UN◉HABITAT

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HS-Net

Proceedings

of

the Seventh Advisory Board Meeting

of

the Global Research Network on Human Settlements (HS-Net)

Sarova Whitesands Beach Resort and Spa,
Mombasa, Kenya, 9–10 November 2010

Contents

I. Introduction

I.A. Background to the meeting

1.   The Global Report on Human Settlements is one of UN-HABITAT's main vehicles for reporting on the results of its monitoring and research activities. The research on substantive issues and policies required for the Global Reports is based partly on partnerships with research institutions all over the world.

2.   The Global Research Network on Human Settlements (HS-Net) was set up in November 2004 to provide a global mechanism for channelling expert advice to UN-HABITAT on the substantive content of its biennial Global Reports on Human Settlements, and more generally, to share information on human settlements conditions and trends and on progress in the implementation of the Habitat Agenda and relevant United Nations Millennium Development Goals. The composition of HS-Net's Advisory Board contributes to ensuring adequate regional coverage in the global review of human settlements conditions and trends. It enables UN-HABITAT to continually communicate with researchers and institutions engaged in cutting-edge human settlements research and access the results of past and on-going human settlements research globally, as inputs to the Global Report.

3.   HS-Net is open to individuals, institutions and networks engaged in human settlements research. The key organizational organs of HS-Net are the Secretariat and the Advisory Board. The Secretariat, based at the Policy Analysis Branch of UN-HABITAT, manages HS-Net on a day-to-day basis. The Advisory Board consists of leading researchers in the human settlements field, representing the various geographical regions of the world. The key role of the Advisory Board is to advise UN-HABITAT on the substantive content of the Global Reports. The Advisory Board held its inaugural meeting in Nairobi, Kenya in November 2004 and subsequent meetings in New Delhi, India (September 2005), Vancouver, Canada (June 2006), Monterrey, Mexico (October 2007), Newcastle, UK (September 2008) and Mombasa, Kenya (October 2009).

I.B. Objectives of the meeting

4.   The Seventh Advisory Board meeting had two key objectives:
   a. Review of revised outlines for all chapters of the 2013 Global Report on Human Settlements (Sustainable Urban Transport);
   b. Review of core HS-Net activities.

I.C. Participants

5.   The meeting was attended by (see also Annex I):
   a. Members of the HS-Net Advisory Board;
   b. Members of the HS-Net Secretariat;
   c. Authors of the chapters of the GRHS 2013;
   d. Invited experts on gender and sustainable urban transport;
   e. Other UN-HABITAT staff.

6.   Three HS-Net Advisory Board members were unable to attend the meeting: Professor Ingemar Elander, Professor Alfonso Iracheta and Professor Aloysius Mosha.

I.D. Opening of the meeting

7.   Professor Louis Albrechts of the Catholic University of Leuven and Chair or the HS-Net Advisory Board, opened the meeting by welcoming and thanking all participants for attending (see Annex I). Subsequently, he requested all participants to introduce themselves.

8.   This was followed by an additional welcome address by Mr. Inge Jensen, Officer-in-Charge of the HS-Net Secretariat (at the Policy Analysis Branch of UN-HABITAT). He thanked all those present at the meeting for their participation and forthcoming contributions during the course of the meeting. He noted that the meeting was held at a difficult time for the Policy Analysis Branch, as two of the staff members (Mr. Naison Mutizwa-Mangiza and Mr. Ben Arimah) that participated in the previous meeting have left the Branch and have not yet been replaced. He further informed the HS-Net Advisory Board members that a new Executive Director, Dr. Joan Clos has been appointed to head UN-HABITAT.

9.   He then went on to outline the purpose as well as expected outcomes of the meeting (see I.D.1 below). He noted that the consolidated comments on each chapter of the GRHS 2013 will form the basis for the preparation of first drafts of each of the chapters by consultants, to be submitted to UN-HABITAT by 31 August 2011, and shared with HS-Net Advisory Board members and all chapter authors. He also noted that these draft chapters will form the basis for discussions at the 8th HS-Net Advisory Board meeting in November 2011. The GRHS 2013 will be launched during the meeting of the Governing Council of UN-HABITAT in April 2013.

10.   Mr. Inge Jensen further informed participants that the GRHS 2011 will be launched during the meeting of the Governing Council of UN-HABITAT in April 2011. Finally, he thanked members of the Advisory Board for their extensive and valuable inputs towards the preparation of the GRHS 2011.

I.D.1. Purpose and expected outcomes of meeting

11.   The overall purpose of the meeting was to review revised outlines for all chapters of the GRHS 2013.

12.   Meeting participants were expected to identify gaps, omissions and overlaps between the different chapter outlines and also provide concrete indications on how these could be addressed.

13.   In addition, progress with HS-Net activities for the period since the last Board meeting (October 2009 – November 2010) would be reviewed.

14.   Detailed proceedings of the meeting would be shared with participants after the meeting.

15.   Consolidated comments on the chapter outlines of the GRHS 2013 (including those arising during the meeting) would be shared with the respective chapter authors after the meeting.

I.D.2. Adoption of the Agenda

16.   The programme for the meeting (Annex II) was adopted as proposed by the Secretariat.

I.E. Closing of meeting

17.   In closing, Professor Louis Albrechts thanked meeting participants for their attendance and valuable inputs during the various sessions. He then requested Board members to carefully review and comment on the proceedings of the meeting to ensure that the deliberations that had taken place were accurately captured. He further wished Board members that may be reappointed after the end of the current term of the Board success in their future work.

18.   Mr. Inge Jensen also thanks participants for their excellent contributions during the meeting. He went on to express appreciation for the role of his colleagues of the HS-Net Secretariat in organizing and supporting the conduct of the meeting. Finally, he briefly outlined the follow-up activities after the end of the meeting. UN-HABITAT would draft the proceedings of the meeting and share these with participants for their perusal. Consolidated comments would also be prepared for the preparation of first draft chapters of the GRHS 2011 drawing on the proceedings of the meeting as well as all other comments received from within and beyond UN-HABITAT.

II. Summary of discussions

19.   The discussions summarized below took place during the three days of the meeting. The items contained in subchapters II.A, II.B.2, II.B.3, II.B.4 and 11.A.13 were concluded on day 1, those in subchapters II.B.4, II.B.5, II.B.6 and II.B.7 on day 2 and those in subchapters II.B.8, II.B.9, II.B.10 and II.B.11 on day 3. Sub-chapter II.B.1 contains general issues, relevant for all GRHS 2013 chapters, derived from the discussions during all three days.

20.   During sessions of the meeting on the GRHS 2013, authors presented an overview of the chapters first after which HS-Net Advisory Board members that reviewed the chapters in detail and invited experts provided their feedback. This was followed by an open discussion involving all meeting participants.

21.   The session discussing HS-Net activities was only attended by Board members.

22.   The summary of the discussions below has been organized around specific issues rather than individual contributions during the various sessions.

II.A. HS-Net core activities

II.A.1. Introduction

23.   The HS-Net Annual Report for the period from October 2009 until November 2010 (the report is contained in Annex III to this report) had been disseminated to all Board members before the meeting. Thus, Dr. Edlam Yemeru of the HS-Net Secretariat suggested that there was no need to present the details of this report during the meeting.

24.   The report focused on the achievements of HS-Net since its restructuring in 2009, the 2010 UN-HABITAT Cities Lecture, the launch of the GRHS 2011, the schedule for preparation of the GRHS 2013 and selection of a theme for the GRHS 2015.

25.   On the UN-HABITAT Cities Lecture, it was noted that the selected winner of the 2010 Award initially accepted it before later indicating his inability to attend the Lecture Award ceremony during the fifth session of the World Urban Forum, Rio de Janeiro, 22–26 March 2010. Given that the delivery of a lecture before a live audience is a mandatory element of the Award, the 2010 Award was cancelled. Subsequently, UN-HABITAT undertook an assessment of progress with the Award since its launch in 2006 concluding that the Award had failed to meet its main goal: to stimulate global debate and provoke new thinking in the field of human settlements and also raise global awareness of human settlement issues and of the Habitat Agenda in general. UN-HABITAT senior management thus decided to suspend the Award until further notice.

26.   It was further noted that the GRHS 2011 'Cities and Climate Change' chapters have been submitted to the co-publishers. The meeting was also informed that the GRHS 2011 will be launched immediately before, during and after the 23rd session of the Governing Council of UN-HABITAT, 11–15 April 2011.

27.   The theme of the Global Report on Human Settlements 2015 (GRHS 2015) is scheduled to be selected by mid-2011 and the draft outline of the report will be ready by mid-2012.

II.A.2. Discussion

28.   The Board members agreed that there was no need to discuss the details of the HS-Net Annual Report, which was accepted in its entirety. Instead, the Board decided to focus on the role and mandates of the HS-Net Advisory Board including in the forthcoming review of the GRHS 2013 outline during the meeting. This was especially deemed necessary given the implications of the restructuring of HS-Net in 2009 and the suspension of the UN-HABITAT Cities Lecture for the role of the Board.

29.   HS-Net Advisory Board members expressed the need for their involvement in the launch of the GRHS 2011. Dr. Debra Roberts offered to launch the report during an upcoming climate change forum in South Africa in 2011. The Secretariat indicated that preparations for the launch of the report were still at an early state and more information would be shared with the Board through emails after the meeting.

30.   HS-Net Advisory Board members also expressed the need be involved in the development of the draft outline of the GRHS 2015. The Secretariat indicated that the preparatory process of the 2015 GRHS had yet to commence, and information on this would be shared with the Board in due course to facilitate email discussions on the structure of the report.

31.   It was further noted that the Board will be reconstituted next year (2011). A representative of the Secretariat informed the meeting that, the terms of reference of the Board only allows Board members to serve a maximum of two consecutive terms of two years. Thus, those who had served only one term would be considered for reappointment while those who had served two terms would not be eligible for the same.

32.   The Board members then discussed the mode of reviewing the chapter outlines during the meeting and how to give feedback to chapter consultants. Key among the issues raised were the following;

   a. The need to focus on key messages to be passed by the report to different categories of readers, but more particularly to policy makers who are the primary target;

   b. The need for the report to deliver key messages in a style and language appropriate for policy makers as the main target audience.

   c. The importance of ensuring that policy issues from different regions related to theme of the report are covered;

   d. The need to ensure integration within and between chapters.

33.   Board members further agreed that these can be presented to the consultants as general or specific comments.

34.   It was decided that, in the future, all Board member's specific comments on draft chapters of the GRHS should be submitted as track changes in the respective chapters to facilitate the work of the Secretariat.

35.   Finally, the session identified Board members to chair each of the forthcoming sessions, in order to facilitate discussions on each of the twelve chapter outlines.

II.B. Sustainable Urban Transport: Global Report on Human Settlements 2013

36.   The revised outlines of all the chapters of the GRHS 2013 were submitted to UN-HABITAT in August/September 2010 and subsequently shared with Board members and other experts for review. A group of Board members (4 to 5) was appointed to review each chapter outline in detail and submit a comprehensive set of comments in writing to UN-HABITAT prior to the meeting. Some invited experts also provided written comments before the meeting. The written comments will be incorporated into the consolidated comments to be sent to each of the chapter authors for the preparation of the first draft chapters.

II.B.1. Overall comments on the Global Report on Human Settlements 2013

37.   Several participants referred to the importance of the 'right to mobility', as an important issue, rather than transport. However, other participants noted that it is not mobility which is the primary objective, it is accessibility. Thus, in terms of policy, it is more important that people have 'access' than 'mobility'. A representative of the Secretariat noted that the GRHS 2013 would focus on accessibility rather than mobility. It was agreed that all chapters should go beyond a focus on urban mobility (rather than transport *per se*), and enhance their focus on urban accessibility.

38.   Based on this enhanced focus on accessibility, it was recommended that the Chapter on social sustainability be placed before the chapters on environmental and economic sustainability. The chapter on 'Social Sustainability of Urban Transport' should thus be the new Chapter 8. The old chapters 8–9 should thus be renumbered as chapters 9–10.

39.   Likewise, it was agreed that the chapter on non-motorized transport should be moved in front of the chapters on motorized transport. The chapter on 'Non-Motorized Transport' should thus be the new Chapter 2. The old chapters 2–5 should be renumbered as chapters 3–6. It was also agreed that the chapter on public transport should come before the one on private motorized transport.

40.   It was stressed that chapters 2–7 (Part II) of the report should focus on global conditions and trends, while chapters 8–11 (Part III) should focus on policy responses to these (and other) trends. There was some discussion on whether chapter 7 should be a part of Part II (conditions and trends) or Part III (policy responses). A representative of the Secretariat clarified that it should be in Part II, as the policy responses with respect to land use should be addressed in chapters 8–11.

41.   Some participants called for the inclusion of a separate chapter on the inter-modality of urban transport, and in particular on the inter-modal places, e.g. where people (or goods) change transport modes. One participant noted that it would be a mistake to have chapters on the different transport modes, followed by a chapter on integration (i.e. Integrated Land-Use and Transport Planning). Instead, the integration aspect should be incorporated into each chapter. A representative of the Secretariat noted that there was no additional funding for the inclusion of a separate chapter. Furthermore, the issue of inter-modality should be addressed in chapters 1 and 12, as well as in each of chapters 2–6 (from the perspective of each transport mode) and in chapter 7 (from the perspective of land use), and in each of chapters 9–11 (from the perspective of each aspect of sustainability). Thus, as there should be elements of integration in each chapter; there is no need for a separate chapter on 'inter-modal' transport.

42.   The revised chapter structure for the GRHS 2013 should thus be as follows (please note the revised titles of chapters 7 and 10):

GRHS 2013: Sustainable Urban Transport
Part I. The Urban Transport Challenge
Chapter 1: The Crisis of Sustainability in Urban Transport
Part II. Global Conditions and Trends in Urban Transport
Chapter 2: Non-Motorized Transport
Chapter 3: Public Transport
Chapter 4: Informal Motorized Transport
Chapter 5: Private Motorized Transport
Chapter 6: Commercial Goods Transport
Chapter 7: Land-Use and Transport Planning
Part III. Policy Responses in Urban Transport
Chapter 8: Social Sustainability of Urban Transport
Chapter 9: Urban Transport and the Environment
Chapter 10: The Economics of Sustainable Urban Transport
Chapter 11: Urban Transport Institutions and Governance
Part V. Future Policy Directions
Chapter 12: Towards Sustainable Urban Transport
Statistical Annex

43.   It was also noted that goods transport should get more attention in all chapters of the report. In several of the revised outlines goods transport is only briefly addressed.

44.   The report should explicitly note that the increasing need for transport is based on the development in other sectors. The Common Agricultural Policy (CAP) of the European Union, for instance, contributes very much to increasing transport needs. On the other hand, cheap transport made globalization possible.

45.   Other general points that were raised during the discussions of the various chapters were, *inter alia*:

a. What type of data would make sense to the audience of this report?

b. It was suggested that the report should use more graphs, instead of tables, as these are easier to read by the target audience(s).

c. All chapters should reinforce each other on key messages.

d. Each chapter should also be able to stand on its own (as most readers do not read the entire report).

e. There is a need to simplify the messages coming out of the report. Some issues are irresolvable.

f. Several participants noted that it would have been useful if the details of the case studies chosen for the report were shared with them before the meeting. This would have facilitated their understanding of how the chapters were conceived and would also have enabled them to offer ideas on the development of the case studies where necessary.

II.B.2. Chapter 1: The Crisis of Sustainability in Urban Transport

II.B.2.a. Introduction

46.   Professor Robert Cervero, one of the consultant authors of the GRHS 2013, presented the outline for chapter one 'The Crisis of Sustainability in Urban Transport'. His presentation was divided in three main sections: introduction, the urban transport crisis and a conceptual framework for sustainable urban transport – which was based on the four pillars of sustainability. He also highlighted how motorization and rapid urbanization are leading to worsening congestion and environmental conditions. He further indicated that transport is indispensable to economic growth and sustainable cities will never be realized if urban transport systems are unsustainable.

II.B.2.b. Discussion

47.   The discussion was led by presentations from five members of the HS-Net Advisory Board that had reviewed the chapter outline in detail, namely Dr. Debra Roberts, Dr. Deike Peters, Professor Mee Kam Ng, Professor Louis Albrecht and Professor Peter Droege. Subsequently, a gender expert, Ms. Wendy Walker, provided inputs based on her detailed review of the chapter. This was followed by an open discussion amongst all participants.

48.   Overall, participants commended the consultant for having prepared a thorough outline which reflected cutting edge research and knowledge on global urban transport issues.

