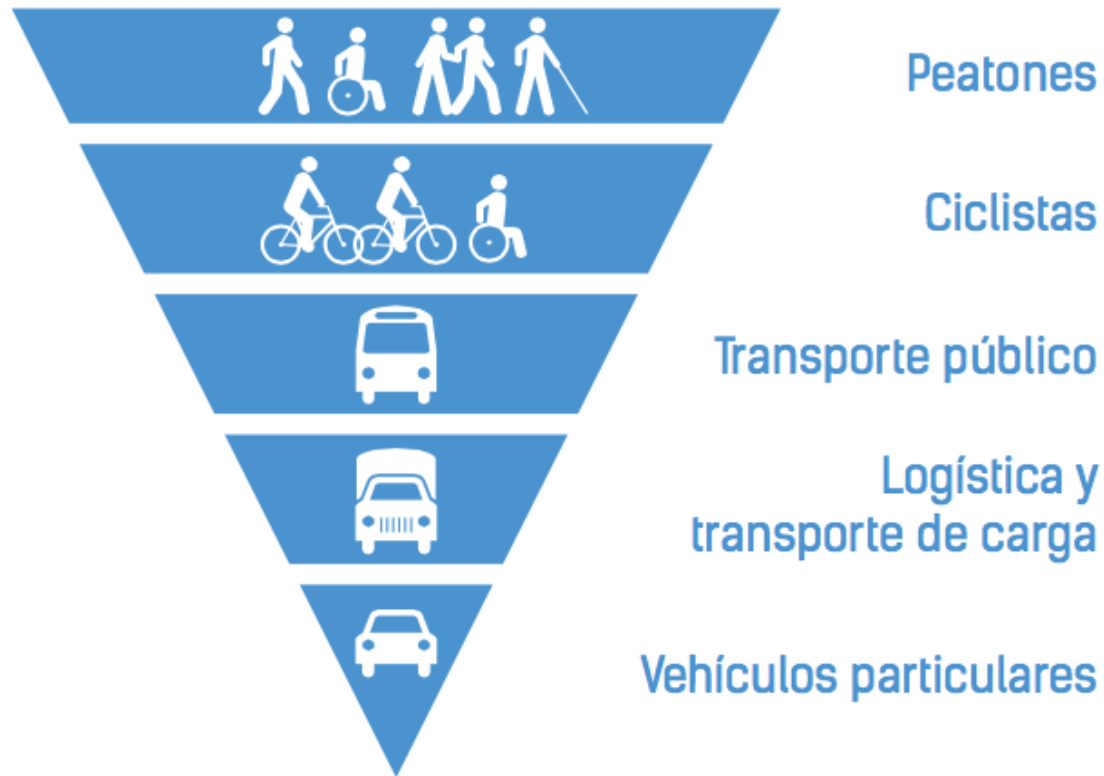


Recommendations from the Mobility subgroup

- “shift – avoid – improve” framework



Request a plan for middle and large sized city to reduce emissions by 2050 to 20% of their current level

- Calculate transport emissions for 2020 of every city, develop a mitigation plan and monitor

Carbon taxes

- Reestimate social value of atmospheric carbon under the carbon neutrality commitment
- Determine a carbon tax to be added to fuels
- Include the social value of atmospheric carbon into cost benefit analysis determining transport investments

Sustainable mobility, adopt inverse pyramid

- Discuss and approve a Mobility law that prioritizes sustainable transport
- Review the National Transport Policy accordingly.
- Include funds and incentives for cities to adopt this view

Urban Planning: compact cities and urban limits

- Elaborate new territorial planning instruments, adopting an 8-80 visión
- Increase population density inside the city
- Renew or rehabilitate deteriorated urban areas
- Request each city to elaborate a plan to reduce the trips longer than 5 kms by 20% by 2040
- Reduce the motorized speed in urban contexts
- Implement congestion charging
- Limit parking in highly congested áreas
- Stop building urban freeways to connect with dense urban areas.

