World Cycling Alliance (ECF/WCA), Institute for Transportation Development and Policy (ITDP), Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), ICLEI - Local Governments for Sustainability, Health Bridge and FIA Foundation which ensured a strong presence of the transport sector.

IV. Press briefing

SLoCaT hosted a Press Briefing on the first day of the conference (Monday 25th July) with the headline “Time for the UN Member States to deliver a transformation of urban mobility”. the Press Release is available [here](#). At the Press Briefing SLoCaT, HealthBridge, ADB, ITDP and FIA made short statements and then took questions and answers. SLoCaT also provided a Press Pack to interested journalists and SLoCaT members made themselves available for interviews. Most of the journalists who attended were from Indonesia, and were particularly interested in the work of ITDP in Indonesia.



Picture: Press briefing on sustainable transport, 25th July 2016, Surabaya.

V. Transport Day

Transport Day Surabaya was held in the afternoon of the 26th July at the Sheraton Surabaya Hotel and Towers, the agenda is available in Annex II. Guest gave their perspective on the Habitat III process, how transport is covered in the draft NUA and expectations for the implementation activities to be presented in Quito.

During a Pecha Kucha session SLoCaT members presented briefly a wide range of interesting new activities.

During the breakout sessions, with active audience participation, we discussed ideas for the Quito Action Plan on Sustainable Urban Mobility. The open discussion focussed on four questions:

- How could a Quito Action plan build on, bring together and strengthen existing initiatives?
- How could progress with the Quito Action Plan be tracked/monitored – key indicators?
- How to support capacity building / institutional strengthening?
- How to strengthen the link with the developing post COP21 Global Climate Action Agenda?

The breakout discussion provided valuable ideas that will be included in the concept for the Action Plan that will be launched in Quito.

For the final panel discussion, we were joined by Genie Birch (President of the Global Assembly of Partners) and Nonceba Molwele, (Member of the Mayoral Committee of City of Johannesburg) who gave very pragmatic and valuable advice on the need for clear a focussed implementation processes.

VI. Exhibition

SLoCaT and GIZ had stands in the conference exhibition. The SLoCaT stand was used to promote our main messages and events. There was a lot of interest in our reports and information sources from academics/students interested in urban development.



Picture 1: SLoCaT booth, Habitat III PrepCom3, Surabaya, July 2016.



Picture 2: SLoCaT booth, Habitat III PrepCom3, Surabaya, July 2016.

VII. Other Events

There was a limited programme of just 41 [official UN side events in Surabaya](#). The only one which focussed on transport was the SLoCaT and ITDP hosted event on "[Delivering Accessible Cities: Urban Mobility and The New Urban Agenda](#)". A summary of the event is included as Annex II.

ECF/WCA, HealthBridge and FIA Foundation were active in the [Urban Speakers Corner](#).

SLoCaT/ITDP and WRI also participated in a UN organised off-site event aimed at promoting youth engagement in urban development processes.

VIII. The revised "Surabaya Draft" of the New Urban Agenda

The Surabaya draft of the NUA was published on the 28th July and has the same structure as the previous version (with very minor re-organisation). The new text gives more attention to age (boys, girls and the elderly) and families. The main changes are in Section C: which has been substantially revised and includes lots of alternative texts.

A new paragraph 7 "acknowledge the contribution of the sub-national and local governments in the definition of the New Urban Agenda".

Article 13 previously recognized "the important role of *national* governments" in urban policy – the word "national" has now been deleted.

There is a new (paragraph 64) on smart cities and includes a specific reference to the use of "innovative transport technologies".

In a number of places, the intention to "implement" or "support" certain activities have been changed to "promote".

The main enhancement has been a considerable strengthening of the paragraph on "road safety" which now contain much more detail and also explicitly includes the role of active mobility in tackling non-communicable diseases. The new paragraph 108 now reads:

"We will take measures to improve road safety and integrate it into sustainable mobility and transport infrastructure planning and design. Accompanied by awareness raising initiatives, we will promote the safe system approach called for in the United Nations Decade of Action for road safety, with special attention to the needs of all women and girls, as well as children and youth, older persons and persons with disabilities, and those in vulnerable situations. We will adopt, implement, and enforce policies and measures to actively protect and promote pedestrian safety and cycling mobility, with a view to broader health outcomes, particularly the prevention of injuries and non-communicable diseases, and we will develop and implement comprehensive legislation and policies on motorcycles safety, given the disproportionately high and increasing numbers of motorcycle deaths and injuries globally, particularly in developing countries. We will promote a safe and healthy

journey to school of every child as a priority in line with the UN Convention of the Rights of the Child.”

The previous reference to establishing an “International Multi stakeholder Panel on Sustainable Urbanization” has been removed.

The main difficulties lie in Section C “Follow up and review” as States have different views on the role/funding and governance of UN-Habitat, these differences are now reflected in the text with two possible versions of paragraph 164.

IX. Conclusions and Outlook

There was a general lack of intensity in the Surabaya session with many delegations either not attending or sending a small delegation. This may be due to the fact that the session was held during the holiday season in many countries, or maybe because they feel the NUA text lacks meaningful content.

