



Partnership on Sustainable
Low Carbon Transport

Partnership on Sustainable Low Carbon Transport Work Program

September 2009 – May 2010

December 2009

I. Introduction

1. The Partnership on Sustainable, Low Carbon Transport. (<http://www.slocat.net>) was established to provide opportunities for coordination and cooperation among organizations working on sustainable, low carbon transport.

2. The Partnership's approach towards addressing sustainability issues in the transport sector in developing countries is shaped by the Bellagio Declaration on Transportation and Climate Change and the Common Policy Framework on Transport and Climate Change in Developing Countries, which were developed both at the May 2009 meeting on transport and climate change in Bellagio, Italy (see www.sutp.org/bellagio-declaration). Growing GHG emissions from the transport sector in developing countries are inextricably linked to an overall lack of sustainability, evidenced by increased air pollution, noise pollution, congestion, and decreasing road safety. Low carbon transport can only succeed through an integrated approach that explicitly addresses these near term sustainability priorities while mitigating GHGs

3. The Partnership has 4 main objectives:

- a. Contributing to sustainable development and the millennium development goals especially by providing access to or for goods and services by lower income groups.
- b. The integration of climate considerations in regional, national and local transport policies,
- c. The integration of sustainable, low carbon transport in climate change negotiations, and
- d. Mainstreaming Sustainable, Low Carbon Transport in strategies and operations of international development organizations.

