



The Johannesburg Declaration on Ecomobility in Cities

As of 9 Oct 2015

Representing cities committed to sustainable and low carbon development, we hereby commit to and request all spheres of government to prioritise sustainable urban mobility by agreeing to bold decisions for ambitious actions at the UN-Climate Summit in December 2015 (COP21, Paris) and the Habitat III Conference in October 2016 (Quito).

We commit to and urge all spheres of government to give their full support to the implementation of transport related targets on road safety, air quality, energy efficiency and urban transport under the recently adopted Sustainable Development Goals (SDGs).

We highlight the importance of COP21 in reaching an agreement on more inclusive and ambitious action on climate change. We want an inclusive, ambitious agreement that recognises and supports activities by all actors – in particular those by local and subnational governments – to realise ecomobility policies and programs that help make our cities around the world better places to live.

We city leaders ...

- Share a *vision* for our cities for sustainable mobility that is accessible, connected, affordable, safe, secure, inclusive, environmentally friendly, and that promotes the well-being of all;
- Identify and implement mobility solutions suitable for our local contexts;
- Recognise that *ecomobility*¹ means traveling through integrated, socially inclusive and environmentally friendly transport options, giving priority to walking and cycling, public transport and shared mobility;
- Agree that urban mobility plays an important role in curbing *greenhouse gas emissions (GHGs)* especially from private motorised modes and that low carbon mobility is the future for our cities, regions and countries in tackling climate change;
- Recognise that transitioning to ecomobility based urban transport systems will reduce the *carbon footprints* of our cities and improve *energy efficiency* when moving people and goods;
- Highlight the *multiple benefits* of ecomobility, for people, cities, and the planet, including a reduction in GHG emissions, new quality of public space, social integration,

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Ecomobility thus is an essential element of urban sustainable and low carbon transportation, offering a wide range of benefits.

¹ EcoMobility was introduced as a new term by ICLEI – Local Governments for Sustainability in 2007.

well-being and public health, increased access to services, cost savings, job creation, innovation and entrepreneurship;

- Are aware of the extremely *high* costs incurred by governments and individuals, due to externalities that result from intensive automobile use, large spaces for roads and parking, congestion and pollution;
- Call upon fellow local government leaders, national and sub-national governments, and development agencies, to support the *accelerated implementation of ecomobility* in cities across the world.
- *Acknowledge* the necessity that all spheres of government have to cooperate on efficient and integrated transport solutions.

We city leaders commit to ...

Adopt urban mobility policies that replace automobile centred cities with people-friendly cities by increasing the share of walking, cycling, public transport and other forms of shared mobility. Mobility in our cities needs to be integrated, safe, comfortable, equitable, environmentally friendly, low carbon, low cost and effective.

Policies for integrated sustainable urban mobility

- Base our mobility strategies, plans and (infrastructure) projects on ecomobility that take into consideration the different needs of citizens.
- Implement *policies, plans and instruments* that make our cities compact, through better integration of land-use and transport plans.
- Introduce and implement respective legislative measures to incentivise ecomobility;
- Base our city development processes on meaningful *public participation*.
- Employ all means of *quick low cost measures* for moving our cities away from automobile dependency to sustainable transport options, while also investing in *long-term mobility solutions* with lower maintenance costs in order to ensure affordability for future generations.
- Phase out direct and hidden or explicit *subsidies* for private motorised vehicles and non-residential parking.
- Setup metropolitan or inter-municipal cooperation bodies where appropriate to improve ecomobility.

Urban space for all

- Give priority to our *public space*, including road space, for multifunctional use and the coexistence of the different modes of mobility, replacing past policies that prioritised cars over people.
- *Dedicate road space, including highways, towards use for public services (such as emergency vehicles, waste collection and service/freight vehicles), public transport, shared mobility, walking and cycling.*
- Create more *equitable opportunities* for pedestrians and cyclists through the introduction of area-wide speed limits of a maximum of 30 km/h in residential areas.
- Provide safe, shared traffic spaces or segregated facilities for walking and cycling outside low speed zones, depending on local conditions.

- Combine people friendly mobility infrastructure with green space, open water and biodiversity development.

