



Edited version as of 29 October 2015

The Johannesburg Declaration on Ecomobility in Cities

October 2015, Johannesburg, South Africa



a world class African city





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Partners to the declaration:



Representing cities committed to sustainable and low carbon development, we hereby commit to and request all spheres of government to prioritise sustainable urban mobility and call for bold decisions resulting in ambitious action on climate change and sustainable development at the UN Climate Summit (COP21) in Paris, France in December 2015 and the Habitat III Conference in Quito, Ecuador in October 2016.

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

We highlight the importance of COP21 in reaching an agreement on inclusive and ambitious action on climate change. An inclusive, ambitious agreement that recognises and empowers all stakeholders – in particular local and subnational governments – to realise ecomobility policies and programs will help make our cities around the world better places to live.

Ecomobility means traveling through integrated, socially inclusive and environmentally friendly transport options, giving priority to walking and cycling, public transport and shared mobility.

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

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

We city leaders share a vision for sustainable mobility in our cities ...

- That is accessible, connected, affordable, safe, secure, inclusive and environmentally friendly, and that promotes the well-being of all;
- Recognise that ecomobility depicts integrated, socially inclusive and environmentally friendly transport options, giving priority to walking and cycling, public transport and shared mobility;
- Agree that urban transport plays an important role in curbing greenhouse gas emissions (GHGs), especially from motorised passenger and freight modes, and that low carbon mobility is the future for our cities, regions and countries in tackling climate change;
- Recognise that a transition to ecomobility based urban transport 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, well-being and public health, increased access to services, cost savings, job creation, innovation and entrepreneurship;
- Are aware of the high costs incurred by governments and individuals due to externalities that result from the large scale use of motorised passenger and freight vehicles and the associated vast space allocated for roads and parking, including congestion, road fatalities and injuries, as well as air and noise pollution;
- Call upon fellow local government leaders, national and sub-national governments, the business sector and the development community to support us in the accelerated implementation of ecomobility in cities across the world;
- Acknowledge the necessity for all spheres of government to cooperate on efficient and integrated transport solutions;
- Acknowledge the relevance of cooperating with a variety of stakeholders and involving private business;
- Commit to identify and implement mobility solutions suitable for our local contexts.



The transport sector consumes 27% of the global energy consumption.

The Intergovernmental Panel on Climate Change (IPCC), Report WGIII p21, 2014

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, other forms of shared mobility and green freight. 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 projects on transport infrastructure and services designed around the paradigm of ecomobility, taking into consideration the different needs of citizens;
- Implement policies, plans, projects and instruments that make our cities compact through greater integration of land-use and transport plans, focusing on transit oriented development (TOD);
- Introduce and implement legislative measures to incentivise ecomobility;
- Base our city development processes and transport planning on meaningful public participation;
- Prioritise quick low cost measures that will move our cities away from automobile dependency to sustainable transport options;
- Develop and implement long-term ecomobility solutions that are financially viable in terms of investment and maintenance costs;
- Phase out direct, hidden or explicit subsidies for private motorised vehicles, their use and parking;
- Set up, where appropriate, metropolitan or inter-municipal cooperation bodies to improve the realization of ecomobility across administrative borders.

All ICLEI members shall prioritize urban mobility that caters for the needs of the people and allows more equitable use of urban space by giving preference to walking, cycling, wheeling and public transport in an integrated and shared matter.

ICLEI Strategic Plan 2015-2021

Contains background information supporting the declaration.

Urban space for all

- Give priority in the use of public space, including road space, to multifunctional uses and the coexistence of different modes of mobility, replacing past policies and approaches that have prioritised cars over people;
- Dedicate road space, including urban highways, towards public transport, shared mobility, walking and cycling, including improved access for public services (such as emergency vehicles, waste collection and service/freight vehicles);
- 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 and pedestrian areas 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

- 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, carpooling, bike sharing and paratransit (intermediate public transport) and integrate their needs into policy and regulation (e.g. by providing privileged parking for shared mobility vehicles);
- Introduce new and innovative forms, and rediscover former means, of public transport (such as urban cable cars, lifts and escalators) to overcome challenging topographies;
- Make use of intelligent transport systems (ITS) to provide improved access, information, streamlined operations and fare collection to make journeys easier, faster and more convenient;
- Explore the introduction of public fleet models when utilising new, autonomously driven vehicles, and monitor their impacts on life quality in urban areas.