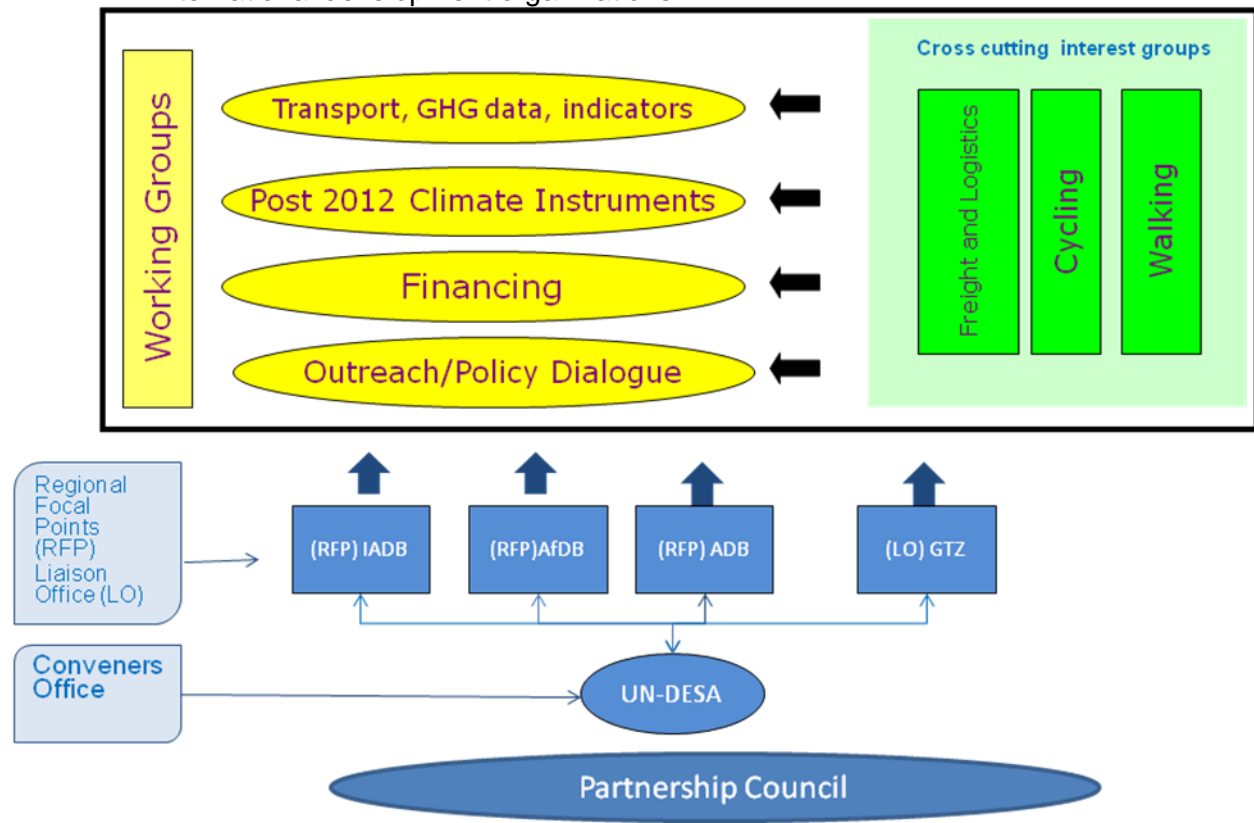


Fig. 1. Organizational Structure of the SLoCaT Partnership.

4. The Partnership has a multi-stakeholder membership representing development organizations, intergovernmental organizations, governmental organizations, NGOs, private sector, and academe. It is overseen by a 9 member Partnership council. The Partnership is hosted by UN-DESA; the Asian Development Bank, the Inter American Development Bank and the African Development Bank act as regional focal points and the Deutsche Gesellschaft für Technische Zusammenarbeit GmbH – GTZ (German Technical Cooperation) will be hosting and supporting a liaison office in Bonn. On a day to day basis the Partnership is represented by 2 joint conveners: Tom Hamlin and Cornie Huizenga. The activities of the Partnership are loosely organized in working groups. The activities and projects undertaken by the working groups are managed by those organizations providing support and/or implementing such activities and not by the Partnership as such. In addition, however, the Conveners office facilitates certain common activities related to coordination of Partnership activities, knowledge management and representation. An important underlying assumption is that the Partnership is formed by its members and that it is the activities undertaken by members determine the strength and effectiveness of the Partnership.

Membership per 1 December 2009	
1.	African Development Bank (AfDB)
2.	Asian Development Bank (ADB)
3.	Believe Sustainability
4.	Corporación Andina de Fomento (CAF)
5.	Center for Clean Air Policy (CCAP)
6.	Centre for Environment Planning & Technology (CEPT), Ahmedabad
7.	Center for Science and Environment (CSE)
8.	Center for Sustainable Transport (CTS) Mexico
9.	Center for Transportation and Logistics Studies (PUSTRAL), Gadjah Mada University
10.	Civic Exchange (CE)
11.	Clean Air Initiative for Asian Cities (CAI-Asia) Center
12.	Clean Air Institute (CAI)
13.	German Technical Cooperation (GTZ)
14.	EMBARQ, The WRI Center for Sustainable Transport
15.	Energy Research Center Netherlands (ECN)
16.	Fraunhofer- Institute for Systems and Innovation Research (ISI)
17.	Global Environmental Facility (GEF)
18.	Global Transport Knowledge Partnership (gTKP)
19.	Institute of Urban Transport India (IUTI)
20.	Inter-American Development Bank (IDB)
21.	Interface for Cycling Expertise (I-CE)
22.	International Association for Public Transport (UITP)
23.	International Energy Agency (IEA)
24.	International Transport Forum (ITF)
25.	International Union for the Conservation of Nature (IUCN)
26.	International Union of Railways (UIC)
27.	Institute for Global Environmental Strategies (IGES)
28.	Institute for Transport Policy Studies (ITPS)
29.	Institute for Transport and Development Policy (ITDP)
30.	Institute for Transport and Development Policy (ITDP) Europe
31.	Institute of Transport Studies (ITS), University of California,
32.	Korean Transport Institute (KOTI)
33.	Ministry of Land Infrastructure Transport and Tourism, Japan
34.	National Center for Transportation Studies, Philippines
35.	Rockefeller Foundation
36.	Society of Indian Automotive Manufacturers (SIAM)
37.	Stockholm Environment Institute (SEI)
38.	The Energy and Resources Institute (TERI)
39.	Transport and Environment (T+E)
40.	Transport Research Laboratory (TRL)
41.	United Nations Center for Regional Development (UNCRD)
42.	United Nations Department for Economic and Social Affairs (UN-DESA)
43.	United Nations Environment Program (UNEP)
44.	University College of London, Department of Civil, Environmental and Geomatic Engineering
45.	University of Transport and Communication (UTCC) Hanoi
46.	VEOLIA Transport
47.	World Street
48.	WWF International