49.   The discussion observed that the urgency of the 'crisis in urban sustainable transport' should be more strongly emphasized. Using some clear normative propositions, the chapter needs to make specific calls to public decision-makers to intervene more proactively in this crucial arena. It needs to be made clear that more of the same approaches will not help to tackle the challenges related to urban transportation. It was also noted that the discussion of the 'crisis in sustainable transport' should be more explicit on **who** is experiencing this crisis.

50.   At the same time, participants noted that the chapter outline should avoid focusing on the crisis (negative) aspects without highlighting the opportunities and multiple benefits offered by sustainable urban transport. The chapter needs to adopt a more positive tone and clearly discuss sustainable transport as the 'backbone for creating sustainable cities' – as a way of improving the quality of life for urban dwellers, saving costs and facilitating economic development as well protecting the environment. Participants felt that this can be emphasized by drawing on innovative policies and practices from some developed as well as developing countries.

51.   Some participants felt that the crisis in urbanization, and more specifically in individual transport sectors, should not be looked at as a crisis in planning as presented in the outline, but rather as a crisis in politics where most politicians are not willing and/or are unable to take structural decisions and implement relevant policies. In this connection, the potentially significant role of strategic thinking and strategic projects was mentioned. Nevertheless, it was noted that the chapter should acknowledge that although transport interventions are critical, they remain costly and riddled with uncertainties.

52.   Despite the fact that the urban transport crisis is most evident and visible in larger cities and metropolitan regions, participants noted that the problem of smaller urban centres should not be overlooked. Also, while the focus of the chapter and the report is primarily on intra-urban transport, it was suggested that 'multi-scalar' aspects of transport should be considered especially in connection to mega-urban regions.

53.   Some participants felt that the chapter outline adopted an economic perspective which views transport simply as a service responding to individual needs and choices based on a vision of the 'rational economic man' and considered solutions dominated by a market-led approach. It was suggested that the chapter also consider institutional and political-economy (including military) perspectives. It was noted that institutions in themselves are political entities. It was further proposed that transport be seen as a quasi-public good in the conceptualisation of sustainable urban transport. Neo-liberal perspectives should also be more critically reviewed in connection to the challenges of sustainable urban transport.

54.   Participants indicated that while the outline made a link between transport and CO_2 emissions, it did not consider urban transport as a mechanism for adapting to climate change impacts, including through retrofitting transport infrastructure networks. At the same time, the chapter outline needs to highlight the substantial costs involved in adapting transport infrastructure systems to climate change and how such costs are often a limiting factor for action.

55.   Additionally, participants noted the need for the chapter to quantify urban transport's spatial (and ecological) footprint in cities as an indicator of its impacts on the natural resource base, with key reference to threats to biodiversity hotspots in the global south. Comparatively, some analysis of the opportunity offered by transport networks from a natural resource base perspective e.g. the use of freeway verges as dispersal corridors, is required.

56.   Participants noted that the chapter outline reflected an 'economic' and 'ecological' bias and did not give adequate attention to 'social challenges' in urban transport. To frame issues of limited transport access and reliability in relation to poverty, gender, age, and disability, participants expressed the need to introduce the concept of 'transport poverty' right at the beginning of the chapter. That urbanization and transport trends (e.g. motorization) can result in increased marginalization and social inequities should be clearly stated. This discussion should be framed in a discussion of social transformation, e.g. aging populations in cities with low (or negative) population growth rates versus young (and often unemployed and/or poor) populations in cities with high growth rates. It was also suggested that the chapter should (briefly) introduce the issue of safety and security (including, *inter alia*, traffic accidents).

57.   It was further noted that the spatial dimension of sustainability is missing. Some participants emphasized the need for UN-HABITAT to consider including spatial sustainability as a 5th principal dimension of sustainability. Other participants, however, disagreed, and noted that space is not a dimension of sustainability.

58.   The fundamental relationship between private and public transport was noted to be missing and a call made for the chapter outline to address this drawing on both the developed and developing country experiences.

59.   It was further noted that the chapter outline should not perceive 'too much mobility' from a negative perspective but instead should consider mobility as a basic right and discuss it in terms of social justice.

60.   The discussion further noted that the chapter outline should not overlook high dependency on fossil fuels as a key challenge shaping urban transportation in many economies. Additionally, the dependency on fossil fuels needs to be related to spiralling poverty impacts within developing economies from depletion of foreign exchange reserves.

61.   Participants called for greater emphasis on the role of non-motorized modes of transport. For instance, it was noted that issues related to pedestrians, 'pedestrianization' and

cycling require more attention in the chapter. The perception (especially in developing countries) that certain modes of transport such as cycling are 'outdated' need to be revisited and these modes analysed as sustainable modes of transport.

62.   Other specific comments from the discussion included the following:

    a. The perspective of urban sustainability in the chapter outline reflects World Bank and OECD literature – there is a need for a broader perspective.

    b. A more balanced reference should be made to experiences from developed and developing cities and countries (e.g. South Asian countries/cities) within the chapter.

    c. The chapter needs to have clear messages and statements with huge strategic implications should not be lost in the text.

    d. The 'battle of the modes' specifically high capacity public transport and NMT as alternatives to private motorized transport does not come across clearly.

    e. The chapter needs to make a clear distinction between rapidly developing and (still rapidly urbanizing) least developed countries.

    f. Several participants noted the importance of inter-city transport, in addition to intra-city transport which is the focus of the GRHS 2013.

    g. Several participants noted that the chapter should include a discussion of modal splits in urban transport, to be taken up again in chapters 2–6,

    h. The definition of terms should be part of a glossary appendix (not within the main chapter text) and expanded to include sustainability and spatial mobility.

63.   Overall, participants highlighted the strategic importance of the chapter in helping the report to not only reflect on the current state of urban transport debate but also to take a clear policy stance on it. Thus, it was stressed that the chapter needs to initiate and develop a clear story line, focusing on policy-makers (the main audience of the GRHS 2013).

II.B.3. Chapter 2: Private Motorized Transport

II.B.3.a. Introduction

64.   Professor David Banister, the consultant author of the chapter, presented the revised draft outline. He noted that the revised outline in general followed the original outline prepared by UN-HABITAT. He stated that in writing the chapter he would focus on global conditions and trends with respect to the use of private motor cars and motorcycles. He would look at the role of cities with respect to ownership and use of private motorized transport, and the links to spatial issues (in particular urban sprawl and parking), environmental concerns (including run-off from roads, etc), and the built environment. He intended to include a discussion of motorization rates vs. GDP/capita, production issues and a discussion of what happens to cars when they are being disposed of. He would also include discussions of trends in traffic accidents (e.g., how road traffic injuries are becoming the highest cause of premature death); technological developments; city development technologies vs. transport development paths; and a comparative analysis between cities on mobility behaviour.

II.B.3.b. Discussion

65.   The discussion was initiated by brief presentations from members of the HS-Net Advisory Board that had reviewed the chapter in detail, namely Professor Aloysius Mosha (whose comments were read, in his absence, by the Chair of the session), Professor Peter Droege, Professor Louis Albrechts and Mr. A.K. Jain. Subsequently, a gender expert, Dr. Gina Porter, provided inputs based on her detailed review of the chapter. This was followed by an open discussion amongst all participants.

66.   It was decided that this chapter should be renumbered as 'Chapter 5: Private Motorized Transport' in the revised structure of the GRHS 2013.

67.   It was noted that the chapter presents a good introduction to the issue of private motorized transport. However, there are some issues that need to be addressed. First and foremost, it is important to note that the chapter is located in the 'conditions and trends' part of the report. Thus, the bulk of the chapter should focus on conditions and trends with respect to private motorized transport.

68.   Participants also noted that private motorized transport has been a prominent mode of transport for some 70 years such that 'cars are privileged', and that we are seeing the consequences of this now. This fact should be brought up front, in the introduction to the chapter. Instead of simply describing and forecasting increased motorization trends, the chapter should point to the dramatic costs of this and call for equally dramatic measures.

69.   Several participants noted that the term 'motorcycle' should be replaced by 'two-wheelers', to include scooters and mopeds, which in many cities have overtaken the motorcycle. It was also noted that there are many motorized 'three-wheelers' in some cities, so perhaps the coverage of the chapter should refer to 'private motor vehicles', as well as two- and three-wheelers'.

70.   A number of participants noted that motorized transport in the chapter, to a large extent, is regarded phenomenologically, with some discussion of economic and environmental issues. It is, however, also important to consider socio-cultural as well as politico-economic aspects (see below).

71.   Directly related to this, it is important to present the 'conundrum of cars' (and other private motor vehicles). There are positives as well as negatives, both in terms of ideology, politics and economy, as well as the social and environmental. With respect to the negative externalities, for example, there is a need to assess which externalities can be addressed now, and which of these are most easily addressed. With respect to the positives it is, for example, important to note that cars (and other private motor vehicles) are required for some mobility needs. Cars provide door-to-door transport, which is normally not offered by public transport.

72.   The chapter should attempt to provide an account of the real magnitude of the externalities of car use in cities, and on the prospects of how different forms of externalities can realistically be decreased by technological progress. However, it was noted that, despite all the negative externalities of car use, the report should not be an anti-car report. Sustainable cities are not necessarily 'anti-car' but rather they provide support for alternatives to private car use.

73.   It was noted that it would be useful if the chapter (and other chapters) stressed the reasons for vehicle use. How much of vehicle travel is for various purposes? It was stated that some 80–90 per cent of all trips are less than 5km. What is the alternative to using cars for these trips?

74.   Directly related to this, it was noted that it is essential to focus on how to move between different modes of transport. In this chapter in particular, how can private motorized transport link up with public transport and non-motorized transport? The chapter should thus focus on conditions and trends on how cities facilitate connections between cars (and other private motor vehicles) and public transport. This should then be taken up again in chapters 8–11, in terms of potential policy responses.

75.   It was noted that, at least in theory, cities reduce the need for individual car ownership, partly because other transport options are readily available. This issue should be explored in the chapter.

76.   As noted above, it is important to consider socio-cultural aspects of motorized transport. This includes the role of motor vehicles as a status symbol, a symbol of modernity/growth, or as part of a masculine culture (or even masculine power…), or the role of cars vs. religion (e.g. Islamic countries). In general, it is essential to understand human behaviour with respect to the ownership of private motor vehicles.

77.   The chapter should include a discussion of 'who the car (or two/three wheeler) owners are' (by income and gender), 'which families have more than one car (or two/three wheeler)', 'how cars (or two/three wheeler) are used within a household', 'who within the household has access to the car(s) (or two/three wheeler)'. It was noted that the Dutch literature refers to 'green widows', when the wife has no access to the household car.

78.   The issue of social sustainability is the main problem for private motorized transport. Most people do not have access, e.g. the poor, children, etc. Access is however, not only an issue of income/wealth or physical ability, it is also related to the life-cycle of individuals (children and youth do not drive, nor do most very old people). In many countries young people are often unemployed, or with low incomes, thus without access to private motor vehicles. Moreover, in many developing countries the number of people below driving age is increasing (both in absolute and relative terms).

79.   In terms of attention to gender/age issues, participants noted, *inter alia*, that:

   a.   The chapter currently lacks attention to gender (and age/life course) issues.

   b.   Global variations in ownership, access and operation of private motorized transport are substantial and have significant implications not only for access to employment but also on household organization, well-being, etc. In sub-Saharan Africa and most developing countries, in particular (but also in some developed countries), male identity is strongly tied to motor-mobility. Women's access to and operation of private motor vehicles may thus be restricted by socio-cultural conventions (with extremes, notably Saudi Arabia where women are prohibited from driving) but also commonly by simple resource limitations – i.e. lower incomes than men of similar age in the same society. On the other hand, changes in women's employment patterns are transforming car use and motorization trends.

   c.   Gendered and age variations in access to and use of different transport modes also need consideration (e.g. variations with respect to the use of motorcycles by gender between regions, for example, women are very much a minority among motorcycle users in Anglophone areas of sub-Saharan Africa).

   d.   Gender disaggregated data would thus add substantially to the picture currently presented (e.g. a broad indication of gender patterns could be available from driver license data). Case studies could incorporate relevant material with respect to both

gendered and age-related patterns of ownership, access, operation and use of private motorized vehicles.

e. It is important to note that planning which prioritizes private transport needs can enhance gender biases, especially in regions of the developing countries where women's access is low, since benefits accrue to those already mobile, i.e. male car owners. The privileged position of private motorized transport in many contexts substantially disadvantages public transport users among whom women, young people and the elderly often predominate (i.e. through journeys delayed by traffic congestion, etc.).

f. Access and usage of different modes of private vehicle varies across generational categories (from contexts where children are ferried by parents, through youth access to adults and old age) but with major regional differences. In some urban contexts of developed countries where car ownership is high, women's common daytime role in ferrying children and male partners between locations is worthy of note; also the early age at which more privileged youth may obtain access to private vehicles is notable, including potential impacts on their subsequent patterns of transport use. In developing countries, poorer youth's restricted access to motor-mobility in the city may affect their employment prospects substantially.

g. The impact of changing demographics is likely to be considerable in cities across the globe. As proportions of older people increase, issues such as their access to motorized vehicles (including small pavement buggies) and their general safety as drivers may become increasingly contentious.

80.   The chapter should also look at the social impacts of private motorized transport with respect to externalities. Who, by age/gender/income, suffers the most from traffic accidents, pollution, etc?

81.   It was noted that there is a general car dependency culture in many Western cities: i.e. everyone takes their kids into cars as they think they are endangered by other cars – and in this way traffic is further increasing.

82.   It was noted that while all chapters of the GRHS 2013 should address sustainability, it is important to note that private motorized transport cannot be environmentally sustainable (ever). This is so because of the amount of resources (including embedded energy) used in the production of cars and other private motor vehicles, but also because of the amount of waste produced from the disposal of used cars. It was noted that there are technologies with no (or very low) emissions, however, hydrogen will become a feasible source of fuel in the next 50 years for private cars. Electric cars are more feasible but this would mean 10–15 per cent loss in government revenues (see below).

83.   As noted above, it is important to consider politico-economic aspects of motorized transport. This includes the role of the car industry, oil companies, and the road construction sector, e.g. lobbies that encourage the use of cars and development of roads, vs. public transport, or those that consider road development to equal development.

84.   It was also noted that the chapter should look at the production and disposal of cars themselves, in terms of resource use and waste.

85.   Moreover, it was noted that the life-cycle use of cars is interesting, most cars used 20 years ago in the north end up in the south (and pollute much more than newer cars). Are there any data on the number of cars exported?

86.   Car production is an important part of GDP, thus, less cars implies less GDP. There are serious policy implications of this. Also, the chapter should look at the revenue from transport; tax (VAT), fuel, and vehicles. Governments raise a lot of revenue from motorized transport. Also look at the issues of taxes and equity. It was also noted that car ownership and use, despite various taxes being paid, is also heavily subsidized by society in terms of free parking and various negative externalities.

87.   Participants discussed whether car ownership should be taxed, or whether, instead, taxation should focus on car use. On the one side, it was noted that cars are useful for some types of activities, so people should not be punished for having them, while on the other side it was noted that the reduction of car ownership would be an important objective (as most cars do nothing else than depreciate for 23 hours each day). Individual car ownership is thus a major waste of resources (and GHG emissions from their manufacture). It was, however, noted that high car ownership does not necessarily mean high car use.

88.   It was noted that car sharing was a more sustainable option, and could encourage individual access to a range of different cars for different purposes. It was suggested that one of the concluding messages of the chapter might be the issue of shared cars.

89.   There is nothing on transport supply in the current outline. There is a need to enhance the focus on this.

90.   It is important to note that many policies related to car use are decided at the local/city level. Yet, there is often an inherent bias in car use and planning practice. This should be elaborated with concrete examples.

91.   Policy decisions in many developing countries are quite often tied up with IMF/World Bank investments in transport infrastructure. Governments want these investments, and are thus accepting some policy implications without much reservation. For example, it is often forgotten that investments in road construction should not only be for cars. Some major infrastructure projects financed by overseas multilateral or bilateral agencies seem to forget this, and there is often no accommodation for non-motorized transport at all.

92.   The footprint of car parking is more than that of buildings in many cities. The cost of parking drives the costs of apartments in San Francisco with some US$70,000–100,000 and that cost is bundled in house costs and not car costs. The issue of parking is essential; but what are the costs? Furthermore, it was noted that the chapter should include a discussion of the issue of privatization of roads and highways, as well parking.

