HABITAT - III Workshop; CNAM/CODATU

The Accessibility We Need

Closing Session

Brief on the Draft of

CODATU Message to HABITAT - III

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CODATU
 Identified requirements of sustainable transport that makes it supportive of sustainable development;

Inexpensive / Simple / Lasting / Clean / Self-reproducible / Equitable / Acceptable
Its time for a Message to HABITAT - III

The PSTC of CODATU drafted the message

The plan is to finalize in the next three weeks; we hope!

CODATU Counsel will then approve before it is formally sent to HABITAT - III
Our HABITAT - III Message focuses on the “Accessibility We Need” as “basic right of city residents” and Not Only as reflecting; “transport” & “reasons to travel”

But Also focuses on

- The requisites to achieve efficient transport for improved access and

- How to react to the adverse impacts of unrestraint access → safety, energy, emissions, …….
• The **Message** addresses two time horizons

  the **immediate**

  Persisting Issues despite **HABITAT - II**

  the **future**

  **Outlook to** **HABITAT - IV**
The Issues that Persist despite HABITAT- II are addressed in the Message draft under three headings;

A. Problems

B. Inappropriate solutions in place

C. Inappropriate decision-making
By the **Outlook for the next 20 years to HABITAT- VI**; the message draft tries to answer **What HABITAT - III should pursue to overcome the persisting issues?**

- We are working on grouping those under the A, B & C headings used to group the persisting issues

**We will benefit much from today’s Output!**
Issues that Persist despite HABITAT- II

A. Problems

✓ Poor access to destinations
✓ Inequities among citizens relating to location, income, age, etc.
✓ High % of household expenditure on travel
✓ Pressure of continued migration to cities
✓ Congestion and related impacts

✓ High cost of energy

✓ Lack of integration of urban transport

✓ Rapid increase in automobile ownership and use

✓ Traffic safety
B. Inappropriate solutions in place lead to

✓ Expansion of “informal” housing
✓ Heavy dependence on paratransit and difficulty to control & reduce their externalities
✓ Undue emphasis on infrastructure solutions

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✓ Lack of management solutions
✓ Lack of consideration of land use planning
✓ Too much transfer of inappropriate solutions between cities
✓ Failure to introduce entities to coordinate urban transport in big cities
Inappropriate balance in consideration of different modes:

- Poor NMT; mainly pedestrian → 37% daily trips in 2005
- Poor Public Transport & lack of rail-based systems and/or difficulty to expand → 47% daily trips in 2005
- Planners/Engineers go for new roads

Private Transport is only → 16% daily trips in 2005
C. **Inappropriate decision-making**

- Inappropriate governance and poor institutional functioning
- Miscommunication & mutual lack of trust
  
  “**Policy Political Gape**”
- Capacity Building not understood in its wider meaning;
  - Institutional development
  - Improving regulatory framework
  - Training of human resource
Lack of decentralization

Financing mechanisms and sources;

- Difficulty to sustain earmarked taxation
- Lack of innovative financing of NMT
- Lack of fair distribution of subsidy
- Lack of out of fare box financing of PT
- Inappropriate aid negotiations!
- Obstacles to private sector participation
✓ Lack of transport engineers & urban planners
✓ Non-specialized decision
✓ Poor infrastructure implementation under poor capability of cities and contractors
✓ Insufficient data infrastructure
✓ Failure to involve many stakeholders
✓ Poor enforcement of traffic regulations
Outlook to HABITAT - IV

✓ Facilitation of **Applied Research** on prediction of the impact of growing technologies: Telecom, ITS, e-commerce, ... **NOT Only** on travel demand **BUT Also** on transport planning & projects and their suitability and influence on: **Improved Equitable Accessibility to All**
Finding practical ways to apply UN-HABITAT GRHS, 2013, related to, e.g.,

- Travel objective; “equitable access to all”
- Holistic multi-region / multi-mode planning
- Predictable sustainable financing
- Non-traditional financing for NMT
- Targeted public transport fare subsidies
- Wise choice of Metro, LRT or BRT…
Finding out practical ways to apply the 9 principles of Version 1 of The City We Need World Urban Campaign, UN-HABITAT, 2014, defining it as:

socially inclusive / well planned / regenerative / economically inclusive / keeps sense of place / safe / healthy / affordable & equitable / managed at the metropolitan level

and how this can reflect on achieving the Accessibility We Need!
Se, it is really central to future concerns of achieving the “Accessibility We Need” to address;

- **How** UN HBITAT 2013; **Recommendations**
- **How** UN HBITAT 2014; **Nine Principles**

→ Can be Accomplished in Cities of the Developing Countries and to address; how to find out **Pragmatic Solutions** to identified **Persisting Issues**
Related concerns include but not limited to:

✓ Education: “Transport Engs. & Planners” & “Urban Planners” for relevant jobs in the city

✓ Training: profession skills, exiting practice, new technologies, ...

✓ Building institutional capacity of cities:
  Policy development, negotiation skills, problem solving, public participation, ...

✓ Cities empowered to assure responsibilities:
  legislations, inter-gov. fiscal arrangements, regulations & contract management, ...
Finally;

- We in CODATU are sure to benefit from this innovative Workshop

- The PSTC of CODATU will integrate relevant findings in the final version of the Message

And this will be **Acknowledged** in the text
TO KEEP THE TRADITION,

We hope that CODATU forthcoming colleagues ....
send a CODATU MESSAGE TO HABITAT - VI in 2036!
Thank You