The revised “Surabaya” version of the text is clearer and the content has been enhanced in a number of areas, in particular Road Safety. Importantly the Surabaya session allowed the key “problem” areas to be more clearly defined and even alternative texts to be proposed; an important step in preparing for progress at the next session. The key issue for the NUA text is now for the differences relating to Section C: Follow up and Review to be solved.

Given the many hours “lost” for negotiating in Surabaya, in order to give some regional groups time to co-ordinate their positions, the decision to hold an additional informal negotiating session in September will be frustrating for many States – who now face the cost of participating in an additional session. When confirmed further details will be available [here](#).

Overall transport is now well addressed in the text, many of SLoCaT’s main messages have been included with lots of improvements in the last months. The key weakness from a transport perspective remains the lack of an explicit link between urban transport and greenhouse gas mitigation efforts.

We should expect agreement in Quito on a NUA that looks very much like the current text and a significant focus in Quito on NUA implementation activities. Given the relatively weak nature of the expected NUA text the long term success of Habitat III is likely to be judged by the implementation activities it generates.

A new dedicated website has already been launched for the [Quito Implementation Plan](#) that allows voluntary commitments to be publically recorded. Of the ten commitments registered activities so far (18/8/2016) only one is focussed on transport. [Cities going Slower](#) is led by Columbian transport NGO and SLoCaT member [Despacio](#) and focuses on slow transport in Latin American cities. The site allows any interested organisations to “join” activities listed.

The German Federal Ministry for Economic Cooperation and Development (BMZ) is expected to launch a significant multi-year voluntary commitment in support of urban mobility in Quito.

SLoCaT is co-ordinate and host a number of activities in Quito, including Transport Day Quito in co-operation with the City of Quito on the 19th October and a number of other events are in the process of being confirmed.

X. Annexes

Annex I – Agenda Transport Day Surabaya

Annex II – Summary of the Side Event “Delivering accessible cities: Urban mobility and the New Urban Agenda

Annex I

Transport Day Surabaya - Agenda



TRANSPORT DAYS 2016
SURABAYA | QUITO | MARRAKECH

Transport Day Surabaya - Agenda
“For More Livable Cities, Act on Urban Mobility Now”
Tuesday 26th July 2016, 13:30 – 19:00
Sheraton Surabaya Hotel and Towers, Surabaya, Indonesia

- 13:30 – 13.40** **Opening and introduction, Cornie Huizenga**, Secretary General, Partnership on Sustainable Low Carbon Transport (Moderator)
- 13:45 – 14.45** **Will the New Urban Agenda drive the necessary global action on urban mobility?** (Plenary panel session) This session will address how urban mobility is included in the Habitat III process and what more is required to ensure Habitat III delivers global action on sustainable urban mobility at scale.
- **Cornie Huizenga**, Secretary General, SLoCaT(Facilitator)
 - **Franz Marré**, Head of Division 312 "Water; Urban Development; Mobility", Federal Ministry for Economic Cooperation and Development, Germany
 - **Mark Major**, Senior Adviser, Partnership for Sustainable Low Carbon Transport
 - **Felix Dodds**, Senior Fellow at the Global Research Institute University of North Carolina and Associate Fellow at the Tellus Institute Boston (TBC)

14:45 – 15:15

Short announcements of new projects, activities and initiatives on sustainable urban mobility (Pecha Kucha session, 1slide/3 minutes)

- **Youth participation in active transport**, Debra Efrogmson, Work for a Better Bangladesh
- **Oliver Gumpert**, Business Development, Doppelmayr Cable Car GmbH & Co KG
- **World Cycling Alliance/European Cyclists Federation**, Marcio Deslandes, Global Policies Director
- **City certification, Clean Air Asia**, Chee-Anne Roño, Manager
- **Khatmandu Walks Campaign**, Shanta Lall Mulmi, Resource Centre for Primary Healthcare, Nepal
- **Child Health & Mobility**, Saul Billingsley, Executive Director, FIA Foundation, Director of Campaigns and Communications
- **Data Project**, Alvin Mejia, Clean Air Asia, Transport Manager
- **German Partnership on Sustainable Mobility**, Jakob Baum, GIZ
- **Pedestrian Environments**, Kristie Daniel, Program Director, Health Bridge
- **Capacity building program**, Manfred Breithaupt, GIZ
- **Youth Delegate**, Abi Marutama, Youth Coordinator and Health Policy Advisor, Republic of Indonesia

15:15 -15:20 Introduction to breakout session

15.20 – 15:40 Coffee Break

15.45 – 17.50

Towards a Quito Action Plan on Urban Mobility

There is widespread agreement that the Habitat III New Urban Agenda should be action orientated and is a key chance to deliver on last year's agreements on the 2030 Sustainable Development Agenda and the Paris Agreement on Climate Change. The second part of the event will consider how non-state transport and development actors can organise to contribute to action on sustainable urban mobility.

