Istanbul Declaration an Habitat Agenda : Global Plan of Action

6. Sustainable Energy Use

145. The use of energy is essential in urban centers for transportation, industrial production, and household and office activities. Current dependence in most urban centres on non-renewable energy sources can lead to climate change, air pollution and consequent environmental and human health problems, and may represent a serious threat to sustainable development. Sustainable energy production and use can be enhanced by encouraging energy efficiency, by such means as pricing policies, fuel switching, alternative energy, mass transit and public awareness. Human settlements and energy policies should be actively coordinated.

Actions

146. In order to promote efficient and sustainable energy use, governments at the appropriate levels, in partnership with the private sector, non-governmental organizations, community based organizations and consumer groups, should as appropriate:

a) Promote urban and rural planning and design solutions that are conductive to the efficient use of energy and that pay due attention to end users and their attitudes and practices;
b) Introduce appropriate measures to promote the use of renewable and safe sources of energy and to improve the efficiency of energy use in human settlements, while ensuring that people living in poverty and their families are not disadvantaged;
c) Promote energy-efficient systems, for example, by introducing or supporting innovative energy-efficient measures in the generation, distribution and use of energy, such as combined heating and cooling systems that utilize waste heat recovery, and co-generation of heating and electricity;
d) Encourage research, development and use of non-motorized or low-energy transport systems and the use of renewable energy sources and technologies, such as solar, wind and biomass energy;
e) Encourage countries, in particular developing countries, to co-operate in exchanging knowledge, experience and know-how in the phasing out of lead gasoline, through, inter alia, the use of biomass ethanol as an environmentally sound substitute;
f) Introduce or amend user charges and/or other measures to promote the efficient use of household energy;
g) Stimulate, through fiscal incentives or other measures, and adopt energy-efficient and environmentally sound technologies in the rehabilitation of existing industries and services and in the construction of new ones;
h) Support programmes for the reduction and neutralization of emissions of polluting gases originating in the generation, transportation and use of energy;
i) Encourage and promote public education and media campaigns to encourage recycling, reuse and reduced energy consumption;

j) Encourage the use of solar heating and cooling and electric technologies, energy efficient design, ventilation and improved insulation of buildings to reduce the consumption of energy in buildings;

k) Encourage the use of safe industrial and agricultural waste products and other types of low energy and recycled building materials in construction;

l) Encourage and promote the development and dissemination of new and environmentally sound technologies, including the reduction of metal compounds as part of transportation fuels, and good practices in the use of energy.

7. Sustainable transport and communication systems

147. Transport and communication systems are the key to the movement of goods, people, information and ideas, and to access to markets, employment, schools and other facilities and land use, both within cities and between cities, and in rural and other remote areas. The transportation sector is a major consumer of non-renewable energy and of land and is a major contributor to pollution, congestion and accidents. Integrated transport and land-use policy and planning can reduce the ill effects of current transport systems. People living in poverty, women, children, youth, older persons and people with disabilities are particularly disadvantaged by the lack of accessible, affordable, safe and efficient public transport systems.

148. Developments in communications technologies can have a significant impact on economic activity and human settlements patters. It is important for the potential impacts to be addressed so as to ensure that maximum benefits accrue to the community and to reduce any adverse outcomes in relation to access to service.

149. Managing transport in human settlements should be done in a way that promotes good access for all to places of work, social interaction and leisure and facilitates important economic activities, including obtaining food and other necessities of life. This should be done while reducing the negative effects of transport on the environment. Transport-system priorities should be given to reducing unnecessary travel through appropriate land-use and communication policies, developing transport policies that emphasize mobility alternative fuel vehicles, improving the environmental performance of existing modes of transport, and adopting appropriate pricing and other policies and regulations.

150. Non-motorized transport is a major mode of mobility, particularly for low-income, vulnerable and disadvantaged groups. One structural measure to counteract the socio-economic marginalization of these groups is to foster their mobility by promoting affordable, efficient and energy-saving modes of transport.

Actions

151. In order to achieve sustainable transport in human settlements, governments at the appropriate levels, in partnership with the private sector, the community sector and other relevant interested parties, should:

a) Support an integrated transport policy approach that explores the full array of technical and management options and pays due attention to the needs of all population groups, especially those whose mobility is constrained because of disability, age, poverty or any other factor;
b) Coordinate land-use and transport planning in order to encourage spatial settlement patterns that facilitate access to such basic necessities as workplaces, schools, health care, places of worship, goods and services, and leisure, thereby reducing the need to travel;
c) Encourage the use of an optimal combination of modes of transportation, including walking, cycling and private and public means of transportation, through appropriate pricing, spatial settlement policies and regulatory measures;
d) Promote and implement disincentive measures that discourage the increasing growth of private motorized traffic and reduce congestion, which is damaging environmentally, economically and socially, and to human health and safety, through pricing, traffic regulation, parking and land-use planning and traffic abatement methods, and by providing or encouraging effective alternative transport methods, particularly to the most congested areas;
e) Provide or promote an effective, affordable, physically accessible and environmentally sound public transport and communication system, giving priority to collective means of transport with adequate carrying capacity and frequency that support basic needs and the main traffic flows;
f) Promote, regulate and enforce quiet, use-efficient and low-polluting technologies, including fuel-efficient engine and emissions controls and fuel with a low level of polluting emissions and impact on the atmosphere and other alternative forms of energy;
g) Encourage and promote public access to electronic information services.