



Transport and Just Cities, WUF 7 Special Event *Summary report*

Report prepared by Despaciono behalf of the SLoCaT Partnership for IDB under contract "Apoyo al BID en las actividades Slocat 2014"

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1 Introduction

The Transport and Just Cities was an official parallel event to the World Urban Forum (WUF), held in Medellín on April 7, 2014. It was organized by the Partnership on Sustainable, Low Carbon Transport (SLoCaT) and the United Nations Human Settlements Program (UN-Habitat) and supported by Bridging the Gap Initiative, Gesellschaft für Internationale Zusammenarbeit (GIZ), Development Bank of Latin America (CAF), Despacio, Inter-American Development Bank (IDB), Institute for Transportation and Development Policy (ITDP), Ford Foundation.

The objectives of the event were the following:

1. Demonstrate the importance of sustainable urban mobility for making cities more socially and economically equitable;
2. Ensure current narrative on sustainable urban mobility is advanced through inclusive open debates, exchange of experiences and best practices;
3. Contribute towards the development of a SLoCaT collaborative work program on sustainable transport and poverty alleviation.

This report provides a brief summary of the event in Spanish, followed by a full summary of the event in English.

All presentations of this event can be found at <http://slocat.net/event/1150>

2 Spanish Summary

Las organizaciones que apoyaron este evento fueron: Bridging the Gap Initiative, CAF- Development Bank of Latin America, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), Ford Foundation, Inter-American Development Bank, Institute for Transportation Development and Policy y Despacio.

El objetivo principal era demostrar la importancia de la movilidad urbana sostenible en la meta de hacer ciudades económica y socialmente más equitativas. Otro de los objetivos fue contribuir al desarrollo de un programa de trabajo colaborativo de SLoCaT en transporte sostenible y reducción de pobreza.

El evento contó con diálogos y debates abiertos e inclusivos entre expertos en el tema de transporte sostenible y ciudadanos que aportaron sus experiencias a los expertos y al público. Se plantearon discusiones y preguntas acerca de por qué algunas ciudades han fallado en proveer un acceso seguro para sus habitantes y por qué tantas ciudades han podido alcanzarlo y cómo lo hacen. Lo anterior se pudo beneficiar de testimonios (positivos y negativos) de ciudadanos afectados por la forma en que la movilidad está organizada su ciudad.

Los temas de las sesiones de grupo fueron los siguientes:

Hacia un Acercamiento a la Movilidad Urbana Basado en los Derechos Humanos

- En camino hacia un acercamiento basado en los derechos humanos: Definir la movilidad como un elemento fundamental para la realización de ciertos derechos humanos. (Petra Heusser, UN Habitat).
- La movilidad como un bien público: Análisis del transporte y la movilidad en pro de un desarrollo sostenible. (Manfred Breithaupt, GIZ).
- Transporte Equitativo: Proceso, impacto y beneficios de La Ruta Segura WUF7. (Carlosfelipe Pardo, Despacio).
- Dimensión de género: Prioridades y necesidades de las mujeres en el transporte. Lo que se ha hecho y lo que hay por hacer. Daniel Pulido, World Bank.

Haciendo Uso de las Redes Sociales e ICT en pro de un acceso seguro e inclusivo para todos

- Bicimapa: Su uso para expertos/activistas y amateurs; conexiones entre los dos. (Alberto Alonso).
- Moovit: Cómo crear mejor información de tránsito. Información, interacción, nivel de satisfacción de los usuarios. (Omar Tellez).
- Cycle-A-Way UniAndes GIS Transport Lab: Ventajas del mapa online en la planeación de las rutas de los ciclistas. (Daniel Páez).
- Safetipin: Seguridad personal, integración de la comunidad y auditorías. (Kalpana Viswanath).

Programa Trabajo Colaborativo de SLoCaT en transporte sostenible y reducción de pobreza

- La contribución al transporte sostenible para el marco de desarrollo post 2015. (Michael Repogle).

- Finalmente, se discutió acerca de qué contribuciones puede hacer la movilidad urbana al objetivo central y si la comunidad de transporte está adoptando la estrategia correcta para alcanzarlo.