93.   In terms of data coverage, it was noted that:

     a. Data are presented as OECD vs. non-OECD, rather than as developed vs. developing countries (as per the TOR).

     b. Many of the data used are old (e.g. from 1995). It was, however, noted that the issue of data is a difficult one as many sources are questionable.

     c. Why select certain cities as examples and not others? This selection needs to be explained/justified. It was, however, noted that it is difficult to identify representative data from all regions.

     d. It would be useful to see data disaggregated with respect to the types of cars (by gender, emissions, use, etc.).

     e. It was noted (by Professor Pamela Robinson) that some interesting data are available from Canada on second car use (in connection to women going to work) and on the

use of private motor vehicles in relation to children (driving to day car centres, schools, etc.).

f. The issue of city boundaries was noted as an issue. Where do cities end? It was noted that the terms 'cities' and 'urban areas' should be seen as interchangeable for the purpose of the report. Yet, in terms of policy responses by local governments, these normally only address the areas within the official city boundaries.

g. It was noted that the outline focuses on large metropolitan cities, and should expand its coverage to smaller cities as well.

94. There were also some of specific interventions which noted that:

a. Some regional governments in China have banned the sale of non-electric motorbikes.

b. In Australia, some refer to urban sprawl as 'distance slavery'.

c. In the Netherlands, there are policies in place which provide 3 years of free use of public transport for those who give up their second car.

d. It was noted that some attempts to limit the use of cars, by restricting access to city centres based on odd/even last digits in the registration numbers have not been successful, as it has led to the purchase of a second car (in Lagos for example).

II.B.4. Chapter 3: Public Transport

II.B.4.a. Introduction

95. Ms. Heather Allen, the consultant author of the chapter, presented the revised draft outline. The presentation comprised of an introduction; definition of public transport; global conditions and trends, operational and institutional; global conditions and trends, infrastructure; constraints and policy recommendations. She noted that public transport has played a key role in defining urban form. She also indicated that the chapter will draw from three background case studies from Seoul, Korea; Tehran, Iran; and Johannesburg, South Africa.

II.B.4.b. Discussion

96. The discussion was initiated by HS-Net Advisory Board members that had reviewed the chapter in detail, namely Dr. Belinda Yuen, Dr. Ivan Tosics, Professor Louis Albrecht and Professor Aloysius Mosha (whose comments were read, in his absence, by the Chair of the session) and invited gender expert Mr. Jeff Turner. Subsequently the discussion was opened to the floor.

97. The discussion noted that there is a need to enhance the clarity and focus of the chapter outline. It was indicated that the presentation by the author was clearer than the proposed chapter outline submitted to UN-HABITAT in writing. The objective of the chapter, as stated in the outline, does not reflect the scope and purpose of the chapter. The chapter needs to be better structured and organized, with the story line presented in a clear, systematic and logical manner. In this connection, it may be useful to identify the key messages of the chapter as these get lost in the sea of words. The target audience (policy makers) should also be kept in mind when developing the chapter.

98. Although the main sections of the chapter outline follow the GRHS 2013 outline (provided in the TOR), subsequent elaborations under each section do not reflect the requirements of the TOR for the chapter. The outline for each section should be clearly structured to indicate the key issues to be covered.

99. Additionally, the discussion of trends and conditions of public transport globally needs to be done more systematically within an analytical framework e.g. the discussion of the challenges within urban public transport should be systematic (e.g. developing vs. developed countries, small and medium sized cities vs. large and mega cities, etc.).

100. Participants underscored the importance of reviewing experiences of public transport in developing countries. The stark differences in the challenges of public transport in developed and developing countries should be clear. There is also a need to explore why the public transport sector in many cities of developing countries has failed, despite sustainable funding from World Bank among other multilateral donors.

101. Furthermore, the need for the analysis of trends, conditions and policies to be evidence based was highlighted despite the difficulty of finding recent, uniform and comparable data.

102. Participants welcome the inclusion of a historical review of public transport in the outline as this would help the chapter to draw lessons from past experiences. However, it was noted that this should include a systematic review of the evolution of public transport in recent decades, including how public transport modes and sectors in urban areas have changed over time – with clear examples of the unsustainable nature of some existing public transport systems and the consequences of the dismantling of public transport infrastructure. It was noted that such examples could be drawn from some transitional countries in Europe. Participants also felt that the chapter should consider how the evolution of public transport has improved or hindered the design of sustainable cities.

103. Participants noted that the definition of public transport provided in the chapter outline was inadequate. In particular, it was felt that the chapter outline should not equate public transport with mass transit. Furthermore, a question was raised as to what remains 'public' about public transport with increasing 'private' investments in this sector. Others suggested the need for the chapter outline to broaden the concept of public transport to include collective transport organized in public space (e.g. transport organized by schools and firms for children and workers respectively).

104. Participants pointed to the need for public transport to be clearly discussed vis-à-vis sustainability. Public transport should be seen as the backbone of building any sustainable city and not just a sustainable urban transport system. It was noted that back and forth linkages between the four pillars of sustainability need to be clearly elaborated in relation to public transport. The chapter should focus on the objectives of sustainable urban mobility which involves not only environmental sustainability (i.e. low carbon transport) but also that addresses affordability and reliability issues.

105. Indeed, the social sustainability component was not well developed enough in the outline with issues of equity, fairness, social justice barely mentioned. There remains a great support in many countries for public transport but the question of who benefits from public transport should be raised and addressed in the chapter. Some participants felt that, beyond looking at public transport from an economic or even ecological angle, it should be perceived, analysed and discussed from a basic rights perspective.

106. In addition, key gender related issues in public transport were raised and discussed including:

a. The need to identify and discuss gender related demands and differences on travel.

b. Gender sensitive public transport planning that responds day to day need for men and women.

c. Gender differences in personal security and it impacts on the use of public transport, including issues related to harassment of women and girls by users and operators.

d. Gender differences in the public transport work-force (which in most countries is dominated by men).

107. Participants underscored that public transport should not be considered in isolation from car transport and that what is required is not only a modal shift, but also co-modality. It will be important to consider how public transport is linked to other modes of transportation, especially non-motorized modes which are essential for generating feeder trips. It was noted that without integration with non-motorized modes of transport, public transport will not manage to reduce dependency on private motorized transport.

108. Participants noted that the chapter should consider the linkages between public transport and urban land use and design. In identifying public transport solutions, the chapter should consider their relevance to context specific land-use and design features. In relation to this, a call was made for the chapter to consider issues of transport congestion and how they affect public transport services.

109. It was also noted that the chapter outline should highlight interesting public transport developments in Europe (e.g. Zaragoza and Montpellier tram lines) and the whole new philosophy of developing fixed-track public transport lines across the cityscape.

110. Participants felt that the financing of public urban transport was not adequately covered in the chapter outline. Such financing was felt to be linked to how governments perceive public transport (either economically or as a basic right) and resulting policies (e.g. subsidies) and the role of the private sector in this. Participants thus expressed the need for the chapter to discuss how countries finance public transport, especially developing countries, based on data on such investments. The chapter should also give more attention to subsidies (direct and indirect) in public transport and explore the extent to which they get to the targeted communities. It was further indicated that the chapter should highlight the role of major international events (e.g. Olympics, World Cup) in the delivery of public transport infrastructure and services.

111. Also, participants called for a more detailed analysis of the role of the private sector in public transport including:

a. the emerging public-private partnerships in the provision of urban public transport including in relation to real estate development;

b. the growing partnerships between the private sector and environmental NGOs and interest in 'sustainable business models' – an indication of growing private sector interest in public transport;

c. the need to assess appropriate value capture – investments in public transport systems (in particular rail-based) lead to increasing real estate values, which should be captured by the developer (normally governments) rather than by property owners in the neighbourhood of the development. Such value capture should be seen as part of the returns on public investments in public transport infrastructure.

d. the potential exclusion of some groups from public transport services provided by private operators;

e. the emerging trends and growing influence onf private (multinational) operators in and impact s on service provision; and

f. the pros and cons of market or government led solutions to public transport provision and the implications for land-use and settlement patterns.

112. The chapter needs to highlight the distinctions between public transport service providers and infrastructure providers as well as the tensions between them. Profiles of infrastructure provision and operational players/service providers are changing rapidly – a trend which should be highlighted in the chapter.

113. Participants also noted that the chapter should include a discussion of the workforce in the public transport sector, including the role of trade unions.

114. Constraints faced by the public transport sector and the need for clear public leadership and regulatory frameworks were also raised by the participants for inclusion in the chapter.

115. Several more specific issues suggestions were made including, *inter alia*, the following:

a. In the table provided in section 3, an additional column on 'user profiles' would be useful as the perspective of users is equally important.

b. The chapter needs to acknowledge that standard public transport solutions can not be applied in different contexts due to context specific needs and factors.

c. The chapter should dwell more on public transport *solutions* as opposed to public transport *projects*.

d. It was largely felt that the chapter needs to clearly compare and contrast the different public transport structures both formal and informal.

e. As public transport is a crucial determinant of access to jobs and services, the chapter should highlight trends and implications of zero-fare public transport provision (e.g. Hasselt, Belgium.

f. Participants also felt that the chapter needs to highlight security and safety issues involved in public transport as these are key determinants of the use public transport.

g. The chapter recommendations should not be on sustainable cities as indicated but should revolve around sustainable urban transport systems.

h. Participants also noted that there is a need to harmonize the definitions used with respect to informal vis-à-vis informal transport in this chapter and in chapter 5 (on informal motorized transport).

i. It was noted that informal modes of public transport are normally an obstacle to fare integration. Furthermore, fare integration should be seen as an essential component of successful stainable public urban transport, as well integrated the lack of fares make integration normally discourages the use of public transport more attractive to all sections of society and especially benefit the poor.

j. It was also noted that the chapter did not discuss transport of public services, as requested in the original outline.

k. The experience with public transport in the Republic of Korea was highlighted, where highways have been physically removed to make room for public transport infrastructure.

II.B.5. Chapter 4: Commercial Goods Transport

II.B.5.a. Introduction

116. Dr. Jean-Paul Rodrigue, the consultant author of the chapter, presented the revised draft outline. He focused on three key issues namely globalization and material flows, freight and the city, freight in the city (city logistics). He briefly discussed trends of globalization, global supply chains and containerization with regards to goods transport. He then went on to outline the linkages between freight and the city, including through land-use planning. In his discussion of city logistics, he considered urban redistribution chains, freight trans-nationalism and urbanism and key challenges.

II.B.5.b. Discussion

117. The discussion was initiated by brief presentations from members of the HS-Net Advisory Board that had reviewed the chapter in detail, namely Professor Aloysius Mosha (whose comments were read, in his absence, by the Chair of the session), Professor Pamela Robinson, Professor Peter Droege and Professor Samuel Babatunde Agbola. Subsequently, a gender expert, Jeff Turner, provided inputs based on his detailed review of the chapter. This was followed by an open discussion amongst all participants.

118. In view of the reordering of chapters in the report, it was decided that this chapter would become chapter 6.

119. Participants commended the inclusion of the chapter in the report, as they felt it was a crucial aspect of urban transport sustainability. However, they felt that the urban transport and/or 'urban' perspective was lost in the chapter and should be made clearer

120. Furthermore, it was suggested that a key focus of the chapter should be to examine the interactions between goods movement and urban development including through the following issues:

   a. The links between city growth and development and the evolution of goods movement in cities;

   b. The spatial distribution of goods transport and the implications for urban land use including the consumption of space by freight;

   c. The implications of the shift of infrastructure for goods movement out of cities and urban regeneration/redevelopment of vacated spaces;

   d. The economic and employment impacts of goods movement for cities (e.g. port cities, containerization);

   e. A critical examination of whether goods movement does offer advantages for urban competitiveness, including secondary cities; and

   f. The linkages (synergies and conflicts) between goods movement and urban transport systems (e.g. congestion due to goods movement, damage of urban transport infrastructure such as roads).

   g. Developments in the commercial goods sector do not just happen. It is important to keep an eye on the interests behind them. Thus, it is necessary to bring in a political-economy perspective in the chapter.

121. Participants strongly emphasised the need for the chapter to focus on 'sustainability' as the main framework for the analysis of goods movement in cities. While acknowledging the

essential role of goods movement in cities (including through wealth and value generation), the chapter should more critically examine the externalities generated by the sector. In this connection, it was suggested that the following issues be considered:

a. the role of consumerism in driving freight expansion and the potential of localism (e.g. through reducing the food miles, i.e. the distance food is transported from the time of its production until it reaches the consumer);

b. the competition between efficiency and cost considerations and sustainability concerns in urban goods movement, and trends in 'green logistics';

c. the negative externalities of goods movement in terms of social, economic and environmental sustainability; and

d. the need for assessments of the ecological implications of freight expansion as the freight industry often does not 'close the loop' through recycling, etc., and is highly fossil fuel dependant.

122. It was also noted that the emphasis of the chapter is largely economic, with inadequate attention being paid to the interface between freight and social issues. This seemed to detract from the focus of the report which is on 'urban transport'. In relation to this, participants called for the chapter to examine in greater detail, the interactions between people and freight in cities, especially the competition between movement of goods and movement of people. The impacts of goods movement on people should be reviewed with particular attention to the differentiated impacts on different groups of people. This includes displacement of people for freight infrastructure expansion, health and safety concerns for those working in the industry (e.g. truck drivers and road safety) and other urban residents, environmental justice issues (e.g. toxic waste dumping in Africa), together with issues of human trafficking and piracy.

123. Although acknowledging the difficulty of obtaining relevant data, it was indicated that the chapter should review the gendered aspects of urban goods movement including vis-à-vis the following issues:

a. the city's connection with rural areas and agricultural production and the resulting freight journeys including the creativity of men and women of getting the produce to cities – the impact on city space;

b. the huge informal freight distribution within cities involving head-loading, non-motorized transport and public transport and the gender differences of these flows. 70 per cent of all freight tonnes in Africa is carried by women so their role needs to be considered; and

c. the impact of a poor logistics system on men and women trading in cities.

124. Furthermore, the challenges related to the regulatory policies and procedures of urban goods movement should be highlighted. For example, export/import policies and related freight movement regulations are determined at the national level with local authorities having minimal influence. In many countries, rent seeking is a major challenge with substantial financial implications for the freight industry, cities and consumers.

125. Participants agreed with the author that globalization was a key driver of the expansion of goods movement. They indicated that the linkages between globalization and urban goods movement should be reviewed critically. The implications of deregulation and free trade agreements for goods movement should also be highlighted.

126. Several participants felt that a key shortcoming of the chapter was its lack of attention to issues of informality in urban goods movement. The crucial role of the 'informal' movement of goods in cities was underscored, especially within the context the informal economic sector of developing countries. In this connection, the role of women (and children) in carrying goods was noted. However, a representative from the Secretariat explained that, that while the chapter could briefly mention informal goods transport, this should not be discussed at any length in this chapter, as this would be examined in the chapters on 'non-motorized transport' and 'informal transport', both of which are supposed to consider the movement of both goods and passengers.

127. Also, participants pointed to the need for the chapter to consider the linkages between the supply chain in urban goods movement and non-motorized transport given the critical role of pedestrian load carrying as the 'last mile' in urban goods movement, especially in developing countries. This also has far reaching implications for the health and wellbeing of load carriers, often women and children.

128. A key issue of discussion was that of infrastructure for goods movement in cities. Participants raised numerous issues in this regard including the following:

a. Airports in cities are becoming increasingly important for goods movement (even if they are largely disregarded in the emissions inventories under the Kyoto Protocol);

b. Seaports are essential for the bulk of global transport and these are located in cities (and again these are not included in the emissions inventories Kyoto Protocol). Seaports claim large areas of land in many cities, and port authorities (and trade unions) are major political players in large port cities.

c. The development of inland 'dry ports' in many cities, related to the inter-city movement of goods.

d. Consider both road and rail transport of goods.

e. In many developing countries (e.g. Nigeria), a deterioration of infrastructure for goods movement can be observed (e.g. rail system);

f. Some countries such as China and Japan are creating innovative infrastructure through creative use of space and technology;

g. Freight infrastructure can have widespread ecological impacts (e.g. destruction of water fronts in port cities, impacts of containerization; encroachment of in-land dry ports on human settlements);

h. The fiscal costs and impacts of port terminals on cities can be significant;

i. The growing trends of public-private partnerships in the ownership and management of ports in cities;

j. The vulnerability of freight infrastructure to vandalism (e.g. Nigeria), terrorism, etc.;

k. The difficulty of using public transport infrastructure for movement of goods mainly because of the institutional restrictions;

129. Participants indicated that the influence of technological advancement for freight transport should be reviewed in more detail. They noted that technology is transforming freight infrastructure and the way in which goods are moved in cities and creating potential for enhanced sustainability.

130. It was noted that the chapter should provide a comparative analysis of the sustainability of different modes of transport for urban goods movement. This is an issue of contention in many countries, e.g. whether road transport or rail is better for moving goods. While rail is more sustainable in environmental terms, it is not necessarily prioritized. Maritime transport is highly efficient (e.g. through slow steaming to reduce oil consumption) and the sector is highly resilient and relative.