5. This work program covers the period up to May 2010 when the first full-fledged Partnership meeting is planned. The period up to May 2010 will be used to develop the organization, initiate a first set of activities and develop a medium-term work program.

6. The discussions on this initial work program have indicated that there is a need to further discuss with the Partnership members what the scope is of the Partnership Work Program. More specific what are specific Partnership activities and what are activities on sustainable, low carbon transport implemented by members of the Partnership but which are not considered Partnership activities.

II. Building the Organization

1. Building the Membership

7. The main criteria for membership of the Partnership are: (a) active commitment to work towards sustainable, low carbon transport and (b) work at national, regional or global level in one of the membership categories. Members are expected to make their best efforts to serve to the objectives of the Partnership (on non-binding basis), including sharing of information, participating in dialogue and cooperating with other Members where appropriate. But Members are not responsible for the results of the activities which are under this Partnership but they do not have direct engagements in. There are no legal or financial obligations connected to the membership, however members are encouraged to financially support the activities of the Partnership. In the period up to May 2010 further decision making is required on whether and how to incorporate local organizations in the Partnership. These are currently not actively targeted for membership. Also, more thought needs to be given on how to work with government organizations who support the objectives of the Partnership but who for administrative and legal reasons can't join the Partnership as full members.

8. Following the launch of the Partnership 25th September 2009 there are (as of 1 December) 48 members. The Conveners office will in the period up to May 2010 undertake a membership drive campaign. This will have a special emphasis on getting developing countries more involved. It is anticipated that the membership will grow to about 50-60 organizations.

9. Prospective new members after the launch on 25th September will be asked to submit a membership application either online or by email. They will have to meet the membership criteria outlined above and support the online Partnership description (<http://webapps01.un.org/dsd/partnerships/public/partnerships/2728.html>). The Conveners office will pass on the request with its own recommendation to the Partnership council on a no-objection basis who will note any objections within 5 days by email. In case of objections of more than two members of the Partnership council the request for membership will be discussed in their periodic Partnership council meetings. The Partnership Council will review the membership application process from time to time and make recommendations to improve it if and when required.

10. The Partnership will maintain a list of its members on its website. The Conveners office will develop an online profile format and request all members to fill out this profile and regularly update its information.

11. The Conveners office will discuss in the coming months with interested members the desirability and feasibility of on-line communities covering the entire Partnership, or specific thematic or regional groupings¹. The purpose of such on-line communities could be to stimulate

¹ Initial discussions are being conducted with the Bridging the Gap Initiative (www.sutp.org/bridgingthegap), EMBARQ/WRI (<http://thecityfix.com>), the Clean Air Initiative for Asian Cities (www.cleanairnet.org/caiasia) and global Transport Knowledge Partnership.

debate, enable organizations to get to know each other better and thereby spark off new cooperation activities.

2. Partnership Council

12. The role of the Partnership Council is:

- a) Oversee the development of the Partnership;
- b) Approve the admission of new members;
- c) Review implementation annual work plan and approve annual updates;
- d) Review Partnership materials (e.g. flyers and brochures);
- e) Represent Partnership;
- f) Assist in fund raising for activities by Partnership members

13. The rules for the nomination, appointment, or election of the Partnership Council members will be developed prior to the Partnership Council Meeting in May 2010.