3 English summary

3.1 Opening session



Remarks by Michael Replogle, Institute for Transportation & Development Policy, Representing Partnership on Sustainable Low Carbon Transport (SLoCaT)

We cannot have sustainable development without sustainable urbanization and sustainable transport. Just Cities must use sustainable transport to reduce poverty and inequality and to open doors for hope and opportunity. We need to integrate transport in post 2015 development agenda.

Sustainable transport is a key enabler of sustainable development. It needs to be integrated into multiple relevant aspects of post-2015 development agenda. It also needs more attention by MDBs, NGOs, national, provincial, local governments, transport operators. We can't manage well what we don't measure.

We need to address data deficits, harmonize metrics. Need to see the poor & their mobility and access needs and honor their humanity.

Remarks Nicolás Estupiñán (Vice Minister of transport in Colombia)

Nicolás Estupiñán endorsed the points raised by Michael Replogle and provided a description of the Colombian national transport policies that include the development of mass transit projects, non-motorized transport and travel demand management, as well as the implementation of a new urban mobility policy that will be sanctioned in the first semester of 2014. He described how policies must be inclusive and how they must integrate goals of poverty reduction and other issues like employment.

Remarks Andre Dzikus (Coordinator Urban Services Branch, UN Habitat)

Andre Dzikus from UN Habitat provided an overview of how UN Habitat is working towards improving transport while creating just cities. Their aim to develop mobility as a human right is something that is also guiding these efforts and would be presented later in breakout session 1.

3.2 Plenary 1

Gil Penalosa made a presentation about the need for sustainable transportation and why we don't have it, and then 5 young people explained how they move around and the challenges they face – biking, in public transport, walking, and a wheelchair.

3.2.1 Expert Discussants



Robin King (EMBARQ) began by adding the perspective of a mother with a stroller, and the challenges in many places because of a bias towards car, bias against strollers on public transportation, and walking safely in cities in general. She then focused on four points: the importance of education to change the culture around transport, and how this must be lifelong education, keeping up with changes in technology; the importance of a focus on legal issues, both small and large; the importance of financial issues, and the need to include non-motorized transport projects and spending, along with maintenance, in budgets, and for citizens to promote this as these costs are often considered too small to include in large projects; and finally a reiteration of Gil's emphasis on the emphasis on political leadership, activity, and pressure.

Jorge Kogan (CAF) echoed a comment from one of the youth panel members: "there is no better smell than that of a new car" as indicative of a cultural reality. He also noted that in Latin America it is difficult to promote citizen action. He recounted the experience of the CAF's Mobility

Observatory, with its hope that these data would provide citizens with the information they would need to pressure government, but that it hasn't happened. We continue to see increased use of motorcycles, despite the numbers that show their danger.

Akua Sakyibea Vander- Pallen (Ghana Min of Roads and Highways) talked about how land ownership rules and patterns present challenges for the construction of sustainable transport infrastructure, and indeed any types of transport infrastructure, in Ghana.

Gil then opened the discussion, asking for ideas from the audience about should be done right now to improve sustainable transport options, which resulted in a good list of options:

- Open data approach
- Better bicycle infrastructure and access (including lower tax rate on bikes, and higher on cars, to fund this)
- Make public transport safer for women, including training of bus drivers
- Increase exchange of knowledge, including promotion of the World Cycling Alliance
- Improve intersections where bikes and cars are in conflict
- Promote youth political participation
- Use role playing such as making taxis who are caught with traffic violations to try to cross the street in a wheelchair
- Integrated transportation systems
- The right to mobility

Gil concluded by noting that achieving success is a three legged stool: politicians, government officials, and civil society, and that citizen action is key to success.

3.2.2 Youth and special groups Discussants



Andrés Vergara (Ciclopaseos Bogotá) provided his views on how cycling can be a transport mode in a city, and how citizens in Bogotá have been able to promote this mode of transport in spite of difficult political conditions and attitudes against the bicycle in recent years.