Public and non-motorized transport improvement plan

- Provide road infrastructure to prioritize public transport
- Provide rail transport where the demand justifies it
- Devote infrastructure to bicycles and pedestrians
- Take road space from car lanes

Funding for public transport infrastructure and operation

- Devote road congestion and parking revenues to public transport
- Devote funds from continuity infrastructure concessions to public transport
- Develop fare integration including public bikes in chilean cities

Improve non-motorized travel conditions

- Implement a broad public bikes system offered to low-income groups too
- Improve walkability in neighbourhoods to reach a Walk Score of 75 points
- Develop a new Road design guide inspired in NACTO guidelines
- 50% of public space (Including roads) should be devoted to non-motorized transport modes and Green areas

New technologies

- Zero emissions fleet:
- Tax exemptions
- Provide financial incentives to buy zero-emission buses
- Hinder acquisition of fossil fuel cars

	Buses	Taxis colectivos	Taxis
2025	25%	50%	50%
2030	80%	100%	100%
2035	100%	100%	100%

The main recommendation of the CITIES group is to structure a **new governance for Chilean cities. Multiscale . Multisectorial – Participative.**

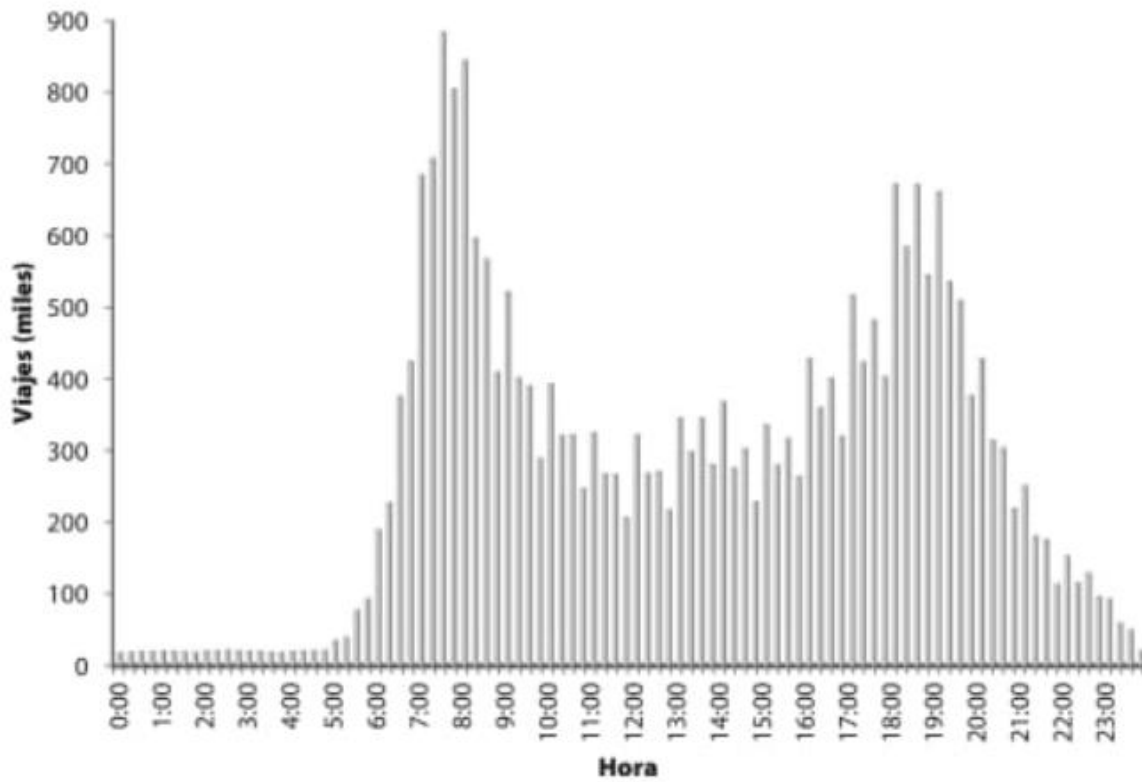
This governance must

- promote urban **sustainability**
- reduce current significant **inequalities.**



Foto: Ricardo

The world PRE COVID19



The world post COVID19

Cada **vehículo** de transporte público deberá operar a una **capacidad menor**.

Only 12 will be allowed on city buses in Sydney as restrictions ease

NEWS | SYDNEY



Image: Bidgee/Creative Commons

The world post COVID19

Cada **vehículo** de transporte público deberá operar a una **capacidad menor**.

Donde hoy viajan **seis** pasajeros por m² no deberíamos poner más de **uno**.