14. Meetings of the Partnership Council will be on a quarterly basis and will mostly be conducted by teleconference. If funding allows, one face to face Partnership council meeting will be conducted in first quarter of 2010 to prepare the Partnership Meeting in May 2010

15. Minutes of Partnership Council meetings will be posted on the Partnership website and announced in the Partnership newsletter

3. Building the Conveners office, Regional Focal Points and Bonn Liaison Office

16. The Partnership is a new organization and the period up to May 2010 will be used to further develop the organizational structure of the Partnership. In the design of the Partnership it was decided to opt for a decentralized and lean structure, to have a non-implementing Conveners Office and making the members jointly responsible for the development and implementation of the Partnerships' activities. Such a new and fairly complicated structure requires further work before it will work smoothly. In the coming months a more detailed functional description will be prepared for the various parts of the Partnership and discussed with concerned organizations and Partnership members:

- a) What are the detailed functions of the Conveners Office, the Regional Focal Points in ADB and IDB, the Bonn Liaison Office, and the coordinators of the Working Groups? How can these various groups interact in the most effective and non-bureaucratic manner?
- b) Conveners Office in New York: What facilities will/can be offered by UN-DESA in terms of staffing, meeting facilities, operational support? Considering its role as the overall convener of the Partnership can UN-DESA receive funds for implementation of the Partnership? How would such funds be administered?
- c) Regional Focal Points in ADB and IDB: What resources will regional focal points make available to carry out their role as regional focal points? What is the optimal level of regional coordination to encourage Partnership members to coordinate and cooperate and when does regional coordination become too intrusive and counterproductive?
- d) Bonn Liaison office: What are the detailed functions of this office? Can it also act as focal point for coordination with other groups in Europe?

- e) Working group coordinators: what level of commitment is required for working group coordinators to be reasonably confident that working groups will function well²?

17. The Conveners Office will prepare a report on these questions, which after discussion with the Partnership Council will be presented for discussion and approval in the May 2010 Partnership meeting. A key consideration in the formulation of recommendations is the need for simplicity. The Partnership should not be burdened with unnecessary complexity in its structure or functioning.

4. Partnership Communication Activities

18. The Partnership is documented on the UN Partnership website: <http://webapps01.un.org/dsd/partnerships/public/partnerships/2728.html>. The Conveners Office will ensure that this Partnership description, especially the membership and the progress of the Partnership is regularly updated.

19. The main day-to-day website of the Partnership which will be used to communicate its activities is <http://www.slocat.net>. In the coming weeks a basic description of the Partnership, its members and work program will be available on the website. In the coming months a more in-depth assessment will be made of the proposed functions and content of the website and a start will be made with a gradual implementation of the expansion of the website based on the agreed upon functions and content.

20. To inform the Partnership members and other interested organizations and persons the Partnership disseminate a newsletter which will come out every two months which will provide updates on the development of the Partnership and its activities. The Convener's Office will take the lead in the organization of the newsletter. It will discuss in the coming months with interested members of the Partnership how they can contribute to the production and distribution of the Partnership newsletter.

21. The Partnership will prepare a brochure which should be ready before distribution at COP 15 in December of 2009.

22. Currently there is no comprehensive on-line listserv on sustainable, low carbon transport which reaches large (25,000+) numbers of stakeholders. In the coming months a discussion will be conducted with IISD on the establishment of a "Transport-L listserv" along the lines of the Climate-L, (see: <http://www.iisd.ca/email/subscribe.htm>). The views of organizations with existing listservs such as CAI-Asia, Sustran, GTZ-SUTP will be sought in the development of a Transport-L listserv.

23. The working language of the Partnership is English. Up to May 2010 the Conveners office will conduct consultations on the desirability and feasibility to translate some of the key outputs from the Partnership into other languages – Chinese, Spanish would be good candidates.