Laura Mendoza (Despacio): She learned how to ride a bike at age 19 and spoke about her experience as a frequent bicycle rider woman in a city like Bogotá. She also gave her views on the decisions made by some cities to segregate women and men in different carriages of public transport vehicles, indicating the importance of analyzing this from a gender and equality perspective.

Carlos Cadena Gaitán (Ciudad Verde): He gave his view that during forums, it is often explained how things should be done, but saying and doing are two different things.

Lorenzo Casullo (UN Youth Advisory Board) provided his views on what walking is like in London and how he relates this to what was said by others in the same session. He also emphasized the impact of proper transport policies on transport choices.

Jhon Alvarez Villa (Citizen of Medellin): A disabled person who uses a wheelchair. He spoke about how accessibility of public transport for disabled people is often mentioned in forums, but in reality the city shows how difficult it is to access buses and the subway in Medellin.

3.3 Breakout sessions

3.3.1 Breakout 1: Towards a Human Rights Based Approach to Urban Mobility



Petra Heusser, UN Habitat (On the road to a human rights based approach): Described the importance of mobility as a human right and the steps needed to define it.

Manfred Breithaupt, GIZ (Mobility as a public good): In Germany mobility is a public good, according to the constitution. He gave examples of how fuel subsidies are an obstacle to fair cities, as are many other issues which are assumed to be positive but should be reevaluated.

Carlosfelipe Pardo, Despacio (Equitable Transport): Presented a case study to improve the transport system in Medellin (Safe Route to WUF), and spoke about The Safe Route which should be permanent to guarantee the safety of cyclists in San Juan (Medellin).

Daniel Pulido, World Bank (Gender Perspective to Urban Mobility): The incorporation of the gender perspective in the urban transport is one of World Bank's concerns. Women with children travel more than men. He presented the program "Via Lila" which looks for an improvement in transport networks in Rio de Janeiro and wants to implement more services for women.

3.3.2 Breakout 2: Making Use of Social Media and ICT to realize safe and inclusive access for all



Alberto Alonso (Bici-Mapa mobile app): Bicimapa is an app in which cyclists can find routes, bicycle parking, bicycle workshops and many other places of interest. Bogota has more than 340km of bicycle routes, but people do not use bicycles as means of transport, partly because there is a lack of information about which routes can be used and which places are available in case of a mechanical failure. <http://www.bicimapa.com/>

Omar Tellez (Moovit): Moving around the city in public transportation can take time. This process has some uncertainties that may lead to frustration, for example not knowing how much time a bus will take to arrive. Moovit is a mobile app that shows all the transport routes in real time, with more than 5 million users in 130 cities. <http://www.moovitapp.com/>

Omar Tellez also mentioned his intention of giving Moovit's details to non-profit organisations such as Despacio, for transport research purposes.

Daniel Páez (Cycle-A-Way UniAndes GIS transport lab): Los Andes University has developed an app that calculates the theoretical route to go by bike from one place to another, taking into account the topography of the cities and the safety of the roads. The app allows users to compare the theoretical route with the one cyclists use the most; it also allows transport planners to take into account the additional parameters that lead cyclists to choose a different route than the theoretical one. Additionally, it can be used by bike users to explore alternative routes.

Kalpana Viswanath (Safetipin): This is a mobile app that offers information related with security; this information is given by users. Each parameter has a punctuation (from 1 to 10) to let users measure important factors such as the quality of light in an area of the city, the feeling of security, the amount of people, among others. It can also be used to locate police stations nearby, health centers, etc. <http://safetipin.com/>

3.3.3 Breakout 3: SLoCaT's Collaborative Work Program on Sustainable Transport and Poverty Alleviation

Oliver Lah moderated breakout session 3, which began with Michael Replogle presenting a discussion of how SLoCaT's post-2015 development agenda results framework related to poverty and income inequality issues. Replogle invited comment on SLoCaT's approach to these issues from the audience. Approximately 40 people were present for the breakout session.