131. Participants strongly emphasised that the chapter should present a balanced review of global trends, conditions and policies and not focus on developed country experiences alone. For example, the unique circumstances of freight transport trends and infrastructure in Africa as shaped by colonialism (and boundary making), HIV/AIDS (linkages with trucking), absence of infrastructure and lack of regulation (corruption) should be highlighted. It was also noted that the distinctive experiences of transitional countries need to be reviewed. Some of the innovative and positive exampled from the European Union could also be mentioned. The importance of knowledge transfer to enable countries to avoid the mistakes of others was also noted.

132. In addition, some specific issues were raised for consideration in the chapter:

a. The proprietary nature of logistics data which hinders movement towards enhancing sustainability.

b. The powerful vested political and industry interests shaping trends in the freight industry.

c. The importance of fossil fuels to commercial goods transport.

d. The implications of the opening up of the Northern passage for global freight movement.

II.B.6. Chapter 5: Informal Motorized Transport

II.B.6.a. Introduction

133. Professor Robert Cervero, the consultant author of the chapter, presented the outline for Chapter 5 of the GRHS 2013. He started by giving an overview of informal motorized transport; distinguished between formal and informal transport sectors from the supply demand and price perspectives; explained the global conditions and trends; and also impacts from the perspective of benefits and externalities. He also spelt out the spectrum of public policy responses and key lessons for future policy.

II.B.6.b. Discussion

134. The discussion was initiated by Dr. Graham Tipple, Mr. A.K, Jain, Professor Samuel Babatunde Agbola and Professor Alfonso Iracheta (whose comments were read, in his absence, by the Chair of the session) — all members of the HS-Net Advisory Board, and the invited gender expert, Dr. Gina Porter. Subsequently, the discussion was open to the floor.

135. It was decided that this chapter should be renumbered as 'Chapter 4: Informal Motorized Transport' in the revised structure of the GRHS 2013.

136. Participants noted that the presentation was helpful in understanding the planned contents of the chapter. It was noted that the structure of the outline made it difficult for some

participants to see how it will be expanded into a chapter, with some participants noting that the outline read more like a short paper instead of an annotated outline.

137. Participants indicated that the chapter needs to adopt 'sustainability' as the main framework through which to examine informal urban transport (although keeping in mind that policy responses will be reviewed in detail in the third Part III of the report). Participants noted that the delicate balance between the four pillars of sustainability (social, economic, environmental and institutional sustainability) as they relate to informal motorized transport is extremely important and needs to be evident in the chapter.

138. The definition of informal transport was noted to be inadequate. In this connection, participants felt that the chapter should consider formal and informal transport as part of a continuum rather than a dichotomy. Also, a lack of official registration and credentials alone can not be taken as a criterion for defining informal transport given that many vehicles operating within the informal motorized sectors are registered and have legal papers. Where they do not have credentials and registration, the chapter should explore why, including the lack of official papers and the related rent seeking by concerned officials.

139. It was also suggested that the chapter could be organized around the illegal use of public space rather than type of vehicle used for informal transport. From this perspective, regularization would not only be related to vehicles but also to roads.

140. The need to avoid equating informality with illegality and reference to informal motorized transport as 'illicit'. It was noted that many informal motorized transport sectors are regulated even if the relevant authorities do not fully understand the dynamics of their operations due to lack of capacity or political will. However, some participants felt the when referring to illegality in defining informal motorized transport, the chapter needs to clearly determine the level at which informal motorized transport becomes illegal. Additionally the chapter needs to define the laws being broken by informal motorized transport operators and how important these laws are within the transport sector.

141. On the whole, given the complexities of defining the informal transport, it was noted that the chapter needs to provide clear and consistent indicators for delineating the sector. A more detailed and cautious analysis of the differences and linkages between illegality, irregularity and informality within the urban transport system is required because such differences could have different impacts on policy.

142. Several participants noted that informal motorized transport needs to be discussed as a complementary form of urban transport. Its value in inter modal connectivity should not be overlooked. The chapter further needs to explore how this mode could be integrated with the formal modes of urban transportation and how it can help spur urban economic development. However, the chapter should not overlook the need to regulate informal motorized transport.

143. It was further noted that although the GRHS 2013 outline indicates that the informal motorized transport chapter should cover movement of goods, the outline has missed out on this. Participants emphasized the importance of informal goods movement for urban economic development particularly for home based enterprises. It was noted that the chapter also needs to locate and relate informal motorized transport to wider goods movement and logistics.

144. The discussion noted that the outline portrays a negative picture of informal motorized transport which could be taken to imply that the informal sector is best suppressed. Participants felt that careful consideration of the chapter's messages is required (i.e. will it be

mainly positive, negative or both?). Given that politicians are the audience for the report, the tone used in the report is extremely important.

145. At the same time, participants felt that despite its benefits, there is also a need to regularise and improve the sector. The key challenge is how to bring about change without losing the key advantages of the informal transport sector. Furthermore, the importance of building the capacity of regulatory institutions was noted.

146. Some participants further noted that, the chapter should do away with blanket solutions for informal motorized transport as a sector globally. Solutions should be contextualised by exploring their applicability to different regions; e.g. the rapid trams should not be recommended as a solution for informal motorized transport challenges in Africa without a critical examination of their appropriateness for the design of African cities.

147. Participants also noted that more emphasis should be put on exploring why informal motorized transport is necessary. Pertinent questions need to be clearly explored in the chapter, such as: What is the function of informal transport in the city? What would happen if the sector does not exist? Is the informal transport sector inefficient or is this a myth?. The benefits of the sector for instance in providing huge numbers of jobs in cities especially in developing countries should be underscored. In addition, in some contexts, informal transport can be the most appropriate mode of transport.

148. It was further noted that in analysing the constraints of informal motorized transport, the chapter needs to explore and compare the perspectives of users, operators and governments. The importance of bringing the issue of informal urban transport into the urban and transport planning process was also underscored (i.e. inclusive planning).

149. The view that informal motorized transport organizations are politically weak needs to be explored and analysed further. In fact, the sector was noted to have well organized and politically powerful cooperatives that operate large fleets of vehicles and concentrate many operators.

150. Participants expressed a need for the chapter to explore some programmatic approaches (such as education, micro-credit) to help informal motorized transport to become more integrated into the formal sector. This includes considering how to professionalize informal motorized transport and ensure its sustainability by identifying existing obstacles in the sector and how they can be solved. The chapter can draw on innovative experiences in this regard, such as the formalization and professionalization of the informal transport sector and its impacts on job stability and improved profitability in Dakar, Senegal, or the progressive informal motorized transport sector development in Hong Kong. Lessons from such studies could be used as boxes in the chapter.

151. Gender issues related to informal motorized transport that need to be considered in the chapter were also raised and discussed including;

   a. Challenges facing women while using informal motorized transport including losing out in the fight for space/seats; many women e.g. in west Africa, are involved in petty trade and suffer considerable difficulties trying to move loads on informal transport, a scenario that also applies to poor male petty traders attempting to move their goods across urban areas through informal public transport;

   b. Stronger emphasis on personal security issues for women and girls travelling on informal motorized transport including sexual and other forms of harassment;

c. In sub-Saharan Africa employment in the informal motorized transport sector – which is an employment niche for the poorest – is largely restricted to poor boys and men. Women and girls' transport employment niche in sub-Saharan Africa is outside the sector, as pedestrian head-loaders;

d. Informal motorized transport regulatory sector (e.g. transport unions) also tends to be male dominated – hence difficult for women to report harassment issues or to obtain satisfactory redress;

e. Worth noting in the chapter is the fact that not all women are victims of the transport system. A study from Accra has shown how women traders can become route-makers, when they have the resources to make contracts with transport operators.

152. In analyzing informal motorized public transport, the relationship with urban physical structure and urbanization patterns should be emphasized. The relationship can be looked at from two perspectives:

a. On one hand, informal public transport influences the location of low-income informal settlements and speed of land occupation;

b. On the other, peripheral new formal housing units promoted and supported by government determine the emergence of new informal public transport services. The location of these units is determined by land prices such that they tend to be located far from core of the city and thus away formal public transport services.

153. Related to urban spatial structure, participants also noted that cities are changing and distances are increasing. They noted the need for the outline to discuss city design that reduces the need to travel, by advocating for the prioritization of peoples agenda in planning (location of jobs and services) as opposed to transport driven planning.

154. Over all, participants noted that the chapter needs to adopt a fresh proactive outlook at the exciting innovative solutions of informal transport emerging in the informal motorized transport sector in developing countries (Photovoltaic powered 2 wheelers in Gaza). The potential for sustainable/green options in informal transport operations should also be reviewed.

155. Additional specific issues raised include the following:

a. Poaching of customers from formal contracted operators by informal transport operators was not viewed as illegal unless there is a national, regional or even city-wide fare schedules for operators.

b. Chapter could include a discussion of the role of labour unions (formal and informal) in informal transport. Example of South Africa was raised where bribes were used to make informal operators pull out of a conflict with new entrants in the public transport sector.

c. The need for the chapter to analyze the roles and interests of different social actors including politicians in supporting informal public transport to achieve political mileage was highlighted.

d. Data used on the table on page 4 of the outline to estimate market shares of motorized trips by formal and para-transits need to be relevant (e.g. should not be drawn from major cities only) and current, otherwise it may be misleading. Additionally it was noted that the table needs to provide basic information on the units of analysis.

II.B.7. Chapter 6: Non-Motorized Transport

II.B.7.a. Introduction

156. Dr. Geetam Teewari, the consultant author of the chapter, presented the revised draft outline. The presentation focussed on global conditions and trends of non-motorized transport in urban and peri-urban areas; passenger and goods transport in the sector; and the different forms of non-motorized transport, including public and private ones. She noted that the revised outline contained nine sections: introduction; definitions; global conditions and trends of non-motorized transport from an urban context; global conditions and trends of urban non-motorized transport infrastructure; impacts of non-motorized transport (benefits and disadvantages) to users and non users; constraints of non-motorized transport in urban areas; comparative analysis of global trends in non-motorized transport; existing policy responses to urban non-motorized transport and concluding remarks and lessons for policy. In discussing the global conditions and trends of non-motorized transport, she further noted that the chapter will focus on four regions including Asia, Africa, Latin America and Europe, so as to capture the diverse functionality of non-motorized transport (recreational, transport and mixed). She noted that, as cities grow, the need for motorized transport tends to increase. In the process, the role of non-motorized transport is changing, yet the non-motorized transport's share of short trips remains the same, about 85–90 per cent of all trips. She also noted that the chapter was focusing on human-powered transport (animal powered vehicles were excluded from the proposed chapter).

II.B.7.b. Discussion

157. The discussion was initiated by brief presentations from members of the HS-Net Advisory Board that had reviewed the chapter in detail, namely Professor Pamela Robinson, Dr. Deike Peters, Professor Alfonso Iracheta (whose comments were read, in his absence, by the Chair of the session), Professor Samuel Babatunde Agbola and Professor Aloysius Mosha (whose comments were read, in his absence, by the Chair of the session). Subsequently, a gender expert, Dr. Gina Porter, provided inputs based on her detailed review of the chapter. This was followed by an open discussion amongst all participants.

158. Several participants suggested that the chapter should come earlier in the GRHS 2013, before the chapters on the various forms of motorized transport, as it is the most sustainable mode of urban transport, with least GHG emissions and other negative externalities. It was thus decided that this chapter should be renumbered as 'Chapter 2: Non-Motorized Transport' in the revised structure of the GRHS 2013.

159. Participants agreed that the outline was well organized and detailed. However, some noted that it was difficult to assess the veracity of some of the ideas presented, in the absence of appropriate references. It was also noted that it is not clear what the author's central argument is. A number of other issues were noted for improvement. First and foremost it is important to note that the chapter is located in the 'conditions and trends' part of the report. Thus, the bulk of the chapter should focus on conditions and trends with respect to non-motorized transport.

160. The chapter needs to look at non-motorized transport within the bigger picture of urban transport. This should come up-front in the chapter. What role does this mode play? What is its modal share of urban transport (in terms of trips as well as distance travelled)? How does it link to other modes? A call was made for the chapter to focus on the complimentary of non-motorized transport with other modes, specifically the integration with rail. A rickshaw

driver or a *boda boda* bicycle provides a feeder and or a taxi service to a whole range of people, including people who are transporting goods.

161. Overall participants felt that the chapter should be a model on how non-motorized transport contributes to sustainable urban transport within cities of developed and developing countries. But it was noted that the chapter would greatly benefit from a clearer distinction of the role and functioning of non-motorized transport in (and within) developed and developing countries. The role of culture and income levels in shaping trends of non-motorized transport should also be considered. For example, generalizing about conditions in Asia is almost impossible, as it includes countries with very different income levels and cultural traditions. And, it is important not to over-simplify: In developed countries, the benefits of non-motorized transport should not be relegated to health benefits only, as it still generates real time and cost savings as well in those contexts. And these benefits are being realized by policy makers. In Berlin, Germany, for example, bicycles represent the transport mode with the fastest growing modal share.

162. Participants noted that the definition of non-motorized transport needs to be clarified. It was felt that the outline provides a categorization of non-motorized transport rather than a definition. Further discussion on the issue led to a call for section 6.2 of the outline to be reorganized in the following order:

   a. Different types of non-motorized transport, design and use in different contexts (including production, reproduction (i.e. intra-household) and recreation);

   b. Design of bicycles, tricycles, local adaptation and innovation;

   c. Commercialization and mass production (bicycle industry).

163. It was noted that the outline gives attention to bicycles and walking only. It was indicated that similar attention needs to be given to other types of non-motorized transport used in urban areas including rickshaws, pedicabs, animal drawn carts, hand carts, *thela* and *rehri*. It was also noted that the chapter focuses on land-based non-motorized transport. It would be appropriate also to consider the non-motorized transportation of passengers and goods by water.

164. Additionally, participants noted that the chapter needs to discuss walking and cycling not only as private non-motorized transport but also as public non-motorized transport. This is particularly true in West African cities.

165. Participants also stated that the chapter should explore new technologies in non-motorized transport including:

   a. The phenomena of the e-bike as a direct substitution for non-motorized transport among higher-income groups, where the only key difference is the price of the bike and the energy input, increasing enhancing the geographical range and the comfort of rider. However, other participants noted that an e-bike is a motorized rather than non-motorized transport vehicle and should thus not be discussed in this chapter, but rather in the chapter on private motorized transport.

   b. Use of roller-skates and skateboards in urban areas.

166. Participants noted an implicit emphasis on moving people through non-motorized transport without a clear focus on its potential in the movement of goods. It was suggested that the important role of non-motorized transport in the supply of goods and as a source of livelihoods to many urban residents should be presented in a convincing manner. Thus, there

is a need to clarify whether people are carrying a load or not when they are walking. And it is important to note the health implications of carrying heavy loads.

167. Participants noted that the context specific differences in trends of non-motorized transport need to be clarified in the chapter. It was noted that:

    a. A clearer distinction of the role and functioning of non-motorized transport in developed and developing countries is required. Furthermore, a distinction between developing and least developed countries (based on income levels) is necessary. It was noted that generalizations should be avoided with respect to regions such as Asia as it includes countries like Japan and China alongside very poor and least developed countries.

    b. The likelihood of use and the impacts of non-motorized transport in different climatic conditions such as very hot, cold or flooded areas need to be discussed.

    c. The purpose for which non-motorized transport is used needs to be differentiated by incomes levels. Some use non-motorized transport for transport while others uses it for recreational purposes. The use of boxes to explain factors driving use of non-motorized transport in different regions was recommended.

168. One participant noted that the relative marginalization of non-motorized transport in urban transport discussions is based on World Bank traffic models that break up urban areas into large geographical sectors where only inter-sector moves are counted. Thus, most non-motorized transport trips are excluded from even being counted in these models, which are based on a fundamentally wrong approach.

169. Some participants noted that the chapter should not focus on interventions and policies for non-motorized transport's captive ridership and on how to maintain them. Instead, this should be expanded to include a discussion of how to motivate motorized transport users to switch to non-motorized transport.

170. Participants noted that the chapter should deal with the 'poverty stigma' related to riding bicycles and the perception that motorized modes of transport serve as status symbols. And, in many contexts, culture implies that the use of bicycles is often directly related to income and gender. This view needs to be turned around to have cycling accepted as the most sustainable mode of urban transport. As an example, it was pointed out that showing up for a business meeting with a bike helmet, should be seen as something positive.

171. However, although white collar workers in some cities may choose to ride a bike to work, blue collar workers (particularly those doing heavy physical work) do not want to ride a bike (e.g. Latinos in California). It is important that the chapter highlights the role of a changing mindset with respect to non-motorized transport.