5. Knowledge Management

24. An area of special attention in the development of the Partnership website will be the linking of the Partnership website to those of members of the Partnership with on-line resources

² The review and discussion of the functioning of the Working Groups might also include a change in term to describe the working groups.

on transport and climate change. Currently the information on sustainable, low carbon transport is fragmented and limited coordination exists in who is collecting and documenting what types of information. It is beyond the mandate and capacity of the Conveners office to take on the actual responsibility for collecting and documenting of relevant information on transport and climate change at the global, regional, national and local level. The Conveners Office can however take on a pro-active role in the developing the coordination in collecting and documenting relevant information.

6. Reporting and Planning

25. The Partnership will issue regular progress reports. The first one is scheduled to cover the establishment of the Partnership and its activities at COP 15 and will cover the period September 2009 – December 2009. A second progress report covering the entire period of September 2009 to April 2010 will be prepared and disseminated before the Partnership meeting in May 2010.

26. The Conveners Office, in cooperation with the Regional Focal Points, the Bonn Liaison Office and the coordinators of Working Groups, will develop an updated Work Program for the period May 2010 – April 2011. It is considered to have an informal Partnership Consultation meeting in Washington DC on 16 January 2010 to initiate the discussion on the May 2010 – April 2011 Work Program. The draft Work Program will be for discussion at the Partnership meeting in May 2010.

7. Fundraising

27. The Conveners Office in UN-DESA has initiated the development of a proposal for a three year, multi donor support project to facilitate the functioning of the Partnership. In addition, the Conveners office will continue to dialogue with Partnership members on their funding for sustainable, low carbon transport activities, especially those activities that can form part of the Work Program of the Partnership.

III. Activities

28. Most of the Activities of the Partnership are organized in Working Groups. The working groups are of two main types: (a) thematic and (b) sub-sectoral interest groups. Working groups are included in the Work Program taking into account the potential contribution that such a Working Group can make to the objectives of the Partnership and the willingness of Partnership members who are willing to undertake, support and/or coordinate activities related to specific Working Groups.

29. The Conveners Office will assist in setting up web pages for the different working groups on the Partnership website. This can also include project profiles for projects undertaken by the different working groups. This will help to promote coordination and cooperation among Partnership members on the key areas of the first SLoCaT Partnership Work Program: improving and standardizing transport, energy and GHG data; designing post-2012 climate mechanisms; determining how to finance the sector; and to give cross-cutting themes such as cycling, walking, and freight and logistics.

A. Working Groups

WG 1: Transport data and GHG assessment

30. Rationale: There is currently a wide spread consensus that the successful development of policies, programs and projects on sustainable, low carbon transport is hampered by the absence of comprehensive and reliable datasets on the composition or the transport sector, activity patterns and agreed upon scenarios for its future development. Of special concern is the lack of GHG assessment methodologies for the transport sector which has contributed to a relative limited number of dedicated policy, program and project initiatives to reduce the growth of GHG emissions in the transport sector in developing countries. The design of the post 2012 mechanisms will help to ensure carbon finance is available to curb GHGs and address other sustainability issues—i.e. air pollution, energy security, and traffic accidents. Data requirements should not only focus on data requirements for GHG reduction but also on data at the city level to enable city governments to plan for transportation systems to address the mobility needs of people. It is important to look also at the data requirements in respect of rural transport, both of people and agricultural produce, which in most developing countries is now being motorized.

31. The following main activities will be initiated in this working group in the period up to May 2010:

- Transport data initiative (ADB, IDB, IEA). ADB and IDB intend to undertake a scoping study for the development of an initiative to improve the availability and quality of transport data in developing countries (starting with Asia and Latin America). ADB and IDB are coordinating this study with the IEA, which until now is the leading organization when it comes to collecting, analyzing and disseminating transport data. The results and recommendations of the scoping study will be presented for endorsement at various intergovernmental and other policy oriented meetings and forums³ in the period April – June 2010. The comments and endorsements received in these meetings will help to shape further work on transport data in the period beyond June 2010. To ensure the participation of other Partnership members a Transport Data Contact Group will be set up which will discuss on a periodic basis the progress of the transport data initiative and make recommendations on its further development.
- Country and City database on air quality, climate change and energy, and transport (CitiesACT portal) (CAI-Asia Center, GAPF, ADB, World Bank). CAI-Asia Center is establishing a portal with (a) air pollution and GHG data for countries and cities in the transport and energy sector (b) information on policies, projects, training courses (to be expanded with technologies); (c) profiles of organizations (to be expanded with individual stakeholders). This portal can host the data to be collected by the Transport data initiative to ensure this data is also publicly available. By February 2010 the portal structure will be fully completed and will be continuously being populated, and funding will be sought to expand country and city coverage.