This session was focused on the links between transport, poverty and the SDGs. After a thorough presentation of the OWG process, emphasizing how transport does not have its own focus group or goal, but is linked to many of the other focus areas and goals. The link between transport and opportunity was then highlighted by the discussants, who noted that perhaps we should consider downplaying the word "transport" for "mobility" to move it away from a vehicle focus. The discussants also emphasized the issues of affordability and integrating transport/mobility with broader land use considerations to maximize opportunity while minimizing negative externalities, which could make the link with poverty reduction more explicit and relevant.

Several members of the audience spoke about the need to differentiate targets among different regions of the world and between cities and rural areas, given disparities in income and social development. It was noted that equity should be viewed as a benefit not a co-benefit of development actions and sustainable investments. It was suggested that more work be done to map targets to the Open Working Group objectives. It was suggested that a universal access approach - designing for people who are 8 years old or 80 years old - would best advance equity. It was noted that the most successful and sustainable rich countries are those where the wealthy ride public transport, not where they drive cars. The inequity driven by market pressures were noted, citing 300 km of toll motorway concessions vs 50 km of BRT lanes being developed in Santiago de Chile.

Several panelists and audience members commented on and discussed the remarks of Rafael Acevedo of IDB that "MDBs don't rule the world and that they are captive to the demands of member developing country governments and what kinds of projects and investments they seek." He noted the role of country planning exercises in driving the project pipeline agenda for MDBs and the need for civil society and sustainable development advocates to find ways to influence the political agenda and process that is determinative of what comes into and goes out of the country plans negotiated with MDBs. It was noted that the private sector and governments spend far more on transport investments than MDBs and hence determine considerably the outcomes of transport system development processes. Acevedo and others concurred that MDBs can play an important role, however, in leading to greater consideration of sustainable development strategies, such as with IDB's Sustainable Emerging Cities Initiative.

A speaker from southern Mexico noted how her community had successfully fought a proposed elevated motorway proposal and won restructuring of the management of an arterial road to

favor non-motorized and public transport. She and others advocated for greater financial and political support for civil society organizations to be engaged in the sustainable development discussion and to shape investment decisions.

3.4 Closing Plenary –Equitable Transport and the Post-2015 Development Agenda



The closing plenary discussed: (a) what contribution can urban mobility solutions make to the realization of Just Cities with support from Transport, and (b) whether the transport community is adopting the right strategy to accomplish this.

It started with an introduction from Dr. Joan Clos, UN-Habitat Executive Director who indicated three main issues:

- Appropriate urban planning is the key to accomplish good transport patterns. Both of them need to be linked in planning and implementation.
- In transport, it is a mistake to adopt only one technology and believe that everything is solved in the same way. Each city is different and has different needs that must be solved in different ways. Not every city needs a BRT, and there is no need to have a tram-line when a subway is the best solution. Dogmas won't lead us anywhere.
- The best transport system is not the most robust and novel one, but the one that actually works for people.

Panel members made brief interventions picking up many arguments discussed throughout the different sessions of the event about the relation between transport and poverty. They spoke about the difference between what is established in the policies and rules about poverty reduction, and also how this is far away from reality and often doesn't materialize in a real reduction of poverty or in an improvement in the transport systems for the most poor.



Juwang Zhu, Chief of SIDS, Oceans and Climate Change Branch, UN DESA: Group of sustainable transport of the United Nations that is looking to promote this subject and particularly the OWG work on sustainable development goals. He emphasized the importance of SLoCaT's work in this regard.

Juan Camilo Florentino, Sustainable Urban Mobility Unit, Transport Ministry of Colombia: He presented more specifically the Colombian transport policies and how they relate to urban equity. He indicated the importance of efficiently connecting other means of transport to the BRTs.

Nicolás Valenzuela, Santiago de Chile, Providencia Planning Director: Social justice implies reevaluating the transport projects of the cities. Interaction between national and regional government must be improved.

Mariana Orozco of SEDATU: Several transport subjects are not being taken into account. The paradigm towards people must be reoriented. Also, many impacts of the transport systems must be measured. She described SEDATU as the new "Ministry" which will work towards improving transport policies in Mexico.