Low carbon vehicles

- Invest in lower carbon and zero carbon energy vehicles;
- Discourage single-occupancy car trips; the use of heavy passenger cars (e.g. SUVs); cars with high noise output, high fuel consumption and high levels of pollutants; inefficient driving styles; and the use of cars for short distance trips;
- Encourage new trends in electric mobility (e-mobility), including small, light vehicles to move people and goods and shift to renewable energy as a source for electric transport;
- Enter into a dialogue with car manufacturers, vendors and automobile-linked 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, facilitated by city-wide walking and cycling networks. Ensure that all new roads have footpaths;
- Improve road safety through the adoption of stringent safety policies (such as the zero fatalities policies introduced in Sweden and San Francisco), as well as related infrastructure and enforcement;
- Increase safety for vulnerable road users, especially children, women, the elderly, and sick and disabled people;
- Develop strategies for safe and sustainable school transport.

Low carbon and green urban freight

- Develop local green freight policies, instruments and infrastructure, and link these with national transport and trade policies;
- Develop Urban Freight Offices as local change agents and dry ports as freight consolidation centres;
- Manage freight delivery vehicles and delivery times, and re-organise last mile deliveries towards more sustainable solutions;

Awareness and participation for changing habits

- Explore combined passenger and freight transport (e.g. cargo tram) on local and regional railway systems;
- Explore underground freight conveyer systems.
- Strengthen our efforts towards behavioural change through greater community involvement, communication and marketing the benefits of ecomobility;
- Initiate and support information campaigns, car-free days (e.g. Ciclovía), weeks and months, EcoMobility Festivals, cycling campaigns etc. with active involvement of local communities and stakeholders as well as educational institutions;
- Celebrate with communities the improvements in ecomobility;
- Empower and fund community groups to implement and develop innovative solutions for ecomobility.

Business development and job creation 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 the related overall cost of transportation of food.

Corporate mobility management plans

- 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 private automobile use (shifts in modal split);
- Use systems such as the carbonn Climate Registry to record commitments, actions and achievements regarding urban transport related GHG emission reductions.



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

...

... establish national strategies, programmes and policies supported by financial support and incentive schemes that support cities in the provision and maintenance of ecomobility infrastructures and services.

- Adopt ecomobility oriented policies and ensure that legal frameworks and implementation instruments enable and advance 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;
- Acknowledge 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 and decentralise decision making, ensuring these have the mandate, 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 re-orient financial incentive mechanisms towards ecomobility;
- Set conditions for cities to adopt urban and spatial development strategies that discourage personal car use and promote ecomobility related 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 programmes 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 support programs from international development agencies to implement ecomobility in cities;
- Improve the direct access for local and regional governments to public and private international, national and local financing opportunities for long-term sustainable urban mobility investments;
- Support low emissions, soot-free and environmentally friendly vehicles, especially by investing in research and by encouraging manufacturing of new types of small and light vehicles running on renewable energy.

“27% of global road traffic deaths are among pedestrians and cyclists. To date, these road users have been largely neglected in transport and planning policy.”

World Health Organisation (WHO), Global Status Report on Road Safety, 2013

“Co₂ emissions from global surface passenger transport will grow up to 110% if fuel prices are low and if urban transport infrastructure is private-vehicle oriented.”

Organisation for Economic Co-operation and Development (OECD), IFT Transport Outlook 2015, 2015



“Every year, almost 1.3 million people are killed in road crashes around the globe ”

World Health Organisation (WHO), Global Status Report on Road Safety, 2013

The growing global mobility challenge:



China

Road investment in China will require over \$150 billion in next 10 years as of 2006

Indonesia

Congestion cost in Jakarta increased to \$5.2 billion in 2010 from \$4 billion in 2009



India

Traffic has grown by 150 times over the last 50 years, since 1951

United States

Government lacks the funds to adequately address congestion



Source: World Bank; American Society of Civil Engineers; McGill University; Project Finance; A&L Goodbody Consulting; Railpage Australia; Business New Zealand; Government of India; McKinsey Global Institute analysis

“It is estimated that a 1 percent saving in travel time will generate a 0.5 percent increase in traffic within the first year, rising to a total of 1 percent over the longer term ”

Phil B. Goodwin, Empirical evidence on induced traffic, Transportation, volume 23, issue 1, 1996



We city leaders call upon Parties for the UN Climate Summit to ...

“It takes up to 50 times more road space for cars to carry the same number of people as the average public transport vehicle in Mexico City, based on the city’s average occupancy of 1.21 passengers per car.”