172. The discussion should not forget that there are also skill and physical strength requirements for riding bicycles. It was noted that there is a large literature on teaching women how to ride bicycles and the consequent empowerment effects. Not just in Africa, but for immigrant communities in European cities as well.

173. In terms of attention to gender/age issues, participants noted, *inter alia*, that:

    a. Gender disaggregated data would add substantially to this chapter, including dis-aggregation by modal share. General reference is made to men and women travelling long distances on foot or bicycle, but it is vital to distinguish gendered patterns of use of these two modes in different parts of the world (this could be feasible in South Africa, for example, through the traffic survey data available there).

b. In most developing countries, women and girls' use of bicycles is far lower than that of males. In sub-Saharan Africa, reported constraints on female cycling include gynaecological concerns; male concerns over women's and girls' independent mobility (with associated potential for promiscuity: females, especially young girls, are often expected to travel in groups[1]); cycle purchase cost; traffic/hostile infrastructure; male harassment (for instance in Malawi harassment because of showing legs while cycling); female lack of time to learn to ride because of broader time-poverty issues; concerns about breakdowns and mending punctures. Lack of women's cycles may be less of an issue than is often suggested – when a research project was introduced in rural southern Ghana and both women's and men's cycles were on offer, women still selected men's bikes which they observed to be stronger. Nonetheless, design and use of non-motorized transport equipment needs reference to both gender and age perspectives.

c. The gendered use of non-motorized transport in goods movement is a vital element of this mode of transport. In sub-Saharan Africa, in particular, men and boys operate push carts and bicycle taxis to transport considerable quantities of goods to, and especially within, cities. Women and girls, by contrast, undertake the majority of pedestrian head-loading of goods. Children, and girls in particular, play a very substantial role in carrying water and refuse in city neighbourhoods where there is no piped water or organized refuse collection. They may also undertake substantial fuel wood/charcoal load carrying in addition to working as produce/grocery load carriers to city markets, etc.[2] The long-term health, educational and livelihood impacts of this burden are essentially unknown.[3]

d. A stronger focus on other pedestrian issues such as personal security would also be valuable. Personal security is a major issue for pedestrian women and girls in many cities, especially at night. Girls' walking in groups is often encouraged/required by parents and carers to ensure personal safety (and in some developing country contexts, girls' group travel is also aimed at reducing the potential for promiscuity).

e. Pedestrian safety is also affected by age. In Africa, child pedestrians report being hooted at/harangued by speeding minibus and taxi drivers as they walk to school, being showered with dust or splashed with puddles, especially where vehicles and pedestrians share the same route and there are no pavements. Children may be more vulnerable than adults as pedestrian road users because of their smaller physical stature.

f. The impact of changing demographics may be considerable across the globe. As proportions of older people increase, issues such as their access to and use of non-motorized transport vehicles and their requirements as pedestrians may need greater consideration. For example, older people may be at disproportionate risk as

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1. See Porter, G. (2010 in press) 'I think a woman who travels a lot is befriending other men and that's why she travels': Mobility constraints … for rural women and girl children in sub-Saharan Africa. *Gender, Place and Culture* 2011, Vol 1.

2. See Grieco, Apt, et al on *kayayoos* in Accra.

3. See foe example: a) Porter, G., K, Hampshire, A. Abane, E. Robson, A. Munthali, M, Mashiri, Augustine Tanle (2010) 'Moving young lives: mobility, immobility and inter-generational tensions in urban Africa', Geoforum 41: 796–804. b) Porter, G., K. Blaufuss and F. Owusu Acheampong (2010 in press) 'Filling the family's transport gap in sub-Saharan Africa: young people and load carrying in Ghana', in L. Holt (ed) Children and families research, Routledge.

pedestrians and non-motorized transport users because of age-related physical and cognitive changes. Older people may face particular problems in negotiating road bridges and other traffic-engineering solutions designed to improve pedestrian movements.

g. Once women get children (and have to bring these along) bicycles becomes less useful.

174. The chapter requires a more insightful discussion of the economics of non-motorized transport. Some of the world's most 'walkable' cities are also the most prosperous. There is thus a need for a discussion of the economics of supporting non-motorized transport. It should be noted that investments here are smaller, subject to fewer complex regulatory frameworks and ultimately more cost-efficient than massive infrastructure investments.

175. In the discussion of economic impacts in section 6.5, the analysis might be considered explicitly from two standpoints:

a. The overall socio-environmental cost reduction by non-motorized transport versus traditional motorized transport (i.e. private motor vehicles and public transport).

b. The impact on new road and related infrastructure public investment and maintenance reduction by non-motorized transport versus motorized transport.

176. It was noted that non-motorized transport may be a fully regulated commercial enterprise, as is the case with the tourist rickshaws in European or North American cities. And it may be rented or owned.

177. It was also noted that a set of proper indicators is needed to analyze non-motorized transport versus motorized transport, particularly regarding short distance trips.

178. It was felt that the argument that 'urban planners and traffic engineers discursively suppress the transport functions of bicycles' may need to be re-evaluated. Participants felt that planners do respond to community needs and, accordingly, plan with them.

179. In discussing constraints facing non-motorized transport, it was felt that the chapter should not lose sight of the tremendous competition for space on roads with non-motorized transport often losing out to motorized transport. To this end, the chapter should explore the design and segregation of space for non-motorized transport.

180. Participants felt that more attention should be given to policies that can accelerate the uptake of non-motorized transport. Similarly the need for the integration of non-motorized transport with other means of transport through policy, design and civil society activism needs to come out clearly in section 6.8.

181. Participants expressed the need to have the chapter clearly position non-motorized transport in the urban spatial context by exploring how it connects to planning and design of cities. This, it was noted, can be done by addressing the role of non-motorized transport in achieving 'the last mile', hence opening up an avenue to connect transport to design and planning of the city and its public realm. It was further felt that the chapter needs to explore how new towns and cities should design walking and cycling phases, and greenways to connect activity nodes. One participant noted that the chapter needs to explore 'walking city designs' where people undertake most activities on foot.

182. It was felt that the chapter should explore possibilities for retrofitting urban infrastructure to accommodate non-motorized transport and also recommend non-motorized

transport infrastructure design standards that can accommodate everyone including wheel chair users within cities.

183. However, it was noted that such retrofitting for pedestrians and biking is not normally viable for market actors. Public interventions are needed as non-motorized transport is normally 'the last mile' of a trip.

184. It was noted that the discussion of non-motorized transport and urban infrastructure has to take into account the role of street hawkers and vendors. There seems to be a high correlation between buses, hawkers and people waiting. Once streets are designed for all three, the informality disappears. However, in such a situation it should also be noted that the presence of street hawkers seems to reduce street crime in many Asian cities.

185. The discussion further noted that good practices and positive trends on the use of non-motorized transport from different parts of the world need to be included in the chapter as boxes. Such examples will not only be beneficial to the chapter but will better inform policy action.

186. With respect to policy responses to urban non-motorized transport, it was felt that a detailed analysis of relevant policy instruments needs to be undertaken in the report – although not in this chapter, but rather in chapters 8–11 – particularly those related to:

    a. Fiscal incentives to shift from motorized to non-motorized transport;

    b. Financial sources for non-motorized transport infrastructure projects;

    c. Public administrative structures to promote and support non-motorized transport strategy;

    d. Social actors participation strategies to plan and implement non-motorized transport policies and projects;

    e. Mass media information strategy in order to put in front of urban development agenda and debate the non-motorized transport policies;

    f. Research and education programs to update non-motorized transport knowledge and technology.

187. There were also some of specific interventions which noted that:

    a. In Toronto, building regulations now require that showers are built in buildings where employees work, a regulation which directly facilitates non-motorized transport.

    b. One participant suggested that the term 'non-motorized transport' should be replaced with 'active transport', as the former suggests that this is an alternative to car transport.

    c. The discussion of non-motorized transport should include a discussion of the measure and meaning of time. It is important not only to consider the speed but also the quality of transport.

    d. Similarly there is a need to be able to measure the value of access, and proximity.

    e. Avoid sweeping statements such as 'The bicycle lost its role as a practical means of transportation in Denmark and Sweden as a result of the expansion of the city, improved public transport and the congestion caused by increasing car traffic in the inner city.' Such statements need substantiation.

f.   The chapter should include some empirical data on kilometres travelled (and number of trips) by non-motorized transport vis-à-vis other transport modes (for both large and smaller cities.

g.   One participant noted that the constraints discussion (section 6.6) needs to be expanded. Ultimately, there is tremendous competition for space on roads and cyclists and pedestrians are losing out, internationally.

h.   All sections of the chapter should also look at the health and safety aspects of non-motorized transport.

i.   The chapter should include some 'best practices' of urban design to facilitate non-motorized transport.

j.   Up to the 19th century cities were primarily walking cities.

k.   One participant noted that Hong Kong is bad with respect to non-motorized transport. Cycling there is only used for recreational purposes and there is a thus a need to discuss retrofitting infrastructure.

II.B.8. Chapter 7: Integrated Land-Use and Transport Planning

II.B.8.a. Introduction

188. Professor Harry Dimitriou, the consultant author of chapter 7, presented the outline of the chapter by elaborating on each of the following sections: introduction, forces that mould urban land-use/transport configurations, linkages between urban land-use and transport, the traditional urban land-use and transport planning (UTP) process, challenges of integrated urban land-use and transport planning and existing policy and planning responses for integration of urban land-use and transport.

II.B.8.b. Discussion

189. The discussion was initiated by brief presentations from members of the HS-Net Advisory Board that had reviewed the chapter in detail, namely Dr. Debra Roberts, Dr. Ivan Tosics, Mr. A.K. Jain, Professor Mee Kam Ng and Dr. Graham Tipple. Subsequently, a gender expert, Ms. Wendy Walker, provided inputs based on her detailed review of the chapter. This was followed by an open discussion amongst all participants.

190. There was some debate around this during the meeting on the inclusion of the word 'integrated' in the chapter title. This, it was suggested, creates the impression that the chapter is advocating for a specific approach (integrated land-use and transport planning) before reviewing actual trends and conditions of land-use and transport planning in cities. The author of the chapter also expressed this opinion. It was thus decided to rename the chapter as 'Chapter 7: Land-Use and Transport Planning'.

191. Participants acknowledged the complexity of reviewing the issue of integrated land-use and commended the author for having masterfully done so. However, a number of suggestions were made to ensure that the chapter meets the requirements stipulated in the terms of reference.

192. Participants also asked that the language of the chapter be simplified so as to improve its readability. One participant indicated that some statements in the chapter outline contained

as much as 90 words and called for these to be made more precise, short and direct so that key messages are not obscured.

193. The main shortcoming of the chapter outline, participants noted, was its theoretical and conceptual orientation (e.g. lengthy discussion of the urban land-use transport planning process in section 7.4). It was strongly emphasised that the outline needed to be much more empirical and evidence based. The absence of any practical city-based examples, illustrations or data in the outline was identified as a significant gap.

194. Participants thus called for the chapter to examine what is actually happening on the ground in cities with regards to land-use and transport planning integration through a review of experiences globally. This should include a consideration of positive examples of land-use transport planning integration in cities. Based on this, the chapter should identify the factors facilitating or hindering successful land-use and transport planning in different contexts. Participants mentioned a number of cases which could provide interesting insights for the chapter including Flanders (Belgium), Berlin, Mumbai, Hong Kong, Singapore, Stockholm, Copenhagen and Montpellier. It was, however, underscored that the emphasis should be on 'lessons learnt' from case studies given the difficulty of defining them as 'best practices'.

195. Several participants noted that the chapter outline does not pay much attention to goods transport. This must be addressed as goods-transport and transport terminals (including seaports, airports, container depots, etc.) are major consumers of urban land. Furthermore, in many cities, some such terminals are currently being moved to new locations, and this trend has major impacts on urban form. Moreover, the chapter should address the integration of different forms of goods transport, e.g. ships, barges, rail, trucks, etc.

196. One participant underscored that although there are many positive examples of integrated land-use and transport planning, it is necessary to also consider why they have not gone to universal scale.

197. Participants also pointed to the fact that the outline should provide a balanced review of trends and conditions from both developing and developed countries while also considering distinct experiences from transitional countries.

198. It was noted that as a starting point, the chapter needs to provide a definition of what is meant by 'integrated land-use and transport planning'.

199. With regards to the issue of 'integration', participants called for a more critical analysis of its benefits and feasibility. One participant noted that while integration appears to be a solution for sustainability, there are multiple challenges in achieving integration on the ground (especially in the context of mega project such as the Stuttgart rail project). Another participant felt that integrated land-use and transport planning falls into the trap of comprehensive planning and said what is instead required is strategic planning. However, it is important to consider who actually benefits from strategic approaches to planning (i.e. strategic for who?). The suggestion in the chapter outline that integrated planning is more important in the south compared to the north is contentious, said another participant. It was also noted that the energy challenge should be considered when assessing the sustainability of integrated land-use and transport planning.

200. In addition, participants noted that the review of integrated approach to land-use and transport planning must consider governance and process dimensions. It is necessary to consider the multiple layers of governance and government and implications for integrated land-use and transport and planning. This was pointed out as a key gap in the outline of the chapter.

201. With regards to the 'planning' process, whether land-use or transport planning, the following comments were made:

   a. The importance of reflecting on who actually controls the planning process because local governments are often at the beck and call of large landowners or well-heeled investors.

   b. The need to consider the scale aspect of planning (i.e. national vs. local planning). For example, some logistics hub cities are significantly impacted by the planning decisions of central government so their autonomy is limited in terms of what they can achieve.

   c. The importance of enforcement in determining the effectiveness of planning, especially in developing cities.

   d. Examples of public participation in planning processes would be useful (e.g. social funds and integrated development planning examples).

202. A number of participants felt that the basis of successful integration between land-use and transport planning is the long term 'vision' that city authorities adopt and work towards (e.g. Stockholm, Curitiba). It was indicated that a city's aspirations, and also those of politicians, determine land-use developments and together with that transport planning. This should be highlighted in the chapter. In some cases, political aspirations may be a key determinant of land-use and/or transport planning options (e.g. politicians are often risk averse, and they normally do not get re-elected because they are promoting the construction of bicycle lanes). Indeed, political realities on the ground can hinder land-use transport planning integration, for instance, where it is difficult to integrate the roles and functions of different government departments. Furthermore, there are cases where technocratic engineering focused visions promoted by politicians have led to unsustainable transport outcomes.

203. Participants also called for the examination of the linkages between urban development and expansion, land-use and transport planning in both developed and developing countries.

204. In particular, it was noted that the chapter should pay adequate attention to the distinctive case of informal settlements in relation to land-use and transport planning. The question of how informal settlements can fit into and are impacted by formal land-use and transport planning processes should be addressed. It was noted that little notice is paid to the need for major routes through informal areas so they are often quite inaccessible and become obstacles to land-use/transport planning. On participant indicated that the failure of integrated planning has led to the expansion of informal settlements as their residents seek to locate themselves closer to jobs and other services.

205. Participants felt that the chapter should consider the 'social' dimensions of integrated land-use and transport planning including the need to create mixed and equitable communities. It was mentioned that there are clear examples of land-use and transport planning exacerbating inequities within cities and worsening 'transport poverty', especially for disadvantaged groups (e.g. eviction and resettlement). The multi-criteria analysis in the chapter could benefit from social information and new and emerging forms of social analysis (e.g. power of mapping and public participation as they related to gender, age and disability issues).

206. In addition, participants made the following specific comments:

a. The claim that transport development is organic does not apply in all contexts. For instance, China's dramatic spatial reconfiguration was an opportunity for sustainable transport but instead it was based on neo-liberal priorities of capital accumulation and mobility.

b. Brazil's Ministry of Cities is a multi-stakeholder institution from which useful lessons can be drawn.

c. It would be useful to include something about access. As cities are tripling in size as they double in population and most of the extension is informally planned, road grids become more difficult to fit unless planned ahead of development. This issue is not covered in the chapter.

d. Examples of integration are also evident in the freight sector (e.g. integration of barge, rail and trucking).

e. The roles of compact city design and public and/or non-motorized transport based planning should be considered.

II.B.9. Chapter 8: Urban Transport and the Environment

II.B.9.a. Introduction

207. Professor David Banister, the consultant author of the chapter, presented the revised draft outline. He stated that all chapters of the report, and thus not only Chapter 8 (on urban transport and the environment) should focus on reducing GHG emissions. He noted that the revised outline in general followed the original outline prepared by UN-HABITAT, but that it was focusing primarily on the view of the environment as seen from the perspective of developed countries. Following an introduction, the chapter would contain a definition of environmental sustainability with respect to urban transport. This would be followed by a discussion of global conditions and trends with respect to the environmental impacts of urban transport; focusing on the car dependence of cities, dependence of urban transport of non-renewable fossil fuels, impacts of urban transport on climate change, air pollutions and health, as well as the environmental impacts of urban transport infrastructure and projects, and the impacts of climate change and related natural hazards on urban transport. The next sections would deal with the policy responses and innovative and successful approaches to address to these environmental impacts, presenting a sustainable mobility paradigm (Trips: substitute or not make them; Distance: shorten trip length, land use planning; Mode: use public or non-motorized transport; Efficiency: improve circumstances of travel). The last section would present concluding remarks and lessons for policy.