Annex 1: Program in English



Sustainable Transport and Just Cities

World Urban Forum (WUF 7) Special Event

7 April, 2014 09.00 am – 15.30 pm

Plaza Mayor (WUF Venue), Yellow Pavilion, room 9

Organized by: Partnership on Sustainable, Low Carbon Transport (SLoCaT) and the United Nations Human Settlements Program (UN-Habitat).

Supported by: Bridging the Gap Initiative, Gesellschaft für Internationale Zusammenarbeit (GIZ), Development Bank of Latin America (CAF), Despacio, Inter-American Development Bank (IDB), Institute for Transportation and Development Policy (ITDP), Ford Foundation.

Objectives:

4. Demonstrate the importance of sustainable urban mobility for making cities more socially and economically equitable;
5. Ensure current narrative on sustainable urban mobility is advanced through inclusive open debates, exchange of experiences and best practices;
6. Contribute towards the development of a SLoCaT collaborative work program on sustainable transport and poverty alleviation.

Program:

Time	Agenda Item		
08.30 – 09.00	Registration		
09.00 – 09.30	Opening:		
	<ul style="list-style-type: none"> • Andre Dzikus, Coordinator Urban Services Branch, UN Habitat • Michael Replogle, Managing Director Policy, Founder ITDP (representing SLoCaTPartnership) • Nicolás Estupiñán, Viceminister of Transport of Colombia 		
09.30 – 10.30	Plenary: What is broken, and what needs to be fixed?		
	<i>Moderator: Gil (Guillermo) Peñalosa, 8-80 Cities</i>		
	<p>This interactive dialog among representatives of urban stakeholders (elderly people, women and youth, business community and everybody interested in enjoying her/his city), urban regulators, development organizations and participants will examine: (a) why many cities fail in providing equitable and safe access to all of its inhabitants, and (b) why some cities have been able to achieve safe access for all and how they do it?</p>		
	<i>Discussants:</i>		
	<p>Jorge Kogan, CAF Akua Sakyibea Vander-Pallen, Ministry of Roads and Highways Ghana Robin King, Embarq</p>		
	<p>The dialog will benefit from testimonies from a variety of individuals affected by the manner that mobility is organized in selected world cities today; both negative and positive testimonies will be presented.</p>		
	<i>Discussants:</i>		
	<p>Andrés Vergara (Ciclopaseos Bogotá) Laura Mendoza (Despacio) Carlos Cadena Gaitán (Ciudad Verde) Lorenzo Casullo (UN Youth Advisory Board) Jhon Alvarez Villa (Citizen of Medellin)</p>		
10.30 – 11.00	Coffee break		
11.00 – 12.30	Break-out Session 1: Towards a Human Rights Based Approach to Urban Mobility	Break-out Session 2: Making Use of Social Media and ICT to realize safe and inclusive access for all	Break-out session 3: SLoCaT's Collaborative Work Program on Sustainable Transport and Poverty Alleviation (Red Pavilion, r. 20)

<p>(Red Pavilion, r. 18)</p> <p><i>Moderator: Petra Heusser, UN Habitat</i></p> <p>This breakout session explores the salient mobility concerns currently facing vulnerable persons in cities, which present cause for human rights-based action.</p> <p>Presentations:</p> <ul style="list-style-type: none"> - Petra Heusser, UN Habitat: "On the road to a human rights based approach" - Manfred Breithaupt, GIZ, mobility as a public good - Carlosfelipe Pardo, Despacio - Daniel Pulido, World Bank project "Via Lilas" 	<p>(Red Pavilion, r. 19)</p> <p><i>Moderator: Santhosh Kodukula, ICLEI</i></p> <p>This session will discuss how new ICT and apps can be used in a proactive manner to strengthen social inclusiveness.</p> <p>Presentations:</p> <ul style="list-style-type: none"> - Alberto Alonso, Bici-Mapa mobile app - Omar Tellez, Moovit - Daniel Páez Cycle-A-Way UniAndes GIS transport lab - Di-Ann Eisnor, Waze - Kalpana Viswanath, Safetipin 	<p><i>Moderator: Oliver Lah, Wuppertal Institute</i></p> <p>The SLoCaT Partnership is developing a collaborative work program on sustainable transport and poverty. This session will provide an update of this activity and discuss how the sustainable transport community can help to shape and implement such a collaborative work program.</p> <p>Presentation:</p> <ul style="list-style-type: none"> - Michael Replogle, ITDP <p>Panel respondents:</p> <ul style="list-style-type: none"> - Juan Pablo Bocarejo, PhD - Rafael Acevedo, IDB
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12.30 – Lunch

