



SLoCaT Partnership Comments on the July 18th revised (3rd) version of the Zero Draft of the New Urban Agenda

These overall comments¹ of the Partnership on Sustainable, Low Carbon Transport (SLoCaT) on the [latest version of “New Urban Agenda”](#), the outcome document of Habitat III (released on 18th July 2016) are complemented by detailed text suggestions that are incorporated in a separate document. SLoCaT has also provided comments on the earlier drafts of the New Urban Agenda².

For additional information or clarification about these comments please contact Cornie Huizenga (cornie.huizenga@slocatpartnership.org), Mark Major (mark.major@slocatpartnership.org), Ramon Cruz (Ramon.cruz@itdp.org) or Holger Dalkmann at (hdalkmann@wri.org). All of whom will be present in Surabaya during the Preparation Committee Meeting 3 (PrepCom3) from 25th – 27th July 2016.

I. Urban mobility in the UN Sustainable Development processes

The role of sustainable urban transport in delivering on commitments and objectives that the UN Member States have made in the last two years is increasingly acknowledged. This applies to, 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. None of these global processes can be successfully achieved without a specific contribution of sustainable urban mobility both by expanding access through new and additional transport infrastructure and services and by making transport more safe, clean, and affordable.

If the New Urban Agenda is to be the action orientated document that any 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 Organizations that contributed to SLoCaT’s comments on the revised draft include: Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), Institute for Transportation Development and Policy, Partnership on Sustainable, Low Carbon Transport, Walk21 and World Resources Institute (WRI).

² SLoCaT’s comments on the first, 6th May draft of the NUA are available at http://slocat.net/sites/default/files/u10/slocat_partnership_comments_on_the_habitat_iii_zero_draft_updated_2016-05-16.pdf

SLoCaT’s comments on the second 18th June draft of the NUA are available at: <http://www.ppmc-transport.org/wp-content/uploads/2016/04/SLoCaT-Partnership-Comments-on-the-Habitat-III-Revised-Zero-Draft-2016-05-27.pdf>

SLoCaT shares the concerns expressed that the NUA should not only set the direction for change in urban development but that it also needs to put in place robust mechanisms to encourage action and a tracking framework to ensure that progress is monitored on a regular basis. Concerning the action-orientation of the NUA, SLoCaT is exploring options to ensure that voluntary commitments made on sustainable transport at the Rio+20 conference as well under the Lima Paris Action Agenda on Climate Change are also used to help implement the transport related recommendations in the NUA. On tracking progress, SLoCaT believes that this is best done in an integrated, or linked, manner with tracking transport related targets under the SDGs and the Paris Agreement on Climate Change.

II. Treatment of transport issues in the new text

A. General Comments

SLoCaT is pleased that the third Zero Draft of the New Urban Agenda further integrates sustainable urban mobility in the text and that a number of suggestions provided by SLoCaT to the previous draft have been incorporated.

We very much welcome the inclusion of a new sentence (Paragraph 100a) on the need for a “significant increase” in sustainable transport “over private motorized transportation”. This is key in order to be able to deliver on SDG target 11.2, which calls for improved access to sustainable urban transport.

The inclusion of commitments around national, subnational, and local mobility planning should be applauded, as it is an important pillar to ensure a long-lasting paradigm shift toward the city of the future. Freight transport is now also included for the first time, although overall the draft text is mainly oriented towards passenger transport.

We also welcome that the specific needs of vulnerable populations are also now more systematically addressed in the text.

However, there are still several important issues that require more specific attention if the NUA is to catalyse a transformation of urban mobility.

B. SLoCaT’s priorities for improving the text

1. Climate mitigation

While the texts clearly references the Paris Agreement, and the ambition for a 1.5 degree scenario, the specific challenge of tackling the growing urban transport greenhouse gas emissions needs to be specifically mentioned. 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.

Proposed change: Add a new sentence 99 a: ***“We recognize the need to take action to reduce greenhouse gas emissions from urban transport as urban populations, urban***

areas and transport demand continue to grow.”