³ This includes the 18th Session of the Commission on Sustainable Development (May 2010), the Second Ministerial Meeting on Global Environment and Energy in the Transport Sector (first half 2010) and the Fifth Regional Environmentally Sustainable Transport (EST) Forum in Asia (February 2010), Latin America (May 2010) and the Second Asia Transport Forum and first meeting of the Partnership on Sustainable, Low Carbon Transport (May 2010).

- GHG Assessment methodology (GEF). The long term objective is that all participants in the GEF partnership are able to develop transportation projects with the maximum impact in terms of GHG mitigation potential in land transportation sector by using appropriate tools and methodologies with measurable, reportable and verifiable input data. To address these issues and provide specific operational advice to GEF and GEF agencies, STAP together with ADB proposes to organize a Workshop with about 20-30 participants to be held in Asian Development Bank Headquarters in Manila, Philippines on October 19-20, 2009. Following the workshop, Final Report with recommendations will be produced and used, inter alia, as guidance for developing GEF methodology for measuring GHG benefits of GEF transportation projects.
- Assessment sustainability transport sector (UN-DESA – UNCRD). Over the next months the possibilities of a benchmarking of urban transport systems will be looked at. This can be based on the ongoing benchmarking efforts by the Ministry of Urban Development in India. UNCRD is considering making this a project under the regional Environmentally Sustainable Transport Forum in Asia.

WG 2: Post 2012 Climate Instruments and their applicability to the transport sector

32. Rationale: Climate Change Mitigation is expected to gain in importance in a new post 2012 Climate Agreement. This makes it increasingly relevant for the transport sector in developing countries to contribute to such mitigation efforts. Transport has not done well under the current CDM. This was partly due to the reason that the specific characteristics of the transport sector were not taken into consideration during the detailed design of CDM. Proposals are now being discussed, and are included in the draft negotiation text, with respect to instruments/mechanisms to support mitigation efforts by developing countries.

33. The following main activities will be initiated in this working group in the period up to May 2010:

- Scoping exercise applicability post 2012 climate instruments to the transport sector (ADB and IDB). The objective of this scoping exercise is to ensure that transport can benefit from the revised/new climate change mitigation instruments which are considered as part of a new post 2012 Climate Change Agreement. Such a scoping exercise can at the same time be used to stimulate the development of a network of organizations that can represent the interests of the transport community in the discussion on detailed guidelines for different types of mitigation instruments in the period 2010-2011.
- Develop Manual to MRV the co-benefits of transport policies in Asia and case studies based on field tests of the Manual. This will be led by IGES and is open to other interested Partnership members.
- Bridging the Gap initiative (BtG): The BtG initiative which consists of GTZ, TRL, UITP and Veolia Transport will focus on the post 2012 instruments. This includes:
 - a) A publication “Roadmaps Towards Low-Carbon Transport” that is targeting local and national decision-makers in developing countries. The paper is describing the need to reduce carbon emissions in the transport sector, describes the co-benefits and presents a toolbox of

instruments. These policy packages shall be considered as NAMAs in the UNFCCC context. The paper builds upon the climate module of the GTZ sourcebook on Sustainable Urban Transport but extends and further sharpens the way policies are needed to achieve emission reductions and are compatible with possible UNFCCC rules.