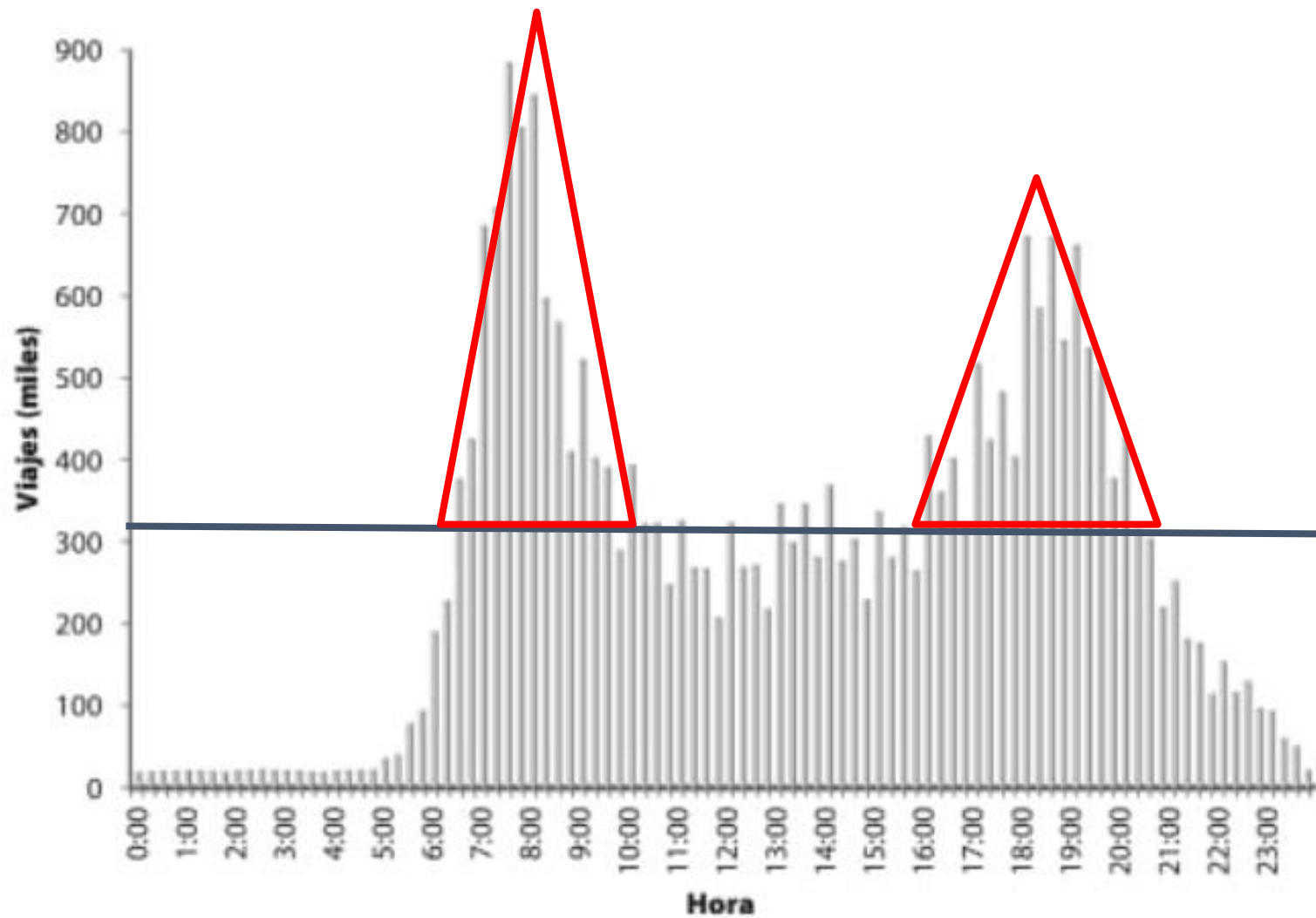
Only 12 will be allowed on city buses in Sydney as restrictions ease

NEWS | SYDNEY



Image: Bidgee/Creative Commons

The world post COVID19



The world post COVID19

How do we manage those trips that no longer fit into buses and trains?

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Can we increment the offer?

Transporte público POST-pandemia

How do we manage those trips that no longer fit into buses and trains?

Can we increment the offer?

If that is not enough, what Will those travelers do?

Not to travel? Change the hour?

Transporte público POST-pandemia

How do we manage those trips that no longer fit into buses and trains?

Can we increment the offer?

If that is not enough, what Will those travelers do?

Not to travel? Change the hour?