13.30

13.30 – Reports Break-out Sessions

14.00

Moderator: Carlosfelipe Pardo, Despacio, SLoCaT Latin America Coordinator

14.00 – Closing Plenary –Equitable Transport and the Post-2015 Development Agenda

15.00

Introduction from Dr. Joan Clos, UN-Habitat Executive Director, moderated by Michael Replogle, ITDP

The eradication of absolute poverty is expected to be the absolute priority in the new post 2015 development agenda that is currently being discussed in the UN as the



follow-up to the 2012 Rio+20 Conference on Sustainable Development. The closing plenary will discuss: (a) what contribution can urban mobility solutions make to the realization of this central objective, and (b) whether the transport community is adopting the right strategy to accomplish this.

Panel members:

- Juwang Zhu, Chief of SIDS, Oceans and Climate Change Branch, UN DESA
 - Juan Camilo Florentino, Sustainable Urban Mobility Unit, Transport Ministry of Colombia
 - Nicolás Valenzuela, Santiago de Chile, Providencia Planning Director
 - Mariana Orozco of SEDATU
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Annex 2: Program in Spanish



Transporte sostenible y ciudades justas

Foro Urbano Mundial (WUF 7) Evento especial

Abril 7, 2014, 09.00 am – 15.30 pm

(Plaza Mayor, Pabellón amarillo, salón 9)

Organizado por: Asociación para el transporte sostenible bajo carbono (Partnership on Sustainable, Low Carbon Transport-SLoCaT) y el Programa de Asentamiento Humanos de las Naciones Unidas (United Nations Human Settlements Program -UN-Habitat).

Apoiado por: Bridging the Gap Initiative, Gesellschaft für Internationale Zusammenarbeit (GIZ), Banco de Desarrollo de América Latina (CAF), Despacio, Banco Interamericano de Desarrollo (BID), Institute for Transportation and Development Policy (ITDP), Fundación Ford.

Objetivos:

7. Demostrar la importancia de la movilidad urbana sostenible para hacer ciudades económica y socialmente más equitativas;
8. Asegurar que la narrativa actual sobre movilidad urbana es avanzada, a través de debates abiertos inclusivos, intercambio de experiencias y mejores prácticas;
9. Contribuir al desarrollo de un programa de trabajo colaborativo de SloCat en transporte sostenible y reducción de la pobreza.

Programa Propuesto:

Hora	Item de agenda
08.30 – 09.00	Registro
09.00 – 09.30	Apertura: <ul style="list-style-type: none"> • Andre Dzikus, Coordinador de Servicios Urbanos UN-Habitat • Michael Replogle, Director General de Políticas (Representante de SloCaT) • Nicolás Estupiñán, Viceministro de Transporte de Colombia
09.30 – 10.30	Plenaria: ¿Lo que no funciona, y lo que necesita ser reparado? <i>Moderador: Gil Peñalosa, Director Ejecutivo, 8-80 Cities</i> <p>Este dialogo interactivo entre representantes de los actores urbanos (los adultos mayores, las mujeres y los jóvenes, la comunidad empresarial y todos los interesados en disfrutar su ciudad) examinará (a) ¿porqué muchas ciudades fallan en proveer un acceso equitativo y seguro a todos sus habitantes?, y (b) ¿porqué algunas ciudades han podido alcanzar un acceso seguro para todos y como lo logran?</p> <p><i>Participantes:</i> Jorge Kogan, CAF Akua Sakyibea Vander-Pallen, Ministerio de Carreteras y Autopistas de Ghana Robin King, Embarq</p> <p>El dialogo se alimentará con testimonios de distintos individuos afectados por la forma en que la movilidad se estructura en ciudades seleccionadas; se presentarán testimonios negativos y positivos.</p> <p><i>Participantes:</i> Andres Vergara (Ciclopaseos Bogotá)</p>