Proposed change : And insert the word “climate” in Paragraph 47: “and reducing the financial, environmental, **climate** and public health costs of inefficient mobility”

2. Road safety as a key element of sustainable mobility

The language on road safety and safe mobility needs to be strengthened in order to more align with previously agreed UN texts, including Sustainable Development Goal 3.6, which calls for halving the number of road deaths and accidents globally by 2020 to 650,000. This commitment is especially relevant in for cities, as it would mean a reduction to 300,000 deaths per year in cities worldwide whilst urban populations are growing fast. The text should also reference the Brasilia Declaration on Road Safety and the UN Decade of Action on Road Safety would further emphasize the importance of this issue and the enhance possible synergies with other global initiatives.

Proposed change: Amend Paragraph 99 as follows: *“We will take measures to improve road safety and integrate it into sustainable mobility and transport infrastructure planning and design, from the conceptual design and planning, to the execution, maintenance and operation in order to halve urban road deaths by 2020 in accordance with SDG 3.6. We will promote the ‘safe system’ approach called for in the UN Decade of Action for Road Safety and the Brasilia Declaration on Road Safety which call for the implementation of the United Nations vehicle safety regulations, accompanied by awareness-raising initiatives, with special attention to the needs of women and girls, as well as children and youth, older persons and persons with disabilities and those in vulnerable situations.”*

3. Importance of institutional strengthening and capacity building

A key barrier to the deployment of sustainable urban solutions is a currently a lack of institutional capacity in many countries and cities to implement sustainable mobility solutions. This need for sector specific capacity building needs to be included in the NUA.

Proposed change: Amend Paragraph 103 as follows: *“We will **strengthen and** provide support to sub-national and local governments to develop the necessary knowledge and capacity to **develop, implement and enforce such plans in partnership with local stakeholders.**”*

4. Financing sustainable mobility

Sustainable mobility requires sustainable financing. The NUA should provide more specific guidance how urban mobility will be financed fairly and sustainably. Fair and sustainable financing not only supports mode shift to more sustainable modes but enhances public support for demand management measures.

Proposed change: Amend Paragraph 121 as follows: “We will support appropriate policies and capacities that enable sub-national and local governments to register and expand their potential revenue base, especially with regard to local taxes and to collect user charges and fees to cover capital and operating costs and reflect the marginal social costs of unsustainable infrastructure, while ensuring that women and girls, children and youth, older persons, persons with disabilities, indigenous peoples, poor households, and marginalized communities are not disproportionately affected.”

Proposed change: Amend Paragraph 128 as follows: “*We will also consider establishing urban transport infrastructure and service funds at the national level, based on a variety of funding sources, ranging from public grants to contributions from other public entities and the private sector **and users**, ensuring coordination among actors and interventions as well as accountability*”.

5. Managing Travel Demand in Cities

The important contribution of policies to reduce demand for individual motorized mobility (e.g. parking policy and fees, planning, road pricing, license plate restrictions etc.) as well as stimulate more sustainable transport modes, needs to be included in the text. These mechanisms not only help shape a more sustainable travel demand pattern in cities, but can also help raise revenue at the local level to fund sustainable transport solutions.

Proposed change: Amend Paragraph 121 “*We will support appropriate policies and capacities that enable sub-national and local governments to register and expand their potential revenue base, especially with regard to local taxes and to collect user charges and fees (e.g. **parking charges, road pricing**) to cover capital and operating costs and reflect the marginal social costs of unsustainable infrastructure, **and discourage individual motorized transport**, while ensuring that women and girls, children and youth, older persons, persons with disabilities, indigenous peoples, poor households, and marginalized communities are not disproportionately affected.*”

6. Freight

Freight is mentioned in the new text but urban freight policy needs to be much more thoroughly addressed, in particular the links to urban planning and economic development.

Proposed addition to Paragraph 100: “*d) **Supporting urban freight planning and logistic concepts that enable efficient access to products and services, minimizing the impact on the liveability of the city and maximizing its contribution to economic growth***”