- b) A publication on technology transfer in the transport sector which targets stakeholders carrying out need assessments for the transport sector and want to identify suitable measures (NAMAs) in a specific context. The paper presents different examples of TNAs and outlines a procedure on what should be considered when dealing with transportation.
- c) 2-3 expert workshops on the implementation of the Copenhagen deal in 2010. The specific topics of these workshops are not yet decided in order to have flexibility to the specific outcome of the agreement in Copenhagen. The workshop builds upon the series of workshops conducted in 2009 and will be again linked to major events related to transport and climate change.

WG 3: Financing of sustainable, low carbon transport in developing countries

34. Rationale: the implementation of sustainable, low carbon transport will require substantial changes in the financing of transport in developing countries. This applies to pricing of transport and costing of externalities, the availability of financing under special climate facilities and funds, the use of development cooperation funds for transport and last but not least the domestic financing of transport by the developing countries themselves.

35. The period up to May 2010 will be used to discuss with interested Partnership members possible Partnership activities that can be undertaken after 2010. ITDP has indicated its willingness to support a project on financing to be implemented by TRL. The key objectives of this project are: (a) To engage the transport, development and climate community to improve the understanding of key concepts and issues on financing, and to allow for timely input into the design of a Post-2012 financing framework to benefit sustainable low-carbon transport. (b) To catalyse the opportunity provided at the COP15 for a new framework on climate change to holistically evaluate the financing framework, not limited to climate-oriented/carbon financing mechanisms, to support sustainable low-carbon transport.

WG 4: Outreach and Policy Dialogue

36. Rationale: The implementation of a sustainable, low carbon transport agenda will require awareness raising, capacity building and policy dialogue among a large range of stakeholders. Efforts being made in this respect but they will need to be continued and intensified to realize changes in policies and investment decisions and behavioral patterns by major transport stakeholders. It is important to develop a dialogue between transport community in developed and developing countries on policy recommendations. This to ensure that there is one coherent policy message, which takes into account differences between the various countries.

a) *Processes*

- Revisit the (Bridging the Gap Initiative's) draft key messages⁴ and guiding principles on sustainable transport⁵ and assess the possibility to make this into key messages of the Partnership;
- Conduct dialogue with ITF on how to make use of the Leipzig process to develop policy consensus between developed and developing countries organizations on a comprehensive sustainable, low carbon transport policy.
- Update the review of draft negotiating text and suggestions to better incorporate the transport sector in a post 2012 climate agreement⁶, (GTZ, TRL, UITP, Veolia Transport, and ITDP). It is important to inform stakeholders involved in the discussions and negotiations on a new post 2012 climate agreement on the implications of the draft negotiation text on future adaptation and mitigation efforts in the transport sector in the developing countries.
- Commission on Sustainable Development, Session 18 & 19, (UN-DESA, UNCRD). Transport is one of the sectoral priorities in the upcoming session of the CSD. UN-DESA, assisted by its regional commissions, will conduct a number of regional implementation meetings and expert meetings to review the current status quo of the implementation of Agenda 21 and relevant subsequent international agreements. In the case of Asia, UNCRD is supporting the preparation of a background document for the Regional Implementation Meeting in Bangkok.
- Regional Environmentally Sustainable Transport (EST) Forum in Asia (UNCRD, Ministry of Environment Japan) and Latin America (IDB, UNCRD). The EST Forum in Asia is in its 5th year and the EST Forum in Latin America will be established in 2010. The EST Forums which bring together transport and environment officials are an important platform for dialogue on sustainable, low carbon transport. Discuss the role EST Forum in Asia and Latin America can play in representing the governments in Asia and Latin America in the Partnership. The related country strategies which are being formulated for selected countries are an important step in translating a new regional policy consensus to the national level and trigger national level dialogues.
- Community of Practice (CoP) (CAI-Asia Center, ADB). As part of the further development of the CitiesACT Portal, CAI-Asia Center is developing online CoPs covering air quality, climate change and energy and transport. CoPs use various Internet-enabled media (such as email newsletters, newsgroups, web forums and other applications) to supplement discussions, information exchange and other functions as needed. CoPs bring together experts and practitioners from various organizations. CAI-Asia Center could host the CoP for the Partnership at least for Asia.