Public transport as the backbone for urban mobility

- Introduce *new and innovative* forms of public transport to overcome challenging topographies (such as urban cable cars, lifts and escalators).
- *Integrate* all public transport and mobility options in terms of institutions, infrastructure, fares and passenger information.
- Support and introduce concepts of *new and shared mobility* (including car sharing, car-pooling, bike sharing and paratransit (intermediate public transport) and integrate their needs into policy and regulation (e.g. privileged parking).
- Make use of new intelligent transport systems (ITS) to provide increased access, information, streamline operations and fare collection to make journeys easier, faster and convenient.
- Explore *public fleet models* for new, especially autonomous driven vehicles, and monitor their impacts on life quality in urban areas.

Low carbon vehicles

- Invest in *lower carbon and zero carbon energy* for vehicles.
- *Discourage* single-occupancy car trips, the use of heavy passenger cars (e.g. SUVs), cars with high noise output, high fuel consumption and pollution rates, inefficient driving styles and the use of cars for short distance trips.
- Encourage new trends in *e-mobility*, including small, light vehicles to move people and goods and shift to *renewable energy* as source.
- Enter into a *dialogue* with car manufacturers, vendors and car-dependent labour unions to raise their understanding for, and buy in, to an ecomobility based future urban transport system.

Equality and safety on our streets

- Give *dignity* to walking and cycling, also by ensuring city wide walking and cycling networks and building no roads without footpaths.
- Improve *road safety* through adoption of stringent safety policies (such as zero fatalities policies in Sweden and San Francisco).
- Increase the safety for *vulnerable* road users, especially children, elderly, disabled people and women.
- Develop strategies for safe and sustainable *school transport*.

Low carbon and green urban freight

- Develop local *green freight policies*, instruments and infrastructures and link these with national transport and freight policies.
- Develop Urban Freight Offices as local change agents and dry ports as freight consolidation centres.
- Manage freight delivery vehicles, delivery times and reorganise last mile deliveries towards more sustainable solutions.

- Introduce *combined passenger and freight* transport (e.g. cargo tram) on local and regional railway systems.

Awareness and participation for changing habits

- Strengthen our efforts towards *behavioural change* including through involvement, communication and marketing the benefits of ecomobility.
- Start and support information *campaigns*, car-free days (e.g. Ciclovía), weeks and months, EcoMobility days and Festivals, cycling campaigns and similar by involving local communities and stakeholders as well as educational institutions.
- *Celebrate* the improvements in ecomobility with communities.
- *Empower and fund community groups* to implement and develop innovative solutions for ecomobility.

Business development and jobs through ecomobility

- Encourage and support the development of *new business models* for new and shared mobility and use ecomobility for job creation.
- Encourage local small-scale food production in urban and surrounding areas to reduce GHG emissions and related global cost of transportation of food.

Corporate mobility managements

- Engage with public and corporate *employers* to introduce incentive programs that will result in a greater use of public transport, walking, cycling and car sharing for commuting to work and a reduction in private car based trips.
- *Request* companies to create travel plans.

Monitoring and evaluation to demonstrate the relevance of urban mobility for GHG reduction

- Employ *monitoring and reporting mechanisms* that measure our efforts to introduce ecomobility and decrease in private automobile use (shifts in modal split).
- Use systems such as the *carbons Climate Registry* to record commitments, action and achievements in urban transport related GHG emission reductions.

We city leaders request all national and sub-national governments to ...

Establish national strategies, programmes and policies including financial support and incentive schemes that support cities in the provision and maintenance of ecomobile infrastructures and services.

- Adopt *ecomobility* and related policies and ensure that legal frameworks and implementation instruments enable and foster ecomobility.
- Establish *national policies and related supporting financial mechanisms* to support ecomobility infrastructure and services or, where these are in existence significantly scale these up.
- Underline the importance of *sustainable urban transport infrastructure and services* as a condition for just, inclusive, prosperous, resilient and sustainable cities.

- *Empower* local and regional governments, decentralise decision making and give them responsibilities, institutional and financial capacities to improve urban mobility conditions.
- Phase out direct and hidden subsidies for car ownership as well as car usage (such as fuel subsidies) and change financial incentive mechanisms.
- Set conditions for cities to adopt urban and spatial development strategies that suppress personal car use and promote ecomobility alternatives.
- *Modify* road standards, legislation, regulation and codes to provide for and facilitate ecomobility.
- Challenge and enable creativity and *innovation* at the local level, offer national pilot projects to test new mobility patterns, allow experiments and encourage municipal cooperation mechanisms for regional transportation systems.
- Support and implement national programs to *reduce traffic for goods and freight* delivery in urban areas and set standards for low emission freight vehicles.
- Encourage public and private *entrepreneurship* for ecomobility.
- Request programs from international development agencies to implement EcoMobility in cities.
- Create the conditions to ease the *direct access* for local and regional governments to public and private international, national and local financing opportunities for long-term sustainable urban mobility strategies.
- Support low emissions, soot free and environmentally friendly vehicles, especially by investing in research and manufacturing for new types of small and light vehicles running on renewable energy.