We must avoid them to move to cars

Large areas of London to be made car-free as lockdown eased

Mayor Sadiq Khan says city needs to be repurposed for people as it emerges from coronavirus restrictions

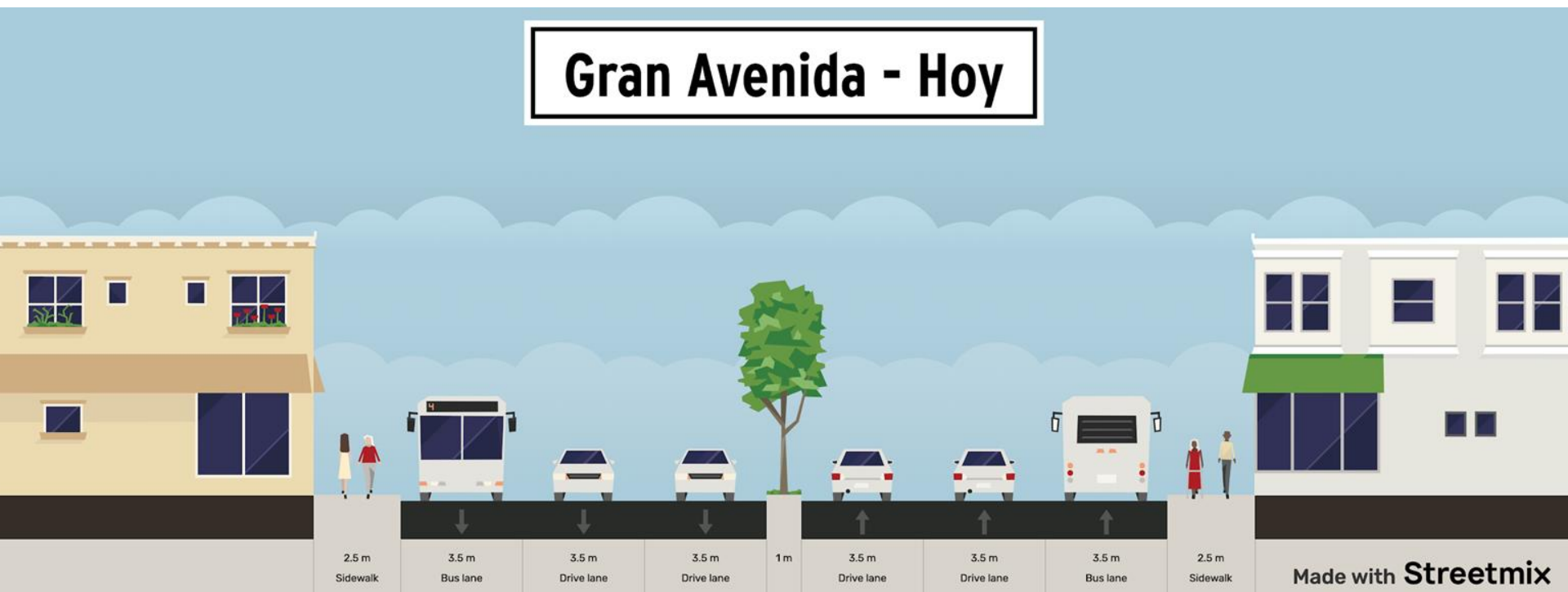
- [Coronavirus - latest updates](#)
- [See all our coronavirus coverage](#)