b) *Events:*

- Transport and Climate Change, 25th September 2009, Bangkok, ADB –ESCAP
- Launch Partnership on Sustainable Low Carbon Transport, 25 September 2009

⁴ See <http://www.sutp.org/bridgingthegap/downloads/key-messages.pdf>

⁵ See <http://www.sutp.org/bridgingthegap/downloads/guiding-principles.pdf>

⁶ See http://www.sutp.org/bridgingthegap/downloads/Negotiating_Text_Suggestions_2Pager_V5.pdf

- Informal side-event on Transport and Climate Change to the AWG meetings Bangkok, 1 October, Bridging the Gap Initiative
- Side event on sustainable, low carbon transport at the Congress on Sustainable Transport 12-14 October, Mexico city, Inter American Development Bank
- Towards Measuring GHG Mitigation Potential of Land Transportation Projects in the GEF, ADB-GEF, 19-20 October, 2009 Manila
- Side event AWG meeting Barcelona, Bridging the Gap Initiative, November
- Regional Implementation Meeting, 18th session CSD, 30 November – 2 December, ESCAP
- Side events COP 15, including ADB parallel event on Sustainable Transport on 13 December
- Transforming Transportation, Next steps for the Transport Sector after COP 15 in Copenhagen, 15 January 2010, Washington DC, ADB, EMBARQ/WRI, IDB
- Expert Meeting CSD 18, Korea January 2010
- ADB Transport Forum and Partnership Meeting, week 24-28 May, 2010, Manila Philippines

B. Special interest groups on Sub-sectors

37. In addition the thematic working groups the Partnership also includes special interest groups on specific sub-sectors of land transport. These focus on sub-sectors of land transport sector which in many cases have not received a lot of attention. Typically such special interest groups work across several of the thematic working groups and they can help the thematic working groups to ensure that such specific sub-sectors are properly reflected in the activities of the thematic working groups.

38. For the period up to May 2010 three special such-sectoral interest groups are planned:

1. Freight and Logistics

39. Rationale: Freight and logistics are a rapidly growing sub-sector of transport in developing countries but is generally poorly studied and is often underrepresented in policy recommendations. In terms of GHG emissions freight and logistics is in several countries believed to contribute up to 50% of GHG emissions. The contribution of heavy duty vehicles to traditional air pollutants, including black carbon which is an important –short lived- contributor to global warming, is also considerable.

40. A number of organizations including, but not limited to CAI-Asia Center, ESCAP, IDB, US-EPA have expressed an interest to work on this sub-sector. They are at present each considering how they can best contribute individually and how to organize their activities in a joint manner.

2. Cycling

41. Rationale: Cycling is still responsible for a considerable part of trips made in developing countries and has the potential to grow in importance. In many cases trips made by bicycle are not included in transport activity data and in transport policies and investments cycling does not receive the priority it deserves.

42. The Interface for Cycling Expertise (I-CE) has taken the initiative to develop a coalition of organizations who have a special interest to promote the concept of cycling inclusive transport planning. To realize this concept the coalition led by I-CE is developing indicators to measure the contribution to overall transport activity, it is building capacity and is developing policy concepts.

3. *Walking*

43. Rationale: The infrastructure for walking is deteriorating in most cities in developing countries. To avoid a further shift from pedestrians to motorized transport and to encourage a shift from motorized transport to walking for short distances, pedestrian facilities must be improved.

44. The CAI-Asia Center with support from ADB will undertake walkability surveys for at least 8 Asian cities by May 2010, and is looking together with Prof. Badami from McGill University to expand this to additional cities and to broaden the scope to in-depth studies, network establishment and pilot projects to improve the walkability infrastructure. In addition, TRL, together with the Korean Transport Institute is also working on the development and application of Walkability assessment tools.