We city leaders call upon Parties to the UNFCCC and the global climate community who convene in Paris in December 2015 for the UN Climate Summit, to ...

Ecomobility for reaching GHG emission targets and needing support through the UN climate agreement

- Acknowledge the *significant role* of the accelerated implementation of ecomobility to reduce the CO₂ emissions from the transportation sector.
- Ensure that an *inclusive and ambitious climate regime* is adopted in Paris that keeps global warming below 2 degrees.
- Ensure that Intended Nationally Determined Contributions (INDCs) include strong commitments to transform towards low carbon urban mobility.
- *Engage and empower local and sub-national governments* as governmental stakeholders in the full implementation of the 'Paris Climate Package' and the efforts to raise pre-2020 ambition by creating new and additional policy tools, guidelines and programmes that will enable national governments to tap the potential of local and subnational climate action.
- Agree to a UNFCCC 5-yearly review-and-ratcheting mechanism including a strong focus on the transport related emission reduction.
- Deliver promised deposits into the *Green Climate Fund*, and ensure direct access for cities to financing infrastructure investments for ecomobility.

- Help close the *pre-2020 gap* in emissions reduction and accelerate respective additional programmes in order to not losing the time until a Paris climate agreement enters into force.

We city leaders call upon governments who meet in Quito in October 2016 for Habitat III, the International Transport Forum of Ministers, the international development agencies, bi- and multi-lateral bodies, non-governmental organisations, and the businesses community in the mobility sector to ...

Global support for sustainable urban mobility

- Provide *supportive global conditions* for national and sub-national governments to implement ecomobility in cities.
- *Redirect available investment* sources and subsidies from infrastructure for private automobile to sustainable transport options for people and goods.
- Set targets and introduce *performance measurement tools* and techniques for creating and strengthening urban mobility plans.
- Provide framework conditions for ensuring the supply of public transport modes and electric mobility through *renewable energy*.

Sustainable urban mobility is key for SDGs and the New Urban Agenda

- Acknowledge the *significant role* of the accelerated implementation of ecomobility to improve the quality of life in cities and allow for people-centred urban planning.
- Introduce bold support mechanisms to implement the *Sustainable Development Goals* (SDGs) on transport and sustainable cities and provide *support* to local and subnational governments for their implementation.
- Include ecomobility as goal in the New Urban Agenda to be adopted at the UN Conference on Housing and Sustainable Urban Development, (Habitat III) in Quito 2016 by national governments.

Development cooperation and climate finance for ecomobility

- Provide *financial means* and allow *direct access* for local governments to global financing mechanisms for expanding public transportsystems, improving walking and cycling facilities and the scaling up of shared mobility.
- Provide *technical support and capacity building* activities to cities to increase their awareness on ecomobility and to design and implement ecomobility projects.

By adopting this **Johannesburg Declaration on EcoMobility and Cities**, we reaffirm our commitment to the above goals and underline that urban mobility trends can only be changed if we adopt a coordinated, integrated and dedicated approach.

By endorsing this final draft of the declaration, we confirm that we will work with our subnational and national level governments, international development agencies, bi- and multi-laterals, networks of cities, and more importantly with each other and our local communities to make ecomobility a reality in our cities.

- ✓ This declaration has first been endorsed by city leaders who convened in Johannesburg, South Africa, in October 2015 for the second EcoMobility World Festival and the EcoMobility Dialogues.
- ✓ The declaration is/ will be supported by cities participating in the EcoMobility Alliance, and the ICLEI Council on behalf of all ICLEI Members.
- ✓ Endorsement by all local and regional governments who wish to call upon national governments, international organizations and fellow city leaders is invited.
- ✓ The declaration is also supported by organizations and agencies who act as partners to the EcoMobility Festival and EcoMobility Alliance, including SLoCaT.

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