The Guardian

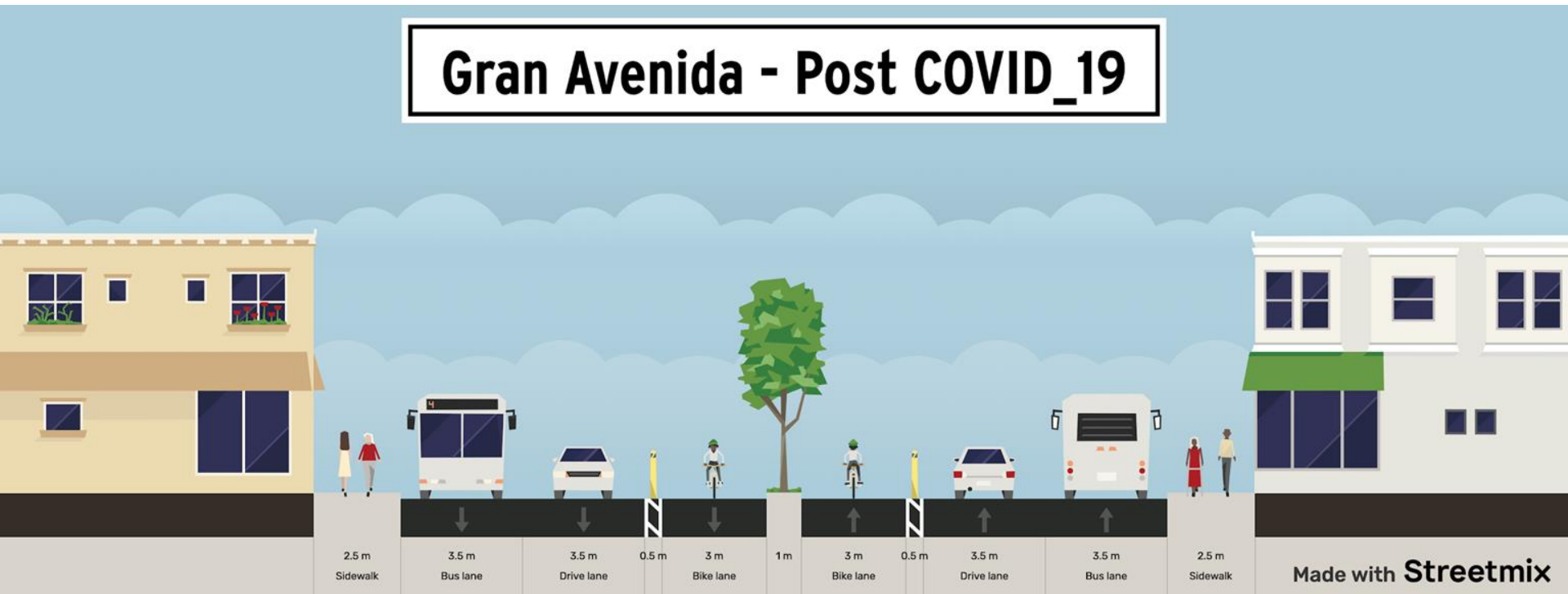
We have a unique opportunity to
give some spaces back to
sustainable ways of transport.

Distribución del espacio vial



Distribución del espacio vial

Gran Avenida - Post COVID_19



Capacidad máxima por pista
ciclable: **14000 p/h***

*Botma, H., & Papendrecht, H. (1991). Traffic operation of bicycle traffic. Transportation Research Record, (1320).

What we have learned so far?

- Less travels per person**

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- Less distance per travel

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- Less travels per person
- Less distance per travel
- Less energy/km/Passenger

What we have learned so far?

- Less travels per person
- Less distance per travel
- Less energy/km/Passenger
- Less CO₂ emissions/unit of energy

Marrakech Partnership and the Global Climate Action Agenda

Áreas Temáticas MP

- ☆  Uso de Tierra
- ☆  Océanos & Zonas Costeras
- ☆  Agua
- ☆  Asentamientos Humanos
- ☆  Transporte
- ☆  Energía
- ☆  Industria
-  Áreas Transversales
-  Otros sectores