II.B.9.b. Discussion

208. The discussion was initiated by brief presentations from members of the HS-Net Advisory Board that had reviewed the chapter in detail, namely Dr. Belinda Yuen, Dr. Debra Roberts, Professor Pamela Robinson, and Professor Peter Droege. Subsequently, a gender expert, Dr. Gina Porter, provided inputs based on her detailed review of the chapter. This was followed by an open discussion amongst all participants.

209. It was decided that this chapter should be renumbered as 'Chapter 9: Urban Transport and the Environment' in the revised structure of the GRHS 2013.

210. Several participants noted that they were quite happy with the revised outline of this chapter, and stated that it addressed most of the core issues related to urban transport and the environment. It was also stated that the outline is bold, as it does not shy away from the fact that we don't have answers to many of the transport problems that we face. It was noted that the structure and content of this chapter could inform the drafting of Chapter 1 as well.

211. Several participants noted that it is important that the chapter makes the point that development and environmental concerns 'are pulling in the same direction'. Otherwise, the environment will always come out on the loosing side, as the economy tends to take precedence. Thus, it is important to focus on co-benefits, e.g. development with positive environmental returns, such as improved health/safety or more efficient use of urban space. The main issue of concern here is the generally longer time horizon for environmental benefits to become apparent.

212. It was also suggested that the chapter should include a discussion of how to break the link between the growth and intensity of transport. It was noted that most countries (including China) aim for relative decoupling, while only a few countries for the absolute decoupling (Scandinavian countries, the UK, etc.). However, several participants noted that this discussion would be more appropriate in Chapter 1.

213. The chapter should also include a discussion of the potential contradictions between environmental sustainability and a global economy, based on cheap long-distance trade. Do we need to give up a global economy in order to be environmentally sustainable? What are the implications of such constraints to mobility? It was noted that the objective should be to make journeys possible, without the negative environmental effects.

214. Several participants noted that it is essential that the chapter contains a discussion of all the modes of transport discussed in chapters 2–6 of the report. In particular, it was noted that the chapter has to, *inter alia*, expand the discussion to include:

   a. The movement of goods (the revised outline deals almost exclusively on transport of people).

   b. Non-motorized transport. It was noted that this mode of transport can contribute significantly to greening cities and reducing the heat island effect. Thus, the issue is not to reduce the number of trips as suggested in the 'sustainable mobility paradigm', but rather to reduce the number of motorized trips.

215. It was noted that the chapter has a strong focus on carbon emissions, but that it should focus on other environmental issues as well. It was suggested that the chapter should include:

   a. Some linkage between this chapter and the chapter on the transport of commercial goods, because pressures on transporting freight often have impacts on achieving sustainable urban transport. This should include a discussion of movement on roads versus rails.

   b. A discussion, from an environmental perspective, of the fact that many cities are logistics centres, i.e. that they have ports and airports. The chapter has to include a discussion of how to manage the GHG emissions from bunker fuel and jet fuel within city emission inventories.

   c. A discussion, including some quantification, of the land area that transport networks take up in various cities, to give a better feel of their impact on the natural resource base. In particular there is a need to address the space requirements of goods transport.

216. Furthermore, the strong carbon focus should be tempered with an acknowledgment that there are major equity issues. There should thus also be a focus on how climate friendly approaches to transport can generate developmentally important co-benefits such as health improvements, employment opportunities, etc. Some participants queried whether the employment issues belong in this chapter or in the chapter on economic sustainability.

217. There are technological problems with respect to current urban transport. We are getting closer to the end of the 'oil age'. There is dependency of oil in all sectors of the economy, yet there does not seem to be an immediate technological solution for this. There is a need to move away from this dependence now. Developing countries do not have to follow the same (oil dependent) development path as that of developed countries.

218. The importance of the 'rebound effect' was highlighted with respect to technological developments. People tend to drive further in a 'cleaner' car, thus emissions may remain the same. It was also noted that technology can help a bit but the major question is people's behaviour. And, to the extent that there are some positive technological developments, these are often much too expensive to be applied in cities of developing countries. For example – with respect to public transport – technological awareness and know-how is not only related to the 'environmentally-friendly' bus itself, but also to its maintenance, which requires skilled personnel and high-tech tools. Thus, in many developing countries, if some improvements can be achieved in existing diesel buses, the emissions reductions could be more significant than with technologies that are locally unsustainable.

219. Directly linked to this, it was observed that the two main environmental issues of the chapter are carbon and energy. While carbon is the main focus in developed countries, energy is the primary focus of debates in developing countries.

220. One participant noted that simple 'solutions' do not always work, and cited the example of Delhi, India. Bus Rapid Transit (BRT) seemed to help in reducing GHG emissions and other pollution 10 years ago. However, ticket prices are high, and, as a result, many people had to change to two wheelers and in the end pollution has come back to the same level. Such examples show that modal shift and any other considerations have to be taken into account at the same time. The Delhi leadership was very hesitant to commence the BRT project (which is operating on only one road, 6km long) and there were huge debates on the extension of BRT into other roads. The future of BRT in Delhi is thus totally uncertain. The case of three-wheelers is another story – they are low emission and feeding into public transport.

221. The chapter needs to talk more about the pros and cons of alternative (non-carbon) sources of energy, including:

    a. Solar; and

    b. Bio-fuels (this should include a discussion of production of bio-fuels versus food).

222. Several participants noted that the chapter should include some mention of how transport infrastructure and networks could be deployed from a climate change adaptation perspective.

223. The chapter should also include a discussion on the linkages between technology and poverty. How can new technologies be introduced for the poor in a situation where the private sector wants to make money?

224. Most participants noted that the outline seemed to focus primarily on developed countries in general, and Europe in particular, and requested that the first draft of the chapter

should take a more global perspective, and look at the environmental issues in other regions as well.

225. Furthermore, some participants noted that the chapter should include more on poverty-related issues. A theoretical discussion of 'preferred' modes of transport is immaterial if people do not have a choice. In this respect, there are great differences between developed and developing countries.

226. Several participants noted that the 'sustainable mobility paradigm' added great value to the chapter, and that it is an important tool for translating the big, complex issue of sustainability into something concrete for practitioners. It is, however, important to ensure that this framework also takes into account the conditions in developing countries. The delivery of the 'sustainability mobility paradigm' seems to rely heavily on formal, centralized planning processes. But what happens where these institutions and frameworks don't exist? Thus, the discussion of the paradigm has to be tempered to global realities, level of car ownership, compact versus sprawling cities, developed versus developing versus least developed countries. Furthermore, the paradigm shift has to address the monitoring and control of emissions, the benefits from monitoring and enforcing legislation, and the role of education.

227. It was noted that not everyone is consuming the same and producing the same carbon emissions. Also, not everyone in developing countries sees a need to reduce GHG emissions. Many people in developing countries believe they have a political right to access 'carbon space', and that the responsibility for climate change is that of developed countries, who should therefore unilaterally reduce their emissions. In developing countries the issue is more whether emissions should increase by 100 per cent rather than by 500 per cent. For this reason, the chapter should focus more on pollution (in general) from urban transport, which is generally a more localized phenomenon. But, as some participants noted, should it be discussed in this chapter?

228. Participants stated that there is a need to make the link between transport and food security issues. As transport gets more expensive (due to peak oil) the movement of food could be affected.

229. In terms of attention to gender/age issues, participants noted, *inter alia*, that:

   a. More environmentally sustainable transport has the potential to improve gender equity across the world, if this includes better public passenger transport service provision.

   b. In oil-poor countries in sub-Saharan Africa, where women are usually the principal pedestrian 'head-loaders', higher oil costs could place an even greater burden on women and their children (in their role as pedestrian 'head-loaders') unless more/better (informal) transport provisions are in place to support movement of goods. Although this is an environmentally sustainable mode of transport, the implications for health and well-being of increased pedestrian 'head-loading' could be extremely serious (though evidence to date of health impacts is largely anecdotal).

   c. Increases in urban sprawl, unplanned transport systems and pollution associated with continued expansion of oil-based transport energy have considerable implications for women. With growing urban sprawl, women's time poverty will increase as time to destinations increases. Increased air pollution and traffic accidents will impact especially on women as principal family carers.

d. Rethinking of household and workplace organization and gendered task allocations (including child care/accompaniment in cities of developed countries) will be needed as environmental pressures increase. A new look at time/space activity planning is essential.

e. The impact of changing demographics – numbers and age patterns – requires serious consideration in the chapter.

f. Children and the elderly are particularly vulnerable to both traffic accidents and air pollution problems.

g. Reference is made to 'involving the people in transport planning' (p.8). 'Stake–holders' (including potentially more vulnerable groups such as women, children, youth, the elderly, the disabled) need careful identification. A full discussion of what is required for the process of participatory planning to have impact would be valuable – the potential for so-called participatory planning processes to do little more than tick the gender (and other similar) boxes is considerable. This is especially the case given the fact that the vast majority of transport planners in most regions are male.

230. A number of more specific observations were also made:

a. The typology of urban form should add a discussion of a mix of land uses (in addition to density).

b. Expand discussion on health to include mental health.

c. Health statistics from Ontario, Canada, seem to indicate that family violence happens late in the week; perhaps there is a case to argue that commuting increases family violence?

d. It was noted that Table 1 is an important table, although it clearly makes a case against bus and favours personal motorized vehicles. It was noted that the data needs to be re-examined, and deleted if not verifiable. The data may reflect the situation in the US, but is this typical for the rest of the world? Also, add non-motorized transport to Table 1.

e. Data in Table 2 needs to be updated. It was noted that data from developing countries may be more relevant and revealing.

f. With respect to Table 3, it was noted that the projections for 2070 seem too far into the future. How reliable are these? Which population projections have been used as the basis for this?

g. The data in Table 4 may be too generalized. Are the options relevant across all contexts? Perhaps the Table could be more specific and differentiated as per the context.

h. Figure 1 and the following box appear rather generalized and too focused on developed countries, and may not reflect the situation in developing countries.

i. Table 5 also appears too generalized, not reflecting the situation in developing countries.

j. The chapter should make reference to earlier issues of the GRHS series. In particular this chapter should refer to Chapter 6 or the GRHS 2009 (on bridging the green and brown agendas in planning) and the forthcoming GRHS 2011 (on cities climate change).

k. In terms of GHG emissions, the chapter should focus on per capita emissions in individual countries and cities, rather than on overall emissions.

II.B.10. Chapter 9: Economically Sustainable Urban Transport

II.B.10.a. Introduction

231. Professor Elliott Sclar, the consultant author of the chapter, presented the revised draft outline. He noted that the revised outline, in general, followed the original outline prepared by UN-HABITAT, and consisted of six parts, namely: Introduction; the global trends with reference to urban transport investments (infrastructure and technology) and the maintenance of infrastructure and assets; economics of urban transport; economic and financial considerations with respect to transport policy; innovation for sustainable urban transport and the conclusions. He noted that he considered access more important than mobility, and that it is important to identify which interventions work and which do not. However, he also noted that he preferred to discuss 'best principles' rather than 'best practices', as it is the principle rather than the practices that needs replication (e.g., the Bus Rapid Transit in Bogotá, Colombia, is not primarily about the buses, but about the idea of integrating new technologies into an existing transport system). He also noted the strong links between economics and the social and environmental aspects of sustainability; what is needed is thus a discussion of the political economics of sustainable urban transport.

II.B.10.b. Discussion

232. The discussion was initiated by brief presentations from members of the HS-Net Advisory Board that had reviewed the chapter in detail, namely Dr. Deike Peters, Professor Peter Droege, Professor Louis Albrechts, Dr. Ivan Tosics and Professor Samuel Babatunde Agbola. Subsequently, a gender expert, Mr. Jeff Turner, provided inputs based on his detailed review of the chapter. This was followed by an open discussion amongst all participants.

233. It was decided that this chapter should be renamed and renumbered as 'Chapter 10: The Economics of Sustainable Urban Transport' in the revised structure of the GRHS 2013.

234. Participants felt that the chapter outline was good and well conceived. However, participants also expressed a need for consistency in discussing the principal dimensions of sustainability. It was noted that the author should focus on the four pillars of sustainability as expressed in the GRHS 2013 original outline as opposed to the 'tripartite sustainability concept' introduced in the opening paragraph of the revised chapter outline. Furthermore, some participants noted that the chapter could be a little more visionary; taking more innovative ideas into account.

235. Some participants further noted that the author should not perceive urban transportation as a semi-public good, but instead should consider mobility as a basic good that has to be provided by the government. The majority of participants, however, noted that the chapter (and the entire report) should focus on access rather than the 'right to mobility'. In fact, the need for transport may be seen as a negative externality of economic development. In the end, access is the final product; mobility is just one of the means to achieve it. There is thus a need to include a discussion of the costs and benefits of mobility and access.

236. Some participants noted that the definition of economic sustainability given in the outline was excellent. However, there is need to consider borrowing some aspects from OECD definition of sustainability in transportation sector. This would introduce a whole new aspect of renewable resources into the argument, introducing a new perspective of the economics of sustainable transport.

237. With the 21st century global fuel crisis – and the challenges of climate change – it was felt that the chapter needs to explore the economics of global energy supply for transportation and how this relates to the need for new innovations to ensure sustainable urban transportation. Non-renewable resources cannot be the foundation for sustainable urban transport.

238. Several participants noted the importance of expanding the definition of economics to include the political economy. It is essential to always consider the 'for who' aspects of 'how to' achieve economically sustainable urban transport. This relates to income levels, as well as to age, gender, and various aspects of vulnerability. It is essential that the chapter states that economic instruments (and institutions) are not neutral.

239. Urban transport externalities are extremely important when discussing the economics of sustainable urban transport. It was felt that the chapter needs to provide an economic model to try and extrapolate them by modal split.

240. Some participants noted that the discussion in the chapter should not be restricted to walking versus rail, as this is a quantum jump. It would be more appropriate if the chapter included a wider range of modes, from walking, bicycling to tricycle, motor vehicles and rail.

241. It was noted with appreciation that the chapter includes a discussion of where funding for transport investments and policies comes from (who pays?) and how it is being used, including operation and maintenance costs, as well as recycling/waste management and disposal costs. One participant noted that in some countries (such as Hungary) the maintenance costs were only considered at a very late stage. What are the total costs (per kilometre), over its entire life-time of investments in various types of transport infrastructure? And what are the benefits to urban residents (passenger trips/kilometres)? Such a comparative economic analysis of the different modes of urban transportation would provide useful policy advice, with respect to identifying the most affordable modes for different contexts (cities and regions). This discussion needs to be supported with authoritative figures and statistics.

242. Related to this, several participants noted the importance of infrastructure-related value capturing. Many of the richest people in the world have made their fortune from real estate, in most cases in cities with good public transport. Real estate investors have reaped the benefits from increasing land and property values due to public infrastructure investments. There is considerable room, in most cities, to increase taxes on such land and property value increases. As an example, a participant noted that the metro in Hong Kong is profitable, due to the fact that 67 per cent of its revenues come from real estate contributions (above the stations), and not from the fare box. Hong Kong has managed to include urban development considerations into the functioning of an otherwise completely business-oriented company. It was also noted that value capturing might be easier in the case of fixed track developments, though there are also good cases of rubber tyre developments value capturing (from the Republic of Korea).

243. Discussions on how investments on the economic side of transport could spiral to social, environmental or institutional sectors should be evident from the chapter. This was noted to be important in helping the chapter make strong linkages with other chapters in the report. The discussion should need to be supported with clear examples.

244. Some participants also felt that the chapter outline needs to be clear on economic governance, its relation to urban transport, and the possible model the author is going to use to describe the same.

245. It was further observed that the outline lacked clear examples to demonstrate different economic instruments discussed. Furthermore, in discussing innovative urban transport

financing practices and approaches, it was noted that the chapter may need to highly rely on case studies where adaptable lessons can drawn. Such examples are important in helping move from a theoretical framework to reality.

246. It was further noted that the chapter needs to avoid creating an impression that an ideal mode exists in urban transport, but instead work towards integrating different modes. Solutions, it was noted, lie in integrating the different modes of urban transport.

