

# G20 Leaders Conclusions on Transportation, 2008-2010

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## Summary of Conclusions on Transportation in G20 Leaders Documents

Year	# of Words	% of Total Words	# of Paragraphs	% of Total Paragraphs	# of Documents	% of Total Documents	# of Dedicated Documents
2008 Washington	0	0	0	0	0	0	0
2009 London*	0	0	0	0	0	0	0
2009 Pittsburgh	0	0	0	0	0	0	0
2010 Toronto*	46	0.4	1	0.7	1	50	0
2010 Seoul	296	1.9	4	1.8	2	40	0
Average	68.4	0.46	1	0.5	0.6	18	0

### Notes:

Data are drawn from all official English-language documents released by the G20 leaders as a group. Charts are excluded.

“# of Words” is the number of transportation-related subjects for the year specified, excluding document titles and references. Words are calculated by paragraph because the paragraph is the unit of analysis.

“% of Total Words” refers to the total number of words in all documents for the year specified.

“# of Paragraphs” is the number of paragraphs containing references to transportation for the year specified. Each point is recorded as a separate paragraph.

“% of Total Paragraphs” refers to the total number of paragraphs in all documents for the year specified.

“# of Documents” is the number of documents that contain transportation subjects and excludes dedicated documents.

“% of Total Documents” refers to the total number of documents for the year specified.

“# of Dedicated Documents” is the number of documents for the year that contain a transportation-related subject in the title.

\* Meeting in addition to annual scheduled meeting.

## Introduction and Definition of Issue Area

Transport has played an integral role for G20 economic growth and the overall process of globalization. There are 5 main transport modes: manpads (man portable air defence systems), air transport, people, containers/cargoes, and sea transport. The G20 is primarily concerned with increasing effective logistics support and infrastructure for transport, using safer, more environmentally friendly vehicles, and facilitating and making more efficient the operations of transport overall.

## Search Terms

The following keywords were used for this report.

### Inclusions

Aircraft, automobile, aviation, cars, cargos, buses, freedom of navigation, fuel efficiency, motor vehicles, public transport, ships, synthetic fuels, tankers, traffic, trains, transportation, trucks, vehicles.

## **Exclusions**

Air hijacking, energy efficiency in general, maritime security, outer space, pipelines, security issues in general, space station

## **Coding Rules**

The unit of analysis is the sentence or paragraph.

The unit must contain a direct reference to transportation or a cognate term.

Cognate or extended terms can be used without a direct reference to transportation if they have previously been directly associated in summit document history.

## **Conclusions on Transportation in G20 Leaders Summit Documents**

### **2008: Washington DC, November 14-15**

No references.

### **2009: London, April 1-2**

No references.

### **2009: Pittsburgh, September 24-25**

No references.

### **2010: Toronto, September 26-27**

#### *The G20 Toronto Summit Declaration*

43. Following the recent oil spill in the Gulf of Mexico we recognize the need to share best practices to protect the marine environment, prevent accidents related to offshore exploration and development, as well as **transportation**, and deal with their consequences.

### **2010: Seoul, November 11-12**

#### *The Seoul Summit Document*

##### Global Marine Environment Protection

64. We welcome the progress achieved by the Global Marine Environment Protection (GMEP) initiative toward the goal of sharing best practices to protect the marine environment, to prevent accidents related to offshore exploration and development, as well as **marine transportation**, and to deal with their consequences. We recognize the work done by the GMEP Experts Sub-Group and take note of the progress made on reviewing international regulation of offshore oil and gas exploration, production and

**transport** with respect to marine environmental protection as a first step to implement the Toronto mandate.

#### Climate Change and Green Growth

68. ...We support the ongoing initiatives under the Clean Energy Ministerial and encourage further discussion on cooperation in R&D and regulatory measures, together with business leaders, and ask our Energy Experts Group to monitor and report back to us on progress at the 2011 Summit in France. We also commit to stimulate investment in clean energy technology, energy and resource efficiency, green **transportation**, and green cities by mobilizing finance, establishing clear and consistent standards, developing long-term energy policies, supporting education, enterprise and R&D, and continuing to promote cross-border collaboration and coordination of national legislative approaches.

#### *Annex II: Multi-Year Action Plan on Development*

##### Infrastructure

*Gaps in infrastructure, including with respect to energy, **transport**, communications, water and regional infrastructure, are significant bottlenecks to increasing and maintaining growth in many developing countries...*

##### Action 1: Develop Comprehensive Infrastructure Action Plans

We request the regional development banks (RDBs) and the World Bank Group (collectively, multilateral development banks, or MDBs) to work jointly to prepare action plans that increase public, semi-public and private finance and improve implementation of national and regional infrastructure projects, including in energy, **transport**, communications and water, in developing countries, LICs in particular...