

1. Transport challenges in subnational entities and related GHG emissions

Mobility for people as well as goods is at the heart of issues related to sustainable development and climate change in both rural and urban areas. It is essential to access to basic services, jobs, markets, health care, and education, especially for the poorest. Providing affordable, safe, clean, efficient, reliable and accessible transport is critical to ensure economic and inclusive growth provide a sustainable future to our communities.

In recent decades, economic growth worldwide has led to a rapid increase in needs for mobility of people and goods. The transport sector, in meeting this demand, has become one of the primary sources of greenhouse gases emissions (GHG) – responsible for nearly 25% of global energy related emissions – and forecasted increases in the coming years are quite alarming. While in the past the bulk of GHG from the transport sector came from the global North, transport emissions caused by economic growth in the developing world (Non-Annex 1 countries) are rising quickly and are expected to overtake those from the developed countries (Annex 1) within 1-2 years from now.

Between 2000 and 2050, GHG emissions from the transport sector are projected to increase by 140 %, with a very large share of that increase coming from developing countries (nearly 90 %). According to the latest report by the IPCC “*Without aggressive and sustained mitigation policies being implemented, transport emissions could increase at a faster rate than emissions from the other energy end-use sectors and reach around 12 Gt CO₂eq/year by 2050*”. For all these reasons, it is essential to take action now to curve down transport related GHG emissions in both developed and developing countries while increasing the level of service to support a more sustainable and inclusive development.

Urban transport accounts for nearly half of the emissions of the transport sector. With more than half of the world population living in cities since 2010 (two third by 2050 according to projections), daily mobility of persons and goods is now more than ever a burning issue for climate change and constitutes a real challenge to provide to billions of urban dwellers efficient, affordable, safe, reliable, inclusive and low carbon urban transport. Local authorities face difficulties to provide a concerted transport planning framework that would address the growing demand for urban mobility, which results in too many cities in a drastic increase in congestions, air pollution, not to mention road fatalities, especially in developing cities. In the long term, besides the dramatic consequences for individuals (road accidents, premature mortality due to air pollution related diseases, time and gas wasted), the economic toll paid by cities is enormous¹. To accompany the sustainable economic growth of cities and address the need for a cleaner and low carbon urban mobility, it is urgent to change our behaviours and rethink our need for mobility as well as our modal choice.

¹ Traffic congestions cost more than US\$ 200M per year in Nairobi (Bloomberg Business) and US\$8.5bn in London (Financial Times, 2013 figure)

To do so, it is vital to fully empower subnational entities so they can implement policies aimed at:

1. Reducing the need for unnecessary urban travel, particularly those made by private cars through a better articulation between city and transport planning and the promotion of alternatives to transport (home working, modulation of working time, development of mixed areas);
2. Prioritising investment in resilient transport infrastructure that will avoid induced mobility resulting in an increase of GHG emissions and a deterioration of local eco-systems;
3. Promoting a modal shift to active modes, public transport and alternative transport modes (rail, waterborne) for passengers and goods (last mile delivery) and a structural change in vehicle use (car sharing, car pooling)
4. Improving the energy efficiency of transport vehicles, in particular through the acceleration of significant technological advances (electric mobility, among others), enabled through traffic regulation (roadworthiness, speed limits, Low Emission Zones, car free zones, emission and gas standards, etc.).
5. Involving civil society and consider user associations as social experts able to help reduce transport inequalities (age, gender, health, income) and promote a more inclusive mobility.

Reducing GHG emissions in urban transport is an urgent need AND an opportunity to foster a more sustainable and inclusive mobility for urban areas.

The need to mitigate GHG emissions opens up prospects for transforming the urban transport sector and better structuring our cities. It should create new sources of useful economic activities for prosperity and create jobs in our regions. For centuries, mobility has driven innovation. Now more than ever, the transport sector has a major role to play in combating climate change. This transformation should combine technological, social and organisational innovation and address local challenges posed by urban mobility such as air pollution, noise pollution and road safety while being socially equitable, environmentally more sustainable and offering new economic opportunities.

Both public and private stakeholders must make great efforts to ensure these goals are met. We must all play our part to implement transport policies that meet the demand of everyday travel. Transport sector actors have pledged a number of voluntary commitments during the United Nations Secretary General's Climate Summit in September 2014 that will be highlighted during the Transport Day at COP21 in favour of rail services (UIC), freight transport (Green Freight Initiative), standards for vehicle emissions (GFEI) and greater use of electric modes (JEMI). Indeed, urban transport actors are strongly committed to reduce GHG emissions, and several initiatives to this regard show the intense mobilisation of its stakeholders towards public transport (UITP), clean bus fleet (C40), and modal shift to cycling (ECF/WCA).

The 21th Conference of the Parties of the United Nations Framework Convention on Climate Change (COP21) to be held in Paris in November-December 2015 offers a unique opportunity to launch and upscale a concerted process at the global level to reverse the trend on transport-induced GHG emissions and, at the local level, to transform the mechanisms of mobility in our territories, while enabling access for all to basic goods and services.

2. Inspiring and replicable best practices in urban transport planning to reduce GHG emissions

From isolated measures to reduce GHG emissions in urban transport...

Single measures in the urban transport sector have an impact on GHG emissions. The implementation of Bogotá's Bus Rapid Transit (TransMilenio) for example contributes to save nearly 600 000 t CO_{2eq} per year in the city.