247. Some participants noted that the costs of public transport may not be recoverable directly from users. There is thus a need for a wider understanding of the economics of public transport which goes beyond the immediate construction, operation and maintenance costs, but looks at the wider economic impacts of different modes of transport (such as accidents and other health costs, alternative uses of land, etc.). Thus, new transport investments should not be evaluated one-by-one but as part of a whole transport system.

248. The issue of one whole, rather than many segmented urban transport systems was noted by several participants. Competitive markets often leads to segmentation, which does not allow for integrated ticketing systems. Such integrated transport systems may be the most effective manner of facilitating public transport, by facilitating combinations of several different transport modes. This issue links the chapter to chapter 11 (on institutional sustainability).

249. Several participants raised the important issue of subsidies in the urban transport sector. Not only may there be a need to find ways to subsidize public transport, private motorized transport is already heavily subsidized. One participant noted that perhaps the word 'subsidy' should be avoided due to negative connotations; perhaps 'compensation' would be a better phrase. Furthermore, it was noted that public transport does not have to be subsidized; there are examples where mass-transit is profitable.

250. Several participants noted the lack of discussion of freight in the chapter. This has to be addressed, as about 30 per cent of all transport is transport of goods.

251. Key gender related issues were also raised and discussed, including:

    a. In section II of the outline, global trends in urban transport investments (infrastructure and technology) and maintenance of infrastructure and assets, participants felt that it would be useful to understand the gendered nature of such global investments;

    b. In section III of the outline, needs to discuss the fundamental shift in economics including time burden and poverty generated by inappropriate infrastructure, inflexible public transport and insecure travel was expressed;

    c. It was further felt that the outline needs to explore who decides on social costs and /or benefits in urban transport. Do we have participatory gender budgeting in urban transport?

    d. Further, the outline should use gender disaggregated data. It was, however, noted that it may be difficult to find such gender disaggregated data. In particular, one participant noted that such data are very hard to come by in the public transport sector.

    e. One participant noted that in the UK, public subsidies seem to favour rail-based public transport (which is primarily used by men), instead of buses (which are primarily used by women).

f. It is important to include a discussion of the time burden of women in the discussion, e.g. the economics of their time use.

g. The chapter should take note of the issue of changing demographics and its relationship to the economic sustainability of urban transport, notably the changing age structure in many cities.

252. A number of more specific observations were also made:

a. The discussion on innovations (section V) should be expanded to include social innovations.

b. The chapter needs to be enriched by more empirical examples, and convincing data.

c. Several participants noted that the language of the outline is too academic, and that there is a need to translate this for the audience of the report.

d. It was further felt that the author should be careful while using terms like 'best principles' or 'best practices', as these are context- and time-specific. Other participants, however, noted that the author has already taken this into account.

e. Brief text boxes should be used to illustrate alternative policies.

f. Participants observed that the author should avoid long and compound sentences that make reading tiresome. Careful editing and spell checks should be done. This would help avoid repetitions as noted in the second paragraph of the outline where the terms 'urban' and 'economy' were each used three times while 'understanding' and 'actual' were each used two times. Additionally the author should avoid using vague terms such as 'global north' and 'global south' (a representative of the Secretariat noted that the terms of reference for the chapter authors, requests authors to use the terms 'developing countries' versus 'developed countries').

g. Several participants noted the lack of capacity among many local governments in terms of tendering for infrastructure developments. Other participants noted that this would be an issue to discuss primarily in chapter 11 (on institutional sustainability).

h. The growth of mobile telephony/communication was felt to have impacts on urban travel. It was felt that the chapter need to analyse these impacts on the economics of travel and answer questions such as; to what extent has the telephony reduced need to travel? What are the economic impacts of the reduced need to travel?

II.B.11. Chapter 10: Social Sustainability of Urban Transport

II.B.11.a. Introduction

253. Professor Margaret Greico, the consultant author of the chapter, presented the revised draft outline. After introducing the purpose of the chapter, she highlighted the neglect of the social dimensions of sustainable urban transport and how the chapter would underscore the need to redress this neglect. She stressed the need for planners (and economists) to include the requirements of the end-user when developing urban transport models. She also referred to the tensions between social sustainability and other dimensions of sustainability within the context of urban transport. She then briefly introduced the remaining contents of the chapter, which would focus on the following: global conditions, trends, challenges, policy responses and innovative practices related to urban transport accessibility and affordability, gender, age,

disability, and safety and security. Finally, the chapter will outline concluding remarks and lessons policy.

II.B.11.b. Discussion

254. The discussion was initiated by brief presentations from members of the HS-Net Advisory Board that had reviewed the chapter in detail, namely Professor Pamela Robinson, Dr. Ivan Tosics, Mr. A.K. Jain, Dr. Graham Tipple and Professor Alfonso Iracheta (whose comments were read, in his absence, by the session Chair). Subsequently, a gender expert, Ms. Wendy Walker, provided inputs based on his detailed review of the chapter. This was followed by an open discussion amongst all participants.

255. It was decided that this chapter should be renumbered as 'Chapter 8: Social Sustainability of Urban Transport' in the revised structure of the GRHS 2013.

256. The author of the chapter was commended for having prepared a clear and comprehensive outline which is in line with the chapter's terms of reference. Participants also expressed their appreciation about the inclusion of the chapter and indicated that its messages should be mainstreamed across the entire report. However, several participants noted that the chapter was too narrow in its discussion of the social aspects of urban transport, focusing inadequately on gender, age and disability issues. It was noted that the terms of reference for the chapter identifies a wider range of social issues. In particular, it was noted that the proposed case studies should widen their scope and discuss social sustainability from the perspective of all social groups.

257. The general consensus was that despite its significance, the social dimension of sustainable urban transport has been largely neglected as compared to the ecological and environmental dimensions of sustainability. It was emphasised that this neglect was not accidental but rather intentional. The dominance of the perspective of 'economists' and 'transport engineers' in transport planning was identified as one of the possible explanations for this neglect. It was therefore noted that the chapter should clearly illustrate why the 'social dimension' is imperative for enhancing the sustainability of urban transport. It is also necessary to clearly outline the consequences of neglecting the social aspects of urban transport sustainability (e.g. social unrest). The chapter should highlight the benefits of addressing social concerns related to urban transport (e.g. in terms of addressing health, education, employment inequities, etc.). Transport can be used to create links between deprived and well-off areas, reduce social exclusion and facilitate area-based economic development in deprived areas.

258. Participants expressed their concern that the global economic crisis would exacerbate the neglect of the social elements of urban transport. There is a new sense of urgency that social sustainability may be left out within the context of the crisis and related cuts in public subsidies and support. Furthermore, declining household budgets related to the global crisis lead to new kinds of vulnerabilities.

259. Nevertheless, the chapter should not pit the pillars of sustainability against each other but rather emphasise their complementarily. It should be stated that the other dimensions of sustainable transport can not be achieved without full consideration of the social dimension, whether this is in developed or developing countries. Furthermore, the chapter needs to emphasise that the 'human element' must be prioritised in urban transport planning as transport is primarily intended to serve the needs of urban residents (and not the other way around). It was felt that the chapter should adopt a rights-based approach to urban transport and argue, from the beginning, that transport is a basic right. However, a member of the

Secretariat noted that the chapter (and the entire report) should go beyond a focus on mobility and transport as a human right and also focus on accessibility. In the end, access is the final product; mobility is just one of the means to achieve it. There is thus a need to include a discussion of how to achieve equity in access in urban areas.

260. In defining social sustainability, it was noted that the chapter should take on a regional perspective to highlight contrasts in different contexts.

261. An extended debate took place in relation to methodologies and tools for assessing social sustainability in urban transport, and also inequities. It was noted that the tools exist and should be highlighted in the chapter even if they are not being applied widely in reality. For example, it was pointed out that social impact assessments are rarely undertaken for transport projects, whereas environmental impact assessments are often mandatory. Social impact assessments are not popular due to the extensive social implications of many transport projects (e.g. displacements). They are also usually undertaken after the planning for projects has been finalized. The benefits of community-driven social-impact assessments were underscored.

262. Participants indicated that the chapter should make clear linkages between urban transport trends and urban poverty. For example, there are compelling statistics that the poorest urban residents spend the highest proportion of their income and time on transport. There are also examples of policy responses to this (e.g. Brazil's policy that employers need to cover transport costs which represent more than 6 per cent of their employee's income). However, caution is required here as a uniquely pro-poor argument limits the focus on the affordability of fares and leads to the design of cheap, yet low-quality services. As such, it was stated that 'social' issues encompass far more than 'poverty' or the 'poor' alone. One participant indicated that everybody should be a winner – whether it is the rich, the middle- or low-income groups – to generate sustainable outcomes.

263. The linkages between urban transport infrastructure and poverty were queried. Given that most infrastructure investments benefit wealthier segments of a city, it is important to call for pro-poor infrastructure planning. One participant felt that the new shift towards private sector provision of urban transport can potentially increase the vulnerability of marginalized groups (as compared to government operated transport services). Transport investments can be used for the purposes of poverty alleviation. One participant noted that social impact assessments are often undertaken only after infrastructure plans have been finalized, and stressed that this is far too late in the planning process. Other participants noted that social sustainability goes beyond a pro-poor approach.

264. The chapter should consider the social sustainability of both formal and informal urban transport. One participant suggested that formal transport has a more socially equitable approach whereas informal transport takes this into account less.

265. The importance of governance (and participatory planning) for building social sustainability in urban transport was underscored. The need to consider and give a voice to relevant stakeholders in the urban transport planning process was emphasised. There are many examples of communities successfully resisting the implementation of unsustainable transport projects and these could be highlighted.

266. In addition, participants pointed out that institutional space and capacity to address social issues in transport ministries and other concerned government institutions was crucial. In this regard, the influence and role of disadvantaged groups is important.

267.   In addition, a number of specific comments were made including the following:

a.   Issues of social justice or equity have both horizontal and vertical dimensions.

b.   Ethnicity should be included as one of the elements of transport disadvantage (e.g. the Roma in Europe).

c.   Environmental justice issues should be considered.

d.   Tax systems tend to charge the poor more than other social groups.

e.   Clean technologies in urban transport remain inaccessible to the urban poor.

f.   The chapter should clearly outline messages for politicians and policy makers who are the main targets for the report.

g.   There is an absence of data on the social sustainability of urban transport.

h.   How does the social sustainability of urban transport relate to disaster preparedness and climate change?

i.   Consider policy tools such as crime prevention through environmental design in North America.

II.B.12. Chapter 11: Urban Transport Institutions and Governance

II.B.12.a. Introduction

268.   Professor Harry Dimitriou, the consultant author of the chapter, presented the revised draft outline. He noted that the revised outline, in general, followed the original outline prepared by UN-HABITAT, and consisted of seven parts, namely: Introduction; definitions of urban transport institutions and governance structure; the global conditions and trends with reference to urban transport institutional development and governance; the challenges of urban transport institutions and governance; policy responses to these challenges; innovative and successful practices for improving urban transport institutions and governance; and finally the conclusions. He noted that without addressing the institutional frameworks – sustainability may not be achieved in the urban transport sector. He noted that privatization in the transport sector often led to asset stripping, as the key concern was profit rather than value for consumers. Likewise, he noted that mega-projects in the transport sector often avoided existing institutional frameworks, which created problems, while also offering opportunities (in particular with respect to integrated planning within the project itself). In such situations new institutions were often created, which have often proved to reduce overall efficiency. He also noted the importance of acknowledging the role of the political economy within urban governance structures and the role played by various interest groups.

II.B.12.b. Discussion

269.   The discussion was initiated by brief presentations from members of the HS-Net Advisory Board that had reviewed the chapter in detail, namely Professor Pamela Robinson, Dr. Ivan Tosics, Mr. A.K. Jain, Dr. Graham Tipple and Professor Alfonso Iracheta (whose comments were read, in his absence, by the Chair of the session). Subsequently, a gender expert, Mr. Jeff Turner, provided inputs based on his detailed review of the chapter. This was followed by an open discussion amongst all participants.

270. Participants noted that the proposed structure and content of Chapter 11 outline is well developed, comprehensive and very well organized. The outline also emphasises the importance of good governance and adequate institutional capacity to carry out sustainable transport policy.

271. Participants felt that under multilevel governance, there is need to emphasize the role(s) played by public consultation and environmental impacts assessment. Furthermore, the outline needs to be clear on who is actually involved in consultative processes and whether their concerns and the outcomes of the process are actually incorporated in the urban transport planning process.

272. Emphasizing the importance of governance in achieving sustainable urban transport, participants stated that the outline should explore how this pillar of sustainability facilitates or hinders the achievement of other key dimensions of sustainability – social, economic and environmental. Additionally it was felt that the outline needs to put a strong emphasis on exploring limitations of current governance structures in holistically responding to sustainability issues.

273. Some participants suggested the need for the outline to give priority to transport to work areas – the so-called metropolitan or city-region areas – by analysing the extent to which this territorial level could become a general spatial scale for governance, making integrated transport development possible. They noted the fact that the institutions that govern urban transport often transcend the city government. Decisions are often taken at the national or regional/provincial level. Likewise, many of the decisions that are (or may be) taken at the city level are hampered by the fact that the metropolitan area often extends beyond the boundaries of the city government. Thus, the chapter needs to discuss a clear jurisdictional domain of power (i.e. where it starts or ends) as a key challenge in urban transport infrastructure provision.

274. Referring to the first paragraph of the outline, participants noted that the outline and the subsequent chapter should not be devoted primarily to formal urban transport. It was noted that it should also address institutional arrangements regarding small motorized and non-motorized vehicles (formal and informal) which are responsible for more than half of total urban trips and that respond to the mobility needs of low-income populations where neither government nor formal transport markets have succeeded.

275. Participants noted that the chapter outline should go beyond 'government, quasi-government and non-government actors' to include 'working class within motorized and non-motorized transport' and their related organizations such as transport cooperatives and trade unions. Additionally, vertical and horizontal integration of these multiple transport institutions, as well as related points of conflict and cooperation, need to be further explored.

276. Directly related to this, some participants noted that the outline was focusing on 'hard' institutions, and in the process ignoring 'soft' institutions. In practice, it is essential to also consider local/community institutions and their roles and capabilities. Furthermore, it is also essential to consider the role of leadership. Strong (or rather persuasive) leaders are essential. It was also noted that 'institutions' can also be rules and regulations.

277. Participants further noted that, the growth of urban traffic has not had a commensurate expansion of existing institutions to address challenges related to the growth. The revised chapter outline thus needs to highlight and discuss how existing institutions are addressing and or coping with the challenges related to the growth.

278. It was further noted that urban transport education, research institutions and university programs deserve some analysis within the chapter. This is because most new knowledge and technology come from these actors and thus are influential in both public policy and urban mobility culture development.

279. Participants noted that the outline needs to clearly answer simple and visible governance problems related to poor road maintenance, poor public transport, congestion, lack of public transport in non-metro cities, corruption, among others.

280. It was further noted that transport service providers lack the methods needed to effectively undertake cost-benefit assessment for sustainability planning. Participants noted that the outline needs to explore other methodological and institutional weaknesses that prevent transition to a more sustainable transport system.

281. Several participants noted that the outline does not address gender (or age) concerns. The chapter author acknowledged this and stated that this will be addressed in the first draft of the chapter.

282. One participant noted that the chapter should include a discussion of port authorities, which are often very powerful in coastal cities. In general, the chapter lacks discussion of the transportation of goods, and this ought to be addressed in the first draft of the chapter.

283. Key gender related issues were also raised and discussed, including:

    a. In section 3:

        i) Mention the increasing global trend of regulations for mainstreaming gender equity and other social factors into policy-making.

        ii) Mention the focus on urban safety in the illustrations

        iii) Mention efforts for community involvement participation.

    b. In section 4:

        i) Highlight the role urban poverty, social exclusion and urban safety as influences has on governance.

        ii) Highlight the role of technology in changing governance itself.

        iii) Highlight the challenge for institutional organisational culture; business processes and staff skills development to tackle social equity and user group involvement, especially as these are often very male-dominated institutions.

        iv) There is a need for new protocols and practices for greater user, gender and community involvement.

    c. In section 5:

        i) Use examples of changes in changing gender profile of staffing, processes towards community involvement, and using technology for changing governance.