Laura Mendoza (Despacio)
 Carlos Cadena Gaitán (Ciudad Verde)
 Lorenzo Casullo (Consejo Consultivo de la Juventud de las Naciones Unidas)
 Jhon Alvarez Villa (Ciudadano de Medellin)

10.30 – Pausa para el café

11.00

11.00 –

Sesión Paralela 1:

Sesión Paralela 2:

Sesión Paralela 3:

12.30

Hacia una aproximación de la Movilidad Urbanabasada en los derechos Humanos (Pabellón rojo, s. 18)

Haciendo uso de los medios sociales y las TIC para lograr un acceso seguro e inclusivo para todos (Pabellón rojos. 19)

Programa de trabajo colaborativo de SLOCaT para el transporte sostenible y la reducción de la pobreza (Pabellón rojos. 20)

Moderador: Petra Heusser, UN Habitat

Moderador: Santhosh Kodukula, ICLEI

Moderador: Oliver Lah, Wuppertal Institute

Esta sesión paralela explora las preocupaciones principales en cuanto a la movilidad, frente a la vulnerabilidad de las personas en las ciudades.

En esta sesión se discutirán ejemplos (v.g. Safetipin-India) y se explorará como nuevas TIC y aplicaciones pueden usarse proactivamente para fortalecer la inclusión social.

La asociación SLOCaT está desarrollando un programa de trabajo colaborativo sobre transporte sostenible y pobreza. Esta sesión proveerá una actualización de esta actividad y se discutirá como la comunidad del transporte sostenible puede ayudar a diseñar e implementar el programa de trabajo colaborativo.

Presentaciones:

- Petra Heusser, UN Habitat: “Camino hacia una aproximación basada en los Derechos Humanos”
- Manfred Breithaupt, GIZ, la movilidad como un bien público
- Carlos Felipe Pardo, Despacio
- Boris Butria, proyecto Banco Mundial “Vía Lilas”

Presentaciones:

- Alberto Alonso, Bici-Mapa, aplicación móvil
- Omar Tellez, Moovit
- Daniel Páez Cycle-A-Way UniAndes GIS transport lab
- Di-Ann Eisnor, Waze
- Kalpana Viswanath, Safetipin

Presentación:

- Michael Replogle, ITDP

Panel:

- Juan Pablo Bocarejo, PhD
- Rafael Acevedo, BID

12.30 – Almuerzo

13.30

13.30 – Reportes de las sesiones paralelas

14.00 *Moderador: Carlosfelipe Pardo, Despacio, Condinador de SLoCaT para América Latina*

14.00 – Plenaria de cierre –Transporte equitativo y la Agenda para el desarrollo Post-2015

15.00

Introducción del Dr, Joan Clos, Directos Ejecutivo de UN-Habitat, moderado por Michael Replogle, ITDP

Se espera que la erradicación de la pobreza absoluta sea la prioridad en la nueva Agenda para el desarrollo Post-2015, la cual está siendo actualmente discutida en UN como seguimiento de la Conferencia sobre el Desarrollo Sostenible Rio + 20 de 2012. En la sesión plenaria de clausura se discutirá: (a) que contribución pueden hacer las soluciones de movilidad urbana para la realización del este objetivo central, y (b) si la comunidad del transporte está adoptando la estrategia adecuada para lograr esto.

Miembros del panel:

- Juwang Zhu, Chief de SIDS, Océanos y Cambio Climático, UN DESA
 - Juan Camilo Florentino, Sustainable Urban Mobility Unit, Transport Ministry of Colombia
 - Nicolás Valenzuela, Santiago de Chile, Director Planeación Providencia
 - Mariana Orozco, SEDATU
-