

Nairobi Communique – Outcome of the High-Level Session on Innovative Urban Mobility for Sustainable Cities in Africa at UN-Habitat Assembly, 30 May 2019

We, the participants in the “High Level Session on Innovative Urban Mobility for Sustainable Cities in Africa” co-organised by UN-Habitat, the Africa Transport Policy Programme (SSATP) and the International Association of Public Transport (UITP), comprising officials and experts from national, regional and local governments, public transport undertakings, international organizations, academic and research organizations, NGOs, business and entrepreneurs;

Recognizing:

- (i) The rapid pace of urbanisation in the African region;
- (ii) Increasing sprawl and fragmentation of neighborhoods;
- (iii) Persistent poverty and growing inequality;
- (iv) The growth of metropolitan areas;
- (v) Increasing levels of motorization in urban areas;
- (vi) The large and increasing numbers of deaths and injuries from road traffic accidents;
- (vii) Rapidly increasing CO₂ and local emissions from transport; congestion and air pollution in urban areas;
- (viii) The need for adequate, safe, affordable and reliable public transport for all citizens;
- (ix) That shared and informal transport accounts for the majority of all public transport in African cities;
- (x) The special needs of women and vulnerable groups like people with disabilities;
- (xi) The need to design and build footpaths and bicycle lanes that are safe and convenient for pedestrians and cyclists including vulnerable groups;
- (xii) The need to ensure integration between footpaths and bicycle lanes with public transport stops and stations;
- (xiii) The potential of new and emerging digital technologies in developing mobility solutions;
- (xiv) The potential of increasing employment by including women and encouraging the development of new technologies and mobility solutions;

Recognizing also:

The role of transport in the sustainable development of cities; regions and countries; **And;**

With a view to achieving the Sustainable Development Goals and the New Urban Agenda; particularly

Target 11.2 of the SDGs: *“by 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons”*

And;

Target 3.6 of the SDGs: “By 2020, halve the number of global deaths and injuries from road traffic accidents”;

And;

Paragraph 114 of the NUA: “We will promote access for all to safe, age- and gender-responsive, affordable, accessible and sustainable urban mobility and land and sea transport systems, enabling meaningful participation in social and economic activities in cities and human settlements, by integrating transport and mobility plans into overall urban and territorial plans and promoting a wide range of transport and mobility options [...];

Taking note of:

- (i) Innovative solutions to improve mass public transport such as the Bus Rapid Transit Systems and urban railways;
- (ii) Innovations using digital technologies for better planning and to map informal public transport for integrated sustainable transport networks;
- (iii) Emerging innovations to optimize all forms of public and shared transport to provide better services to citizens;
- (iv) Emerging innovations to reduce travel demand and encourage a modal shift to sustainable forms of transport e.g. for goods transport and increase occupancy of cars through car and ride sharing apps;
- (v) Emergence of low emissions and electric mobility and use of “local and big data”;
- (vi) Encouraging measures taken by some countries to promote clean mobility;

Recommend to Governments:

- (i) To take measures to prioritize “mobility of people” over infrastructure development to accommodate car-based traffic;
- (ii) To promote the coordination and integration between national transport and urban policies;
- (iii) To ensure participation of civil society, businesses and all stakeholders in the preparation of investment projects; to ensure the participation of women and other vulnerable groups;
- (iv) To provide incentives for a shift from car-based traffic to public transport integrated with better facilities for walking, cycling and shared mobility;
- (v) To develop appropriate fuel pricing schemes, parking pricing, road-pricing and congestion charging schemes that can cross-subsidise the costs for sustainable measures such as improvement of public transport and provision of foot-paths and bike-lanes;
- (vi) To provide incentives for sustainable transport such as bike-sharing schemes integrated with public transport;
- (vii) To assess the potential for take-up of e-mobility including in off-grid areas by strengthening renewable energy and transport nexus and promote a move to low emissions mobility;
- (viii) To establish Metropolitan Transport Authorities for metropolitan areas with empowered jurisdiction over land-use planning; transport planning; transport infrastructure development and maintenance; operation of public transport;

- (ix) To develop investment plans and proposals for sustainable transport systems; considering also innovations like Transit Oriented Development to recover investment and operations costs of transport systems from rising land-values;
- (x) To develop pilot/ lighthouse projects to test and replicate innovative solutions;
- (xi) To provide an enabling environment that encourages start-ups and entrepreneurs in developing innovative solutions to tackle mobility problems;
- (xii) To put in place measures to coordinate the work of National Statistical Offices, city administrations, transport operators and relevant International Associations to track progress against the SDG targets 11.2 and 3.6, as well as the mobility related commitments of the New Urban Agenda.