

# MobiliseYourCity input to the Talanoa Dialogue: A sectoral partnership for integrated action

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## Background

The *MobiliseYourCity* Partnership is a global climate partnership for integrated urban mobility planning in emerging, developing and EU neighborhood countries, and an international transport initiative under the UN Marrakesh Partnership for Global Climate Action. It is a multi-donor action, jointly co-financed by the European Commission's Directorate-General for International Cooperation and Development (DG DEVCO), the French Ministry of Ecological Transition and Solidarity (MTES), the French Facility for Global Environment (FFEM), and the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB). The Partnership is implemented jointly by its founding partners ADEME, AFD, CEREMA, CODATU, and GIZ. Besides contribution to the international climate process, it contributes to the UN's Agenda 2030, specifically Sustainable Development Goal (SDG) 11: Make cities inclusive, safe, resilient and sustainable.

## Objectives & State of Play

MobiliseYourCity is a global and inclusive network of cities and countries as well as an umbrella brand of European development cooperation particularly related to the field of GHG emission reduction in sustainable urban transport. The Partnership aims at assisting beneficiary partners - i.e. national and local governments - in their preparation of National Urban Mobility Policies and Investment Programs (NUMPs) and Sustainable Urban Mobility Plans (SUMPs). It facilitates the establishment of framework conditions for effective investment and sustainable development of urban transport infrastructure & services. Goals:

- 20 national governments commit to introduce NUMPs as frameworks for substantial GHG emission reduction
- **100 cities engage in reducing GHG emissions by 50% through the development of integrated SUMPs**

Currently the Partnerships counts 33 local and 9 national government partners in Africa, Asia, Latin America and the EU Neighbourhood. Approximately a third of them receive already specific technical assistance under the Partnership umbrella.

### Where are we?

In 2015, transport emitted almost 8 Gt of CO<sub>2</sub> with a trend to 13.3 Gt in 2050. More than 80% of national emissions come from road transport, whereas a large share of it stems from urban transport. Forecasts project strong growth of these in non-OECD countries, outnumbering growth rates in OECD countries by a multiple; in many non-OECD countries, urban transport has become already the major emitter. However, opportunity cost for mitigation measures are significantly lower in less developed regions, if sustainable development pathways are promoted early.

### Where do we want to go?

In urban transport great opportunities can be tapped by shifting towards low-carbon vehicle technologies, as far as low-carbon energy sources can be made locally available.

However, any substantial technology advancement of individual motorized vehicles in non-OECD countries might in many cases be difficult to achieve in medium term due to often unfavorable economic conditions. As population growth and urbanization rates are going to remain high in many countries, for non-OECD countries emphasis to be put on avoiding transport demand through sensible urban structuring and shifting passenger transport to sustainable transport modes such as public transport –particularly high-capacity mass-rapid-transit systems-, and attractive non-motorized transport.

### How do we get there?

- a) **Raising the ambition level** of local governments in sustainable urban mobility through forming coalitions, backed by effective, long-term south-south / north-south partnerships and cooperation measures;
- b) **Linking targets:** Breaking down NDCs into sector targets and connecting these with “co-benefits” (i.e. goals as described in the New Urban Agenda), which are politically most relevant and indispensable for diligent implementation and follow-up particularly at sub-national level;
- c) **Integral policy and planning approaches with robust linkage to investments:** Due to scarce chances particularly in the transport sector to advance individual investment projects with transformational potential, emphasis is crucial to establish integrated, comprehensive policies and development plans for sector transformation with clear linkage to budgeting and financing concepts for activating transformation.