



SLoCaT Partnership Comments on the June 18th “revised Zero Draft” of the New Urban Agenda

The overall comments of the Partnership on Sustainable, Low Carbon Transport (SLoCaT) on the [revised Zero Draft](#) of the “New Urban Agenda”, the outcome document of Habitat III (released on 18th June 2016) are complemented by detailed text suggestions that are incorporated in a separate document. SLoCaT had also commented on the earlier draft of the New Urban Agenda¹.

Organizations that contributed to SLoCaT’s comments on the revised draft include: *Concito, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), FIA Foundation, Health Bridge, iRAP, Institute for Transportation Development and Policy, Partnership on Sustainable, Low Carbon Transport, Walk21 and World Resources Institute.*

For additional information or clarification please contact Cornie Huizenga (cornie.huizenga@slocatpartnership.org), Mark Major (mark.major@slocatpartnership.org), or Ramon Cruz (Ramon.cruz@itdp.org). Ramon Cruz will be present in New York during the informal consultations on the revised Zero Draft from June 27th – July 1st.

I. Urban mobility in the UN Sustainable Development processes

Sustainable urban transport has a key role to play in delivering on a number of commitments and objectives that the UN Member States have made in recent years in different resolutions and processes, e.g. the 2030 Agenda on Sustainable Development; the Paris Agreement on Climate Change; the UN Global Decade of Action on Road Safety; and the Addis Ababa Action Agenda (AAAA) on Financing for Development (Annex I). It is important to take into consideration that none of these global processes can be successfully achieved without a specific contribution of sustainable urban mobility.

Also, if the New Urban Agenda is to be the action orientated document many States are asking for and if it wants to deliver on sustainable urban development, in a manner that integrates relevant global processes, it needs to bring together and take forward the necessary action on urban mobility.

¹ SLoCaT’s comments on the first, May 6th draft of the NUA are available [here](#).

II. Treatment of transport issues in the new text

A. General Comments

SLoCaT acknowledges that the new structure, in which there is no dedicated section on mobility, helps to reduce the length of the draft and has resulted in a better integration of issues. We are happy to see that the text on transport remains (paragraphs 94-99) and that the level of on transport and mobility remains largely unchanged. Progress has been made in making the language used clearer and more concise.

We remain concerned that the link between transport and climate change mitigation remains weak and we are proposing specific changes to the text (see below) to overcome this. Transport will need to largely decarbonize by 2050 and it is generally accepted that urban transport will need to be in the lead on this. Several countries and cities have announced major policy initiatives in this respect and we should make use of the NUA to support and encourage action in this respect.

We support the restructuring of “*Our Shared Vision*” (paragraph 9), which is now linked to the need to “*meet the challenges and opportunities of future growth*” so it enhances the role of mobility and transport.

We welcome the statements on reducing air pollution, energy consumption, and congestion; and the fact that the draft now more directly addresses the needs of vulnerable populations.

We do feel however that the transport discussion still focuses (too) strongly on supply side interventions (public transport, walking and cycling infrastructure), to the detriment of a stronger advocacy for demand management solutions that would curb car use.

We very much appreciate that Road safety is now more completely addressed with a new sentence in paragraph 94 “*We will take measures to improve road safety and integrate it into mobility and transport infrastructure planning and design*”

The draft makes important reference to the need for affordable, accessible, and sustainable transport, but still lacks a focus on protecting vulnerable populations such as children, and the links with related UN processes.

We continue to support the emphasis on “*Mobility plans*” as mentioned in paragraph 95 and paragraph 98 now includes a specific reference to “*National Urban Mobility Plans*”, but we feel that it is important that the mention of “*Sustainable Urban Mobility Plans*”, which was there in earlier draft is restored.

There are important references to charges and fees but these sections need to be further clarified.

We welcome the reference to technology as an enabler of shared mobility services.

B. SLoCaT’s priorities for improving the text

The SLoCaT Partnership is proposing a number of changes in the draft text. We have highlighted the most important ones in **bold** in the text below. For a more comprehensive list

of suggested changes see the track changes in the full text of the Revised draft NUA, which is attached as a separate document.

1. Climate Change

Rising greenhouse gas emissions from urban transport are a major global urban challenge and should be explicitly mentioned.

Proposed change

Para 29. “We commit to increase economic productivity through the generation and use of sustainable energy and expansion of space efficient sustainable transport infrastructure, achieving the benefits of connectivity and reducing the financial, environmental, and public health costs of traffic accidents, congestion, air pollution, and noise. ***This will also help mitigation of, and adaptation to climate change.***”

Paragraph 65 add “***and transport***” in the section on low carbon development (which already explicitly mentions energy systems).

2. Road safety

Action on road safety needs to be relate to other ongoing UN processes.

Proposed change:

Paragraph 94. “*We will promote the ‘safe system’ approach called for in the UN Decade of Action for Road Safety² which includes implementation of the United Nations vehicle safety regulations, accompanied by awareness raising initiatives, with special attention to the needs of all women and girls, as well as children and youth, older persons and persons with disabilities and those in vulnerable situations.*”

3. Paradigm shift

The sense of urgency and need for a paradigm shift to address urban challenges needs to be re-introduced.

Proposed change:

Paragraph 95 “*Supporting a massive increase in accessible walking, cycling and public transport infrastructure and services*”

4. Congestion

The inefficient use of infrastructure, particularly at peak times needs to be explicitly mentioned.