Other measures such as renewing bus fleets also have a positive impact on GHG emissions. Indeed, the pledge of Paris public transport authority to renew the fleet to zero emission buses by 2025 will help save an estimated 220 000 t CO_{2eq} per year.

...to an integrated approach of urban mobility through transport planning

Because they address both land use and urban mobility in its entirety, these measures have a multiplier effect on the reduction of GHG emissions when comprehensively coordinated with other measures and embedded into a Sustainable Urban Mobility Plan (SUMP). Planning sustainable urban mobility greatly contributes to the reduction of urban transport negative externalities, i.e. air pollution, road congestions, improves road safety and favours more inclusive urban transport and more prosperous cities. It increases also resilience of cities and biodiversity protection by promoting green networks in urban areas. SUMPs consist of an integrated and sustainable approach towards mobility planning, taking into account all transportation modes for both passengers and freight and promoting urban transport policies that foster public transport and active transport modes, as well as sustainable freight transport. Sustainable urban transport planning measures are already being implemented in developing countries: India fosters the implementation of Comprehensive Mobility Plans, and the federal government in Brazil conditions its financial support to municipal transport projects to the adoption of SUMPs in cities above 20.000 inhabitants. The Indonesian government currently develops a program to implement urban transport planning measures to promote public transport and active transport modes in several middle-size cities across the country. This program is expected to cut direct GHG urban transport related emissions by between 7.2 and 14.1 MT CO_{2eq} between 2015 and 2030 in the selected cities.

Europe has been actively promoting the implementation of SUMPs in European cities for several years. The EU Commission estimates that the implementation of the comprehensive set of measures that emerges from the SUMP process in a given city has a substantial effect on GHG emissions since it could lead to a CO₂ emission reduction between 35 % and 70 % in 2040 compared to business as usual for the assessed cities (Barcelona, Malmö, Freiburg and Sofia).

Other projects are under development to implement SUMPs, for example in Tunisia, Morocco or Senegal in order to improve mobility and reduce CO₂ emissions.

3. Recommendations and commitments

We, local representatives, want to generate the impetus that will enable us to respond to the global challenges posed by urban mobility. We accept responsibility for our territories and we want to build upon longstanding measures to improve our cities' standard of living. This is why coherent urban mobility policies taking into account all transport modes for people and goods and fostering inter-modality must lay the foundations for not only reducing emissions but also for ensuring widespread access, for improving air quality and road safety and for promoting economic prosperity in our regions.

In this context, we commit to:

1. **Initiate before 2020 and implement** through a participatory process a **Sustainable Urban Mobility Plan** in our local area (municipality/metropolitan or regional level) with a clear CO₂ emission reduction target to be achieved by the end of its implementation period of 10 years (see the initiative "MobiliseYourCity").
2. **Regulate the use of low occupied private cars and encourage** renewal of cleaner vehicle fleets, notably by implementing low emissions zones and through public procurements (see UEMI, GFEI, ZEV alliance).
3. **Contribute to increase modal shift towards public transport and active modes and reduce CO₂ emissions in public transport,** by increasing ridership and through public procurements (see initiative from UITP and C40 Declaration).
4. **Promote active modes,** especially walking and cycling, in particular by providing safer conditions for the users (see initiative from ECF/WCA).

We consider we can cut emissions in urban transport from 30 % to 50 % by 2030 and from 50 % to 75 % by 2050 compared to business as usual based on national circumstances, contributing to a longer-term mitigation target through the implementation and revision cycle of successive SUMP in our local area. We call upon our national governments to support our efforts by setting up a National Urban Transport Policy that includes a legislative framework for SUMP and helps establish clear financing schemes for urban transport.

We are aware that all these efforts to reduce GHG emissions in urban transport would be in vain if actions are not taken in other transport subsectors such as interurban, rural, waterborne, maritime and air transport, and therefore we call for a strong commitment from both the public and the private sectors to this regard.

We reaffirm our mobilisation for COP21, the Paris Process on Mobility and Climate (PPMC), and especially for the high level Action Day and the thematic Transport Day that will be held as part of the Lima Paris Action Agenda during the Conference and will showcase strong and concrete commitments of all actors mobilized for a less carbon intensive and more inclusive transport.

We finally state that COP21 is the starting point of our mobilisation and that we will maintain our efforts continuously over the decades to come.

4. Messages to the stakeholders involved in the climate negotiation process

Regarding Mexico's "Intended Nationally Determined Contribution" (INDC) mentioning a 21% reduction in the transport sector by 2030, we strongly encourage national governments to include in their INDCs specific actions in the transport sector.

We state that for non Annex-1 countries, Nationally Appropriate Mitigation Actions developed by the UNFCCC is an appropriate tool to develop a national framework to promote sustainable urban mobility at the local level and articulate local and national actions.

We support the call of the UN for a carbon tax, and, reaffirming the polluter-payer principle in the transport sector, we call for a price of carbon that can enable transformational impacts towards a more sustainable mobility.

We call on the Green Climate Fund to provide support for the development and implementation of NAMAs and finance the development of SUMP.

We call on the CTCN and the Technology Mechanism under the UNFCCC to develop a special focus on technologies that will enable and catalyse the implementation of the SUMP.