

COMMUNIQUÉ ON THE ROLE OF URBAN ELECTRIC MOBILITY FOR SUSTAINABLE DEVELOPMENT

Barcelona, 25 April 2014

Background: On 24 and 25 April, 70 international experts participated in the Expert Group Meeting “Fostering Sustainable Urban Mobility Solutions”. The purpose of the meeting was to advance the global agenda on sustainable urban mobility and promote the adoption of measures by cities to solve problems related to urban transport, such as emissions of greenhouse gases, noise and pollution air and road accidents, not necessarily resolved by the construction of new infrastructure.

The meeting also served to address the problems associated with high consumption of non-renewable energy and land of the transportation sector, so a special section was dedicated to electric mobility. In this sense, and considering that Barcelona is in itself one of the cities in the world that have made significant progress in the promotion of electric mobility, the event has served to bring to Barcelona as “an example of best practices to be replicated in other cities”.

According to the conclusions of the meeting, the greater uptake of Electric Vehicles provides an opportunity to curb emissions from transport and contribute towards the efforts to keep global temperature increase within the 2 degrees Celsius limit.

Experts have opted to promote the awareness of citizens about the benefits of electric mobility and this kind of discrimination against the most polluting vehicles. Agreed that there are factors that can limit and condition the introduction of electric vehicles such as the costs of vehicles, the autonomy of the batteries, the availability of charging infrastructure.

The Communiqué resultant of the meeting is the following:

1. We, participants (70) in the Expert Group Meeting on “Fostering Sustainable Urban Mobility Solutions” held in Barcelona from 24-25 April 2014

with the aim of sharing recent experiences and approaches on Sustainable Urban Mobility, and developing a broad “roadmap” for sustainable urban mobility implementation strategy.

2. The Expert Group Meeting (EGM) comprised experts from national, regional and city governments, international organisations and academia including research and training institutions.

3. We indicate our commitment to contribute to the deliberations and preparations for the Climate Summit in September 2014

and beyond to encourage e-mobility and cleaner technologies across the world together with other measures such as encouraging public transport, better urban planning and street design and integration of different modes of transport to ensure improved accessibility of all urban dwellers to employment opportunities and social services including health and education.

4. In a context where the majority of people now live in cities, and developing countries are urbanizing rapidly, we recognize the need and urgency to respond in a collaborative manner to foster sustainable urban development. Integration of urban land use planning and transport planning is crucial to reduce the demand for transport in cities. Adequate and attractive public street space is a key indicator for quality of life in cities. Increase in car ownership is a growing concern as it constrains public space. In order to improve the quality of public space for citizens, a modal shift towards sustainable modes

as well alternatives to individual car-ownership are essential ingredients for sustainable urban mobility.

5. We recognise that the transport sector is responsible for negative health impacts related to air quality, noise pollution, and nearly 22% of global energy related CO₂ emissions, of which more than 40% are attributable to urban transport. We also recognise the rising trends in these emissions. On the other hand, we recognize that public transport, walking and cycling must become a priority in cities.

6. The greater uptake of electric mobility, including such as Electric Vehicles for buses and mass transit systems, light duty vehicles including cars and two-wheelers provides an opportunity to curb emissions from transport and contribute towards the efforts to keep global temperature increase within the 2 degrees Celsius limit. The International Energy Agency “Technology Roadmap” envisions the widespread use of electric vehicles by 2050, when such vehicles will contribute to a 30% reduction in light duty vehicle carbon dioxide emissions. (far more than cars, current share low).

7. The phase out of conventionally fuelled vehicle (The uptake of Electric Vehicles) depends on a number of factors, for example, advances in vehicle and battery technologies and reduction in costs of vehicles and batteries from economies of production, the availability of charging infrastructure, increased awareness of citizens and incentives provided by governments including city governments. Increased use of Electric Vehicles is also dependent on transportation “eco-systems” which can integrate Electric Vehicle Technologies as a part of large transportation systems.

Debating electric vehicles must be broader than just replacing cars but must envisage broader business concepts, and pay attention to space allocation in cities.

8. We recognise the importance of clean energy sources for electric vehicles in order to realise the potential of emissions reductions from adopting Electric-Mobility.

We also take note of the potential of the Electric Mobility industry comprising vehicle and battery manufacturers, energy producers and distributors and renewable energy companies in creating new jobs and supporting the growth of a low carbon economy.

9. We recognise that the transition to a future where Electric Mobility is dominant will evolve with greater uptake in the near future possibly focussed on two-wheelers particularly for last-mile connectivity and transitioning to electric cars and bigger vehicles through the uptake initially of hybrid vehicles. We also recognise that “Electric Vehicles” is not the only solution for improving accessibility in urban areas and reducing GHG emissions and local air pollution. Effective Public Transport Systems integrated with walking and non-motorised transport will remain important.

10. We take note of initiatives to promote Electric Mobility in Cities such as Barcelona and recommend the replication of such examples in other cities across the world, suitably adapted to suit the respective, geographical and socio-economic contexts and overall strategy of providing mobility solutions in a country.

11. We take note of initiatives to **promote shared mobility modes** such as car-sharing in Bremen which are able to achieve not only a modal shift but help to reduce the number of cars in cities.

12. We take note and indicate support to the proposed UN-Habitat initiative on **‘Action Platform on Urban Electric Mobility’** which seeks to provide a platform for Industry, Cities and Financial Institutions to make mutually supportive commitments or “pledges” to increase the uptake of Electric Vehicles in Cities.