Proposed change:

Paragraph 29 “*We commit to increase economic productivity through the generation and use of sustainable energy and the construction and use of space efficient sustainable transport*”

² See <http://www.un.org/en/roadsafety/>

infrastructure, achieving the benefits of connectivity and reducing the financial, environmental, and public health costs of **traffic accidents**, congestion, air pollution, and noise”.

Paragraph 95 “We will provide access for all to safe, affordable, sustainable urban mobility and transport systems” and add “**We encourage greater use of economic instruments to improve the allocation of scarce road and parking space, such as transport demand management measures like road tolls, congestion pricing, parking management, taxes on fossil fuels and vehicle quotas**”

5. [Freight](#)

Freight is still not mentioned in the text. The role of the urban transport system to move goods and waste efficiently is important for quality of life and industry. Freight should be an important part of policy thinking and needs to be mentioned in the text.

Proposed change:

Paragraph 9 “*meet the challenges and opportunities of future growth, enhancing urban economies with high productivity and value-added activities, harnessing productive local economies, including the formal and informal sectors, while promoting gender-responsive planning and investment for safe and sustainable urban mobility systems **for passengers and freight** that link people, places, **goods**, services and economic opportunities.*”

6. [Fees and charges](#)

User fees a charges should recover the marginal social costs not just the “expenditure” as currently in paragraph 112.

Proposed change:

Paragraph 112 “*We will establish appropriate policies and capacities that will enable local governments to register and expand their potential revenue base, and to apply and collect user charges and fees **to cover capital and operating costs as well as the marginal social costs**, while ensuring that women, poor households, and marginalized communities are not disproportionately affected*”

7. [Capacity Building](#)

Capacity building is a key component of efforts to realize sustainable urban transport.

Proposed change:

Paragraph 98. **We will provide local authorities with the necessary knowledge and capacity to implement integrated transport. This includes the provision of guidelines and the legal capacity to enforce plans upon adoption.** We will support better coordination and mutual understanding between transport and urban planning departments at the local level as well as between planning and policy frameworks at national, sub-national and local levels, including through Sustainable National and Urban Urban Mobility Plans.

Annex I

URBAN TRANSPORT AND UN SUSTAINABLE DEVELOPMENT PROCESSES

Delivering on the 2030 Sustainable Development Agenda (2015)

Equity - Sustainable urban transport provides affordable, safe and clean access to basic services and opportunities for all people living in urban areas - in a socially inclusive way. It provides access to education and jobs, in particularly for women, children, the poor and people with disabilities. A lack of access to urban opportunities (e.g. education, social activities or employment) can often lead to inequality and isolation. In contrast good access, provided by a good mobility system, can improve income, education and health

Affordability – sustainable urban mobility promotes social justice. Today, mobility is often a privilege of the wealthy, whereas for the poor it can be very expensive. Slums and informal settlements are often far away from the city centre, and the journey to and from work and school is long and exhausting, where there is little or no public transport. It is not unusual for people to spend up to one fourth of their income on daily travel. Due to these high costs and a lack of affordable transport, they are predominantly left with their own two feet, or sometimes a bicycle. These costs means that many openings – education, jobs and social participation – remain closed to the poor.

Health -the impact of road transport related air pollution on human health is a major issue in many developed and developing country cities. Without a paradigm shift to much more sustainable mobility, which also encourages more active, healthier lifestyles through more walking and cycling, urban mobility will continue to contribute to millions of early deaths.

Delivering on SDG's Targets - Transport contributes directly to several of the 17 SDGs: (i) SDG 2 end hunger; (ii) SDG 3 health; (iii) SDG 6 clean water; (iv) SDG 7 clean energy; (v) SDG 9 innovation and infrastructure; (vi) SDG 11 sustainable cities and urban development; (vii) SDG 12 responsible consumption; and (viii) SDG 13 climate action as well as supporting several other SDGs including eradication of poverty (SDG 1), quality education (SDG 4), gender equality (SDG 5) and good jobs and economic growth (SDG 8) and others.

Delivering on the Paris Agreement on Climate Change (2015)

Low carbon and energy efficient - Limiting global warming to 1.5 degrees requires deep emission cuts across all sectors. The transport sector is one of the biggest and still growing sources of pollution, greenhouse gases. Although traffic volumes are increasing, the deployment of sustainable modes and transport technologies is lagging behind. As a result, reductions achieved by multi-billion investments in climate mitigation in other sectors is being offset by the growth in transport emissions. Transport GHG emissions are projected to rise by nearly 50% by 2030 and by more than 80% by 2050. Transport featured in 77% of

the proposed 159 Nationally Determined Contributions (NDCs) by November 2015 however they are not on track to deliver the required emission reductions from the transport sector.

Delivering on UN resolution on “Improving global road safety” (2016)

Safety - 1.3 million people are killed in avoidable road collisions every year, and many millions more are injured, increasingly the poor and vulnerable in cities. The 2011-2020 UN Decade of Action aims to “reduce and stabilize the increasing trend in road fatalities.” Despite the preventable nature of many road traffic injuries, road safety is neglected by global health and development agendas. Achieving the 2020 target could save up to five million lives and prevent 50 million serious injuries.

Delivering on the Addis Ababa Action Agenda (AAAA) on Financing for Development (2015)

Sustainable infrastructure – while transport infrastructure can be expensive they deliver long term social, environmental and economic benefits. By bringing together public and private actors to develop sustainable transport infrastructure and services, urban transport is a key way to leverage development assistance and other sources of finance to maximise impact on the environment, poverty and inequality.