284. A number of more specific observations were also made:

    a. One participant exemplified the lack of institutional framework in the urban transport sector in many countries by citing examples from cities in Iraq, Ghana and other countries where there appears to be no cooperation between infrastructure providers, and/or where populations have increased dramatically during the last decades without any expansion (or even maintenance) of transport networks. In many such cities

people routinely expect to spend more than two hours to travel from their homes to their work-place (and a similar amount of time to return). Despite this, it is important to note that people and goods are still moving around. Thus the chapter has to also focus on the informal sector.

b. Another participant noted that there are some examples of exceptionally good Mayors, with a vision of what is required, which have been leading for 20–25 years, and thus have had time to implement their vision. Such examples are, however, few and far between.

c. Many major infrastructure development projects in developing countries are donor driven and are implemented outside exiting institutional frameworks.

d. One participant noted that the penultimate paragraph is very important. Institutions are simply not expanding to fit the challenge. The participant also noted that brain drain is very serious, as well as the need for political will to face 'longer-than-our-term of office' challenges.

e. Some participants also noted that the role of technologies in changing governance of urban transport should not be overlooked in the chapter.

f. It was further noted that the outline may need to highlight some resources or capacity-building institutions where imperfect urban transport institutions could get support/training to improve their capacities. This can perhaps be achieved using a text box.

II.B.13. Chapter 12: Towards Sustainable Urban Transport

II.B.13.a. Introduction

285. Professor Robert Cervero, the author of the chapter 12, 'Towards Sustainable Urban Transport', briefly introduced the chapter outline. He noted that future urban transport must be sustainable in all four fronts (social, economic, environmental and institutional). He further indicated that the chapter will review practices, policies and strategies that can be implemented within the context of urban design, planning and governance, especially by urban local authorities, but also by national governments. The author also presented illustrative core themes to be covered in the chapter. However, he noted that the chapter will draw heavily from materials and lessons from all the other preceding chapters. Given that the other chapters are still under development, the author noted that what he presented was only indicative.

II.B.13.b. Discussion

286. The initial discussion was led by HS-Net Advisory Board members that had reviewed the chapter in detail namely Dr. Belinda Yuen, Dr. Debra Roberts, Professor Mee Kam Ng, Professor Alfonso Iracheta (whose comments were read, in his absence, by the Chair of the session) and the gender expert, Ms. Wendy Walker. Subsequently, the discussion was open to the floor.

287. A major conclusion of the discussion was that the chapter needs to analyse and conclusively discuss all key findings, lessons and messages coming from other parts of the report. As the final chapter that distils practices and policies, it was also noted that the chapter needs to highlight existing best practices and 'how to' issues from different contexts in a

manner that is clear to policy makers who are among the key target group of the report. Additionally, the need for a clear linkage between chapters 1 and 12 with a clear indication on how challenges identified in chapter 1 are addressed in chapter 12 was emphasized.

288. Participants noted that the chapter needs to provide a matrix for policy challenges and measures to achieve sustainable urban transport. This will provide signposts for politicians and policy makers and allow them to mix and match different options for sustainable urban transport. It was however acknowledged that it is challenging to provide selected policy directions and recommendations as these will have to resonate at the national level yet be implemented at the local level.

289. It was further noted that the chapter needs to make clear the key messages to specific audiences in different contexts. There is need to structure and pre digest the policy messages for different levels of policy makers (global, national and local) and also to other audience within the different sectors of transport. The chapter should look at scenarios from different industries and then discuss how sustainable urban transport can solve these challenges.

290. Participants queried to what extent it should be assumed that readers of the report have background knowledge on urban transport. This, it was indicated, would affect the level at which the contents and findings of the report have to be pitched.

291. The Secretariat elaborated that the mandate for the preparation of the Global Report on Human Settlements originates from the UN General Assembly. Accordingly, its main audience are politicians even if in reality it is technical and lower level bureaucrats that are reading the report. Most importantly, the report should be written in a language for people with no background information on transport. Although researchers and planning schools are using the report extensively, they are not the primary audience of the report.

292. It was also noted that the concluding themes presented in the outline could be enriched with;

    a. The idea of urban transport as closely related and integrated to that of sustainable urban mobility;

    b. The idea of sustainable urban transport as a 'human right', within the GRHS 2013's wider focus on accessibility;

    c. The idea of sustainable urban transport as part of an integrated sustainable urban (metropolitan) development;

    d. The idea that sustainable urban transport needs to be analyzed from public policy, spatial (local-regional-national-international) and temporal (history-present-prospective) perspectives; and

    e. The idea that any urban transport analysis needs to consider all social actors involved.

293. Finally, participants pointed to a number of issues which need to be considered including the following:

    a. Gender related policy recommendations;

    b. New concepts in sustainable urban transportation as opposed to relying on the old concepts in the sector;

    c. Trends, conditions and policies in developing regions;

    d. How to cope with future transport growth;

e. The need to emphasise the importance of participatory planning and decision making at the local level;

f. Issues of power, especially in relation to the transport industry;

g. Influence of globalization on the urban transport crisis;

h. The differentiated implications of the urban transport crisis for different groups (e.g. banks investing in infrastructure may benefit from the crisis);

i. Role of political ideologies on the urban transport crisis;

j. Safety and security concerns in urban transport;

k. Role of two wheelers in rising motorization in Asia;

l. The potential role of urbanization in responding to urban transport challenges;

m. The scale and scope of policies, with a focus on local decision-making;

n. The role of urban transport in creating green jobs; and

o. The negative externalities of urban transport which are not captured by the marked.

Annex I. List of Participants

HS-NET BOARD MEMBERS

Albrechts, Louis — Chair, HS-Net

Roberts, Debra Vice — Chair, HS-Net

Agbola, Samuel Babatunde

Droege, Peter

Jain, A.K.

Ng, Mee Kam

Peters, Deike

Robinson, Pamela

Tipple, Graham

Tosics, Ivan

Yuen, Belinda

UN-HABITAT

Jensen, Inge

Kehew, Robert

Kinyanjui, Michael

Mutiso Kyalo, Naomi

Schlosser, Christian

Yemeru, Edlam Abera

CONSULTANTS, GLOBAL REPORT ON HUMAN SETTLEMENTS 2013

Allen, Heather

Banister, David

Cervero, Robert

Dimitriou, Harry

Grieco, Margaret

Rodrigue, Jean-Paul

Sclar, Elliott

Teewari, Geetam

GENDER EXPERTS

Porter, Gina

Turner, Jeff

Walker, Wendy

Annex II. Programme of the 7th HS-Net Advisory Board Meeting

Date	Time	Focus & Speakers	Chair
Monday **8 November**	9.00am-9.30am	Opening & Adoption of Agenda	Louis Albrechts
	9.30am-11.00am	HS-Net Activities	Louis Albrechts
	11.00am-11.15am	Coffee	
	11.15am-1.15pm	Chapters 1: The Crisis of Sustainability in Urban Transport Chapter 12: Towards Sustainable Urban Transport *Robert Cervero*	Graham Tipple Louis Albrechts
	1.15pm-2.15pm	Lunch	
	2.15pm-4.15pm	Chapter 2: Private Motorized Transport *David Banister*	Deike Peters
	4.15pm-4.30pm	Coffee	
	4.30pm-6.30pm	Chapter 3: Public Transport *Heather Allen*	Debra Roberts
Tuesday **9 November**	9.00m-11.00am	Chapter 4: Commercial Goods Transport *Jean-Paul Rodrigue*	Belinda Yuen
	11am- 11.15am	Coffee	
	11.15am-1.15pm	Chapter 5: Informal Motorized Transport *Robert Cervero*	Ivan Tosics
	1.15pm-2.15pm	Lunch	
	2.15pm-4.15pm	Chapter 6: Non-Motorized Transport *Geetam Teewari*	Peter Droege
	4.15pm-4.30pm	Coffee	
	4.30pm-6.30pm	Chapter 7: Integrated Land-Use and Transport Planning *Harry Dimitriou*	Pamela Robinson
	7.30pm-9pm	Dinner (Hosted by UN-HABITAT)	
Wedesday **10 November**	8.30am-10.30am	Chapter 8: Urban Transport and the Environment *David Banister*	A.K.Jain
	10.30am-10.45pm	Coffee	
	10.45pm-12.45pm	Chapter 9: Economically Sustainable Urban Transport *Elliot Sclar*	Mee Kam Ng
	12.45pm-1.45pm	Lunch	
	1.45pm-3.45pm	Chapter 10: Social Sustainability of Urban Transport *Margaret Grieco*	Babatunde Agbola
	3.45pm-4.00pm	Coffee	
	4.00pm-6.00pm	Chapter 11: Urban Transport Institutions and Governance *Harry Dimitriou*	Deike Peters
	6.00pm-6.30pm	Closing	Louis Albrechts

Annex III. HS-Net Annual Report (October 2009- November 2010)

2008–2009 Activities: Progress

1. During the sixth meeting of the HS-Net Advisory Board,[4] a calendar of activities to guide the work of HS-Net during the 2009–2010 period was presented. While progress made with all activities planned for execution during this period is indicated in Annex 1, the key developments are highlighted below.

HS-Net

2. Since the restructuring of HS-Net in 2009

   a. By the end of 2008, the number of HS-Net members had reached 148. Following the restructuring of the network in 2009, a mailing list of 825 recipients consisting mainly of academic and research institutions (including over 500 urban planning schools/departments), researchers and civil society actors has been created.

   b. Since January 2010, an e-newsletter on the Global Report on Human Settlements has been prepared and shared quarterly through the HS-Net mailing list (http://www.unhabitat.org/content.asp?typeid=19&catid=555&cid=8238). The HS-Net Secretariat has begun to receive feedback from members with regards to the Global Report on Human Settlements.

   c. A positive increment has been observed in the number of individuals requesting to be added to the HS-Net mailing list with 60 new registrants since January 2010.

The Human Settlements Global Dialogue Series

3. The series was phased out at the end of 2009 but published papers continue to be available online.
   (http://www.unhabitat.org/content.asp?typeid=19&catid=328&cid=3178).

2010 UN-HABITAT Cities Lecture

4. The candidate selected as the winner of the 2010 UN-HABITAT Cities Lecture Award had initially accepted the Award, before later indicating his inability to attend the Lecture Award ceremony during the fifth session of the World Urban Forum, Rio de Janeiro, 22–26 March 2010. Given that the delivery of a lecture before a live audience is a mandatory element of the Award, the 2010 Award was cancelled.

5. Since then, UN-HABITAT has undertaken a review of progress with the Award since its launch in 2006. It was concluded that the Award had failed to realise its original objective which was 'to stimulate global debate and provoke new thinking in the field of human settlements and to raise global awareness of human settlements issues and of the Habitat Agenda in general'. UN-HABITAT senior management thus decided to suspend the Award until further notice.

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4.   19–21 October, 2009.

Global Report on Human Settlements 2011: Cities and Climate Change

6. The second revised drafts of the GRHS 2011 were submitted by authors between April and June 2010. UN-HABITAT is currently finalizing the chapters for submission to the co-publisher by 1 November 2010.

7. The report will be launched immediately before, during and after the 23rd session of the Governing Council of UN-HABITAT, 11–15 April 2011.

Global Report on Human Settlements 2013: Sustainable Urban Transport

8. The initial outline of the GRHS 2013 was finalized in May 2010. Consultant authors have been identified to prepare the 12 chapters of the GRHS 2013 and 3 thematic and 8 regional studies.[5]

9. Some 20 city case studies will be commissioned to enrich the contents of the report.

10. First draft outlines of the 12 chapters of the GRHS 2013 will be ready at the beginning of October 2010 and reviewed extensively during the 7th HS-Net Advisory Board meeting.

11. Based on past experience, the preparation of regional and thematic studies has been scheduled to be completed earlier than was the case with previous reports, so that they will be completed and available to the authors of the 12 chapters well before the submission of the first draft of their chapters.

12. The schedule for the preparation of the GRHS 2013 after the 7th HS-Net Advisory Board meeting is as follows:

    a. Comments from the HS-Net Advisory Board, UN-HABITAT and other experts on the first draft chapters will be consolidated and sent to authors by the end of December 2010.

    b. Authors are expected to submit first draft chapters to UN-HABITAT by 31 August 2011.

    c. First draft chapters will be reviewed by the HS-Net Advisory Board, UN-HABITAT and other experts in November 2011 during the 8th HS-Net Advisory Board meeting.

    d. Authors are expected to submit second draft chapters to UN-HABITAT by 31 March 2012.

    e. The final draft of the report is expected to be submitted to the publisher by 1 October 2012 and the report (including an Abridged Edition) will be launched during the 24th session of the Governing Council of UN-HABITAT (March/April 2013).

Forthcoming activities

A proposed calendar of activities for the period of 2010 to 2011 is provided in Annex II. HS-Net Advisory Board members are kindly requested to share their comments and/or queries on the calendar with the HS-Net Secretariat.

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5.   The 8 regional studies focus on sustainable urban transport in the following regions: Anglophone Sub-Saharan Africa; Eastern Asia; Francophone Sub-Saharan Africa; Latin America and the Caribbean; North Africa and Western Asia; South-Eastern Asia and the Pacific; Southern Asia; and Transitional Countries. The 3 thematic studies focus on the relationship between sustainable urban transport and: gender; elderly and disabled; and children and youth.

Annual Report Annex 1: HS-Net Calendar of Activities 2009–2010: Progress

ACTIVITY		MILESTONES	PROGRESS
HS-Net	Mailing list	(1) Secretariat to finalize the HS-Net mailing list	(1) Mailing list has been created and continues to be expanded
		(2) Secretariat to send quarterly e-newsletters on the Global Report on Human Settlements through the mailing list	(2) Done
	7th HS-Net Advisory Board Meeting	Meeting held by end February 2011	Done
2010 UN-HABITAT Cities Lecture	Dissemination	(1) Lecture Award ceremony held during WUF 5, Rio de Janeiro, 22–16 March 2010	(1) Cancelled
		(2) Lecture published electronically for dissemination by WUF 5, Rio de Janeiro, 22–16 March 2010	(2) Not applicable
		(3) DVD of Lecture finalized by June 2010	(3) Not applicable
Global Report on Human Settlements 2011: Cities and Climate Change	Review of first draft chapters	First draft chapters reviewed by UN-HABITAT, HS-Net Advisory Board and experts and consolidated comments sent to authors by end November 2009	Done
	Second draft chapters	Submitted to UN-HABITAT by authors by 31 March 2010	Done
	Review of second draft chapters	Second draft chapters reviewed by UN-HABITAT, HS-Net Advisory Board and experts and consolidated comments sent to authors by end May 2010	Done
	Final draft chapters	Submitted to UN-HABITAT by authors by end June 2010.	Done
	Launching of report	During the 23rd session of the Governing Council of UN-HABITAT (11–15 April, 2011)	On track
	Case studies	Final reports posted online by end April 2010.	On track
Global Report on Human Settlements 2013: Sustainable Urban Transport	Outline	To be finalized by UN-HABITAT by end April 2010	Done
	Team of authors	Team of authors to being work by end August 2010	Done
	First draft chapters	Submitted to UN-HABITAT by authors by end January 2011	First draft chapters to be submitted by 31 August 2011
	Review of first draft chapters	Drafts reviewed by UN-HABITAT, HS-Net Advisory Board and other experts and consolidated comments sent to authors by end March 2011	Consolidated comments on first draft chapters to be sent to authors by end December 2011
Global Report on Human Settlements 2015	Selection of theme	Theme selected by end January 2011	Deadline shifted to mid 2011
	Detailed Outline	Draft outline of the report ready by end April 2011	Deadline shifted to mid 2012

Annual Report Annex 2: HS-Net Calendar of Activities 2010–2011

ACTIVITY		MILESTONES
HS-Net	Mailing list	(1) Secretariat to continue sending quarterly e-newsletters on the Global Report on Human Settlements through the mailing list (2) Secretariat to expand and diversify the HS-Net mailing list (in particular to increase the number of local government recipients)
	8th HS-Net Advisory Board Meeting	Meeting held by end of 2011 (tentatively scheduled for 30 October – 3 November 2011)
	Reconstitution of the HS-Net Advisory Board	The term of the current HS-Net Advisory Board is supposed to expire in June 2011. The Board will thus be reconstituted by the end of May 2011. Some members will be retained to ensure continuity while new Board members will also be appointed
Global Report on Human Settlements 2011: Cities and Climate Change	Launch	Report launched during the 23rd session of the Governing Council of UN-HABITAT (11–15 April 2011)
Global Report on Human Settlements 2013: Sustainable Urban Transport	First draft chapters	Submitted to UN-HABITAT by authors by 31 August 2011
	Review of first draft chapters	Drafts reviewed by UN-HABITAT, HS-Net Advisory Board and other experts and consolidated comments sent to authors by 31 March 2012
	Second draft chapters	Submitted to UN-HABITAT by authors by 31 March 2012
	Final drafts submitted to publisher	Final drafts submitted to the publisher by 1 October 2012
	Launch	Report launched during the 24th session of the Governing Council of UN-HABITAT (March/April 2013)
Global Report on Human Settlements 2015	Selection of theme	Theme selected by mid 2011
	Detailed Outline	Draft outline of the report ready by mid 2012