15:45 – 16:45

Generating ideas/input for a Quito Action Plan on Sustainable Urban Mobility
(3 interactive breakout sessions)

- How could a Quito Action plan build on, bring together and strengthen existing initiatives (e.g. LPAA Transport Initiatives, MDB WG on Sustainable Transport))

- How could progress with the Quito Action Plan be tracked/monitored – key indicators?
- How to support capacity building / institutional strengthening?
- How to strengthen the link with the developing post COP21 Global Climate Action Agenda?

16:45 – 17:45

How to strengthen and scale up action on urban mobility through the New Urban Agenda. The structure and content of a Quito Action Plan on Urban Mobility? (Plenary panel session). The transport and development community non-state actors could together agree and commit to a specific action agenda. This session is a chance to reflect on the value of such and initiative, what it could contain and how it could bring coherence to existing and planned actions.

- **Holger Dalkmann**, Director Strategy and Global Policy, EMBARQ Director, WRI Ross Center for Sustainable Cities, World Resources Institute (Facilitator)
- **Feedback from the rapporteurs**
- **Tyrell Duncan**, Technical Advisor (Transport), Asian Development Bank and Chairman MDB Working Group on Sustainable Transport
- **Clayton Lane, CEO**, Institute of Transportation and Development Policy
- **Genie Birch**, President, Global Assembly of Partners,
- **Nonceba Molwele**, Member of the Mayoral Committee of City of Johannesburg (on behalf of ICLEI)
- **Aisa Kirabo Kacyira**, Deputy Executive Director, UN-Habitat

17.50

Outlook to Quito and Marrakesh - Cornie Huizenga, Secretary General

18:00 – 19:00

Drinks reception

Annex II

Summary report on Side Event

“Delivering accessible cities: Urban mobility and the New Urban Agenda”

Date:	27 th July 2016
Time:	13:30 – 14:30
Venue:	3 rd Floor Ballroom
Name of leading organizing Institution(s):	Partnership on Sustainable Low Carbon Transport. Institute for Transportation and Development Policy.
Approximate number of participants:	Approximately 35
Number of female participants:	Approximately 15
Number of male participants:	Approximately 20

1. Summary of the Side Event:

Adriana Lopez Hernandez, Adviser in International Relations, Ministry of Agrarian, Territorial and Urban Development (SEDATU) Mexico, gave an overview of their work and Mexico’s national urban policy. She also underlined the importance of addressing urban mobility in Mexico..

Next Bambang Prihartono, Director of Transportation, Bappenas (the National Development Planning Agency), Indonesia outlined how the national government in Indonesia is tackling urban mobility. They have issued a National Urban Transport Policy and have embarked on a capacity development program. They have a strong focus on mass transit, in particular BRT and a number of large urban rail projects.

Ramon Cruz presented a metric system developed by ITDP to measure aspects of equitable and accessible transit oriented development by measuring, for example, the number of residents in a city who live within a short distance (1 km) of high quality rapid transit. From an equity perspective, this is a good way to approximate accessibility in large cities. They believe that from a climate change perspective, it is a good proxy for compactness and the integration of land use and transport. Due to its simplicity, the metric allows cities around the world to be quickly compared, even when data is difficult to obtain. Furthermore, visualizations of this data can

highlight where new transit might be built to serve the most residents, and where infill growth should be targeted to best utilize existing transit infrastructure. Finally, TOD metrics will allow cities to measure their progress over time, as new transit is built and as new residents are added to the population. ITDP has assessed a number of cities around the world to compare the indicators to each other and over time.

Finally, Franz Marré, Head of Division 312 "Water; Urban Development; Mobility", Federal Ministry for Economic Cooperation and Development, Germany gave an overview of transport in the Habitat III negotiations and the importance given to these issues by Germany. Germany plans to announce an important Voluntary National Contribution in Quito and hopes other countries will do the same.

The session concluded with a valuable question and answer session where a number of negotiators asked questions about transport.

2. Summary of the Discussion (key points only, max: total 500 words):

Need for strong active engagement of national governments to address urban mobility;

Cross cutting nature of urban mobility solutions, need for co-operation across governments;

Different national circumstances require different priorities;

Simple metrics, using easily available data, can be used to measure and report progress.

3. Recommendations/ way forward from the discussions (key points only).

National governments must take responsibility for driving forward the urban mobility agenda at home and in UN fora;

Practical tools for demonstrating long-term progress need to be built into New Urban Agenda;

While most actions are occurring at the local level (public and private actors), national governments can be instrumental in facilitating these actions through national guidelines and targeted financing.

4. Building partnerships, network and synergies with the Stakeholders

SLoCaT and its partners, such as ITDP, will organise more and more interactive events in Quito,

SLoCaT and its partners will launch a significant Quito Action Plan on Sustainable Urban Mobility in Quito which will be open to interested parties.

ITDP has proposed an official side event in Quito that would involve different stakeholder groups such as Youth, Older People, Women, People with disabilities and urban dwellers to

share perspectives on mobility and transit oriented development. Some of them attended our side event in Surabaya.

SLoCaT made useful additional contacts with delegations at this Side Event.

6. Illustrations from the side event.



Picture: Cornie Huizenga (SLoCaT) presenting at the Side Event: Delivering accessible cities: Urban mobility and the New Urban Agenda, Surabaya, 27th July 2016.