**Non-Party stakeholders’ inputs**

**for the Talanoa Dialogue**

From the CITIES CONFERENCE II

Towards Safe, Affordable and Sustainable Urban Mobility in

Latin America and the Caribbean

**Session 5: Talanoa Dialogue on urban mobility in Latin America and the Caribbean**

Date: Wednesday 17th October 2018

Time: 11:15-13:00

Place: Room Raúl Prebisch, UN ECLAC

Santiago, Chile

**Question 1 – Where are we?**

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| *Urban development in the Latin American and Caribbean (LAC) is rather disorganised and the use of conventionally fuelled cars is growing fast in the cities with significant negative impacts on the economic efficiency of cities, air quality, road safety and climate change. These trends are a significant threat to the global climate. When asked “Where are we?” 73% of the audience responded that from a climate perspective urban mobility in the LAC is doing “badly” or “very badly”. In many cities public transport is inefficient and of poor quality and is losing mode share. There is a lack of clear national transport polies to tackle climate change and very few NDC´s address urban mobility.* |

**Question 2 - Where do we want to go?**

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| *Urban mobility in Latin America and the Caribbean needs a new vision for its development – no longer based on historic patterns. . To support regional development and tackle climate change urban mobility policy should be more focussed on the efficient movement of people, not vehicles.*  *When surveyed “Where do we want to go?” 51% responded “Human focused planning and investments” and 37% responded “PT prioritisation”.*    *It is important to understand the role of the automobile sector in the economy (e.g. Mexico) and how a transition to a low carbon system impacts on workers and the economy.*  *Recent extreme climate events highlight the need for urban mobility to be more resilient.* |

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| *Cities across LAC are starting to develop Sustainable Urban Mobility Plans (SUMP) (7 financed by the EU Euroclima+ program) and some countries are preparing National Urban Mobility Policies (NUMP) (3 financed by the EU Euroclima+ program) – these provide an opportunity to build and implement coordinated and effective urban mobility policies at the local and national levels – and serve as examples for the whole region.* |

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| *Efficient low carbon mobility in Latin American and Caribbean cities would make a major contribution to improving road safety, urban air quality, health and to reduce inequality.* |

**Question 3 - How do we get there?**

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| *Developing and implementing a low carbon urban mobility requires much better governmental co-ordination (horizontally and vertically) and broad consensus building. The UN Climate Change process should help engage different national ministries (urban, transport, health) as well as foster meaningful dialogue between local and national actors. Improved access to information and education will help build popular support for new urban mobility solutions.*  *Actual users of urban mobility systems need to be more directly involved in the development and implementation of new urban mobility systems through meaningful consultation mechanisms (e.g. social media). To tackle climate change there needs to be a significant improvement in the quality of public transport to make it more efficient and attractive to broad range of users.*  *When asked “How do we get there?” 32% responded “Stronger national mobility policies”, 22% responded “More powers for cities”, only 5% responded “Better financing for cities” but 40% responded “Improved human capacity at the local level”.* |

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| *NDC´s need to include clear action on transport and include a co-ordinated mixture of regulation and technology measures to address urban mobility. Given the relatively clean energy supply in LAC the development of electromobility has a significant role to play in the region (public transport, cars and bikes). Transport investments needs to support low carbon transport investments.* |

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| *Tackling urban mobility requires coordination (horizontally and vertically) between different governmental agencies – the UN Climate Process should continue to provide opportunities for non-Party actors to participate in designing and implementing solutions – in particular during the preparation and maintenance of NDC.* |