Resiliencia



Finanzas e Inversionistas

☆ Marrakech Partnership themes and cross-cutting areas

Stakeholders



Tomadores de decisiones & partes



Ciudades y regiones



Sector Privado



Grupos de fe



Juventud














Instituciones financieras



Sociedad civil

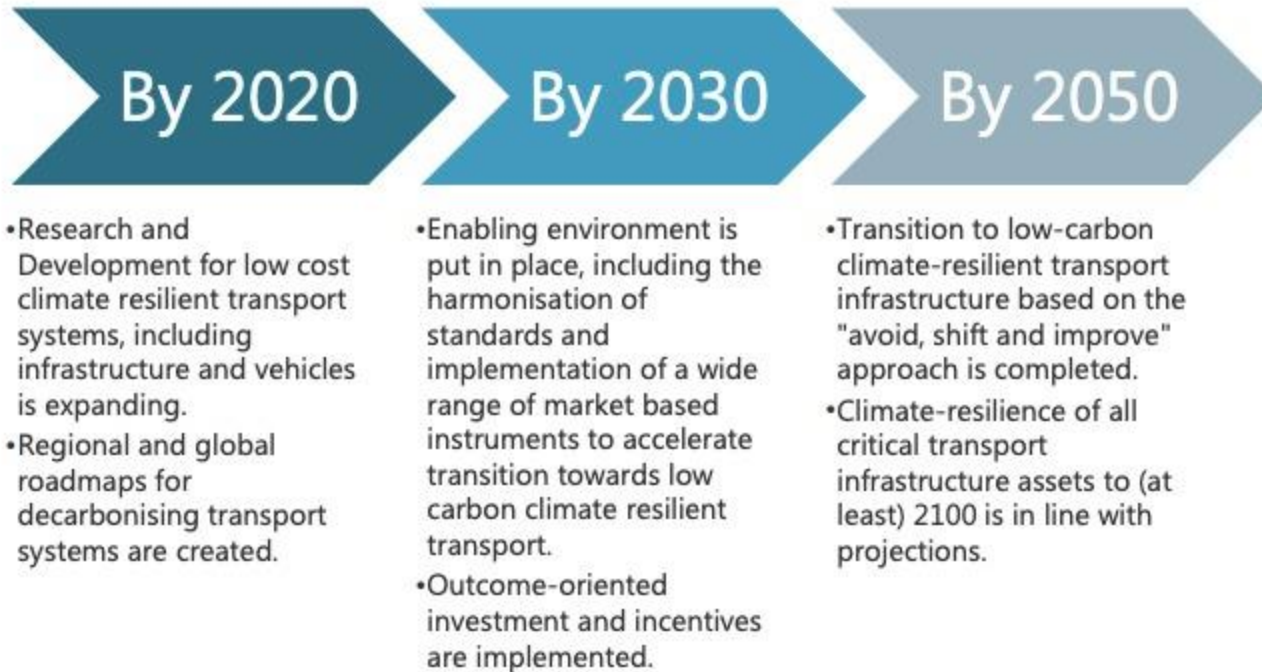
We will work to deepen MPGCA work at sectoral level

Themes		HLC Support Team Sector Coverage				
	Land use	Food & Agriculture		Forestry & Restoration		
	Oceans & Coasts	Oceans				
	Water	Water				
	Human Settlement	Buildings	Infrastructure		Cooling	
	Transport	ICE (Light, Heavy, Bus)	Aviation		Shipping	
	Energy	Power	Oil & Gas	Hydrogen	Coal phase-out	
	Industry	Steel	Cement	Chemicals	Aluminium	Plastics
	Cross cutting themes	 Resilience	 Finance and Investors			
	Other sectors	Consumer, Retail, Apparel	Mobile & ICT	Metals & Mining	Tourism	

 Marrakech Partnership themes and cross-cutting areas

Transport Thematic area 1.5 Pathways (a product of radical collaboration)

Milestones towards 2050



Vision statement

By 2050 Transport is decarbonised by shifting to a more diverse range of modes and vehicle technologies for both passenger and freight movement. The shifts which will be done in a phased manner over a number of milestones, including higher market shares of low- and zero-emission vehicles (including electric and other vehicle technologies), combined with shared mobility services (provided that they effectively displace more energy- and carbon-intensive transport modes), as well as the use of low- and zero-carbon fuels. Walking, cycling and other forms of light mobility, along with existing and novel forms of public transport, account for large shares of urban mobility thanks to significant changes in behavior. The latter are supported by the integration of land use and transport planning that has reduced per-capita travel distance. Car ownership decreases significantly in urban areas, triggered by the implementation of economic instruments and regulations. New and existing transport infrastructures have been made resilient to the impacts of climate change to at least 2100, in line with projections, and are more resilient to extreme weather events and other forms of disruption. Maintenance is prioritised to maximise operational resilience; extreme weather warning systems and contingency plans are in place; and flexible and adaptive infrastructure allows modification as conditions change. Monitoring systems and effective data management inform timely and effective management. Interdependencies are understood and addressed to reduce exposure. Embedded system level resilience supports a smooth transition to another mode if conditions preclude use of the intended mode. Particularly vulnerable communities benefit from appropriate capacity-building, as well as access to finance and technology for climate change adaptation and resilience building.

Society is thriving due to the improved efficiency and inclusivity of transport systems, which have not only increased mobility and accessibility, but has also decreased road fatalities, injuries and local air pollution and increased physical activity due to non-motorised transport. Optimised supply chain networks have improved the efficiency of freight transport. Institutional, legal and regulatory frameworks are in place to drive sustainable and climate-resilient mobility technologies and generate outcome-oriented investment and incentives.

We need you all to join