World Resources Institute, People-Oriented Cities: Smarter Driving, Smarter Cities, 2014



“Promoting healthy and sustainable transport alternatives prevents the negative effects of transport patterns on human health, such as those caused by air pollution and obesity.”

World Health Organisation (WHO), Global Status Report on Road Safety, 2013



“Between 2000 and 2050, GHG emissions from transport are projected to increase by 140%, with 90% of this share expected in developing countries.”

United Nations - Climate Change (UNFCCC), MobiliseYourCity Local Governments in Developing Countries Take High Road to Low-Carbon, 2015

...embrace ecomobility as key strategy for reaching CO₂ emission targets and give support through an inclusive and ambitious climate agreement.

- Acknowledge the significant contribution of the accelerated implementation of ecomobility to reducing 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 ambitions 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 the UNFCCC 5-yearly review-and-ratcheting up mechanism for INDCs, including a strong focus on transport-related emissions reduction, as well as greater actions in support of climate change adaptation in the transport sector;
- Ensure that the Green Climate Fund is fully capitalized, and ensure direct access for cities to finance for ecomobility infrastructure and services;
- Help close the pre-2020 emissions reduction gap by accelerating action on ecomobility programmes to make full use of the time until a Paris climate agreement enters into force in 2020.



We city leaders call upon...

...governments meeting for Habitat III in Quito in October 2016, the International Transport Forum, the international development agencies, bi- and multi-lateral bodies, non-governmental organisations, and the businesses community in the mobility sector to ...

Increase global support for sustainable urban mobility

- Support national and sub-national governments in the implementation of ecomobility in cities;
- Redirect available investment sources and subsidies from car-centred infrastructure towards sustainable transport options for people and goods;
- Promote the development of urban mobility plans that set targets on ecomobility and introduce performance measurement tools and techniques to assess progress;
- Provide framework conditions for ensuring the supply of public transport modes and electric mobility through renewable energy.

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

- Acknowledge the significant contribution of the accelerated implementation of ecomobility to improving the quality of life in cities, and the enabling role of people-centred urban planning; Introduce bold support mechanisms to implement transport related targets under the Sustainable Development Goals (SDGs) on e.g. health and sustainable cities, and provide support to local and subnational governments for their implementation;
- Make ecomobility a central concept in the New Urban Agenda to be adopted by national governments at the UN Conference on Housing and Sustainable Urban Development (Habitat III) in Quito 2016.

Development cooperation and climate finance for ecomobility

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



“Any attempt at limiting global average temperature rise to less than 2°C without including the transport sector is infeasible, and local transport actions will play an essential role in meeting national transport targets.”

The Partnership on Sustainable, Low Carbon Transport (SLoCaT), Transport and Climate Change, Technical Paper, EcoMobility Dialogues, September 2015



The Declaration may be used by partners and endorser for their preparations and advocacy work for the UN Climate Summit.

The Johannesburg Declaration on Ecomobility in Cities is one of the outcomes of the second EcoMobility World Festival 2015, which took place in Johannesburg, South Africa.

It has been developed by ICLEI – Local Governments for Sustainability and the City of Johannesburg and has received valuable input from partners and experts, in particular from SLoCaT.

This Declaration was first endorsed by city leaders and experts who convened in Johannesburg, South Africa, in October 2015 for the EcoMobility Dialogues.

We invite local and regional governments, as well as national governments, international organisations, civil society organisations, companies and business associations, to endorse the Declaration.

The Johannesburg Declaration brings a strong message on ecomobility, sustainable urban transportation and climate to the UN-Climate Summit (COP 21) in Paris in December 2015, conveyed through a group of local leaders under the lead of Johannesburg's Executive Mayor Parks Tau.

Further, the declaration summarises multiple benefits of ecomobility for sustainable urban development and thus sends a signal towards the negotiations for Habitat III (October 2016, Quito) to bring sustainable urban mobility into the New Urban Agenda.

www.ecomobilityfestival.org/the-johannesburg-declaration/



Photos: Simphiwe Nkwali, courtesy City of Johannesburg

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 implement a coordinated, integrated and dedicated approach.

By endorsing this 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.

City leaders endorsing this Declaration have asked the Mayor of Johannesburg, Parks Tau, to take the Declaration to the UN Climate Summit in Paris, France in December 2015.

Endorsers of the declaration:



Further endorsements can be indicated on the respective website.

Further information:

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