

National Model United Nations

Week B

March 24 – March 28, 2013



**United Nations Human Settlements
Programme
Documentation**

United Nations Human Settlements Programme

Committee Staff

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Agenda

1. Enhancing Sustainable Urban Mobility
2. Improving Drinking Water Availability and Sanitation Infrastructure in Slums
3. Implementing Social Inclusion and Environmental Justice on the Agenda of Sustainable City Development

Resolutions adopted by the committee

Document Code	Topic	Vote (Y/ N/ Abstention/ Non-Voting)
UN-HABITAT/1/1	Enhancing Sustainable Urban Mobility	35/1/5/1
UN-HABITAT /1/2	Enhancing Sustainable Urban Mobility	32/3/7/0
UN-HABITAT /1/3	Enhancing Sustainable Urban Mobility	32/3/7/0
UN-HABITAT /1/4	Enhancing Sustainable Urban Mobility	38/2/2/0
UN-HABITAT /1/5	Enhancing Sustainable Urban Mobility	29/7/6/0
UN-HABITAT /1/6	Enhancing Sustainable Urban Mobility	28/7/6/1
UN-HABITAT /1/7	Enhancing Sustainable Urban Mobility	33/5/4/0

United Nations Human Settlements Programme Summary Report

The United Nations Human Settlement Programme held its annual session to consider the following agenda items: I. Enhancing Sustainable Urban Mobility; II. Improving Drinking Water Availability and Sanitation Infrastructure in Slums; and III. Implementing Social Inclusion and Environmental Justice on the Agenda of Sustainable City Development.

The first session was attended by representatives of 44 Member States and 1 Observer. The session opened with several statements concerning the adoption of the agenda. The Committee adopted the provisional agenda in the order of I., II., III., and the end of the session began with the consideration of the topic “Enhancing Sustainable Urban Mobility.”

The second day started with several informal caucuses. The body split into different working groups to focus on various aspects of the topic under consideration. Although separating into different groups, the spirit of the negotiations was characterized by cooperation and mutual understanding. After concluding the third session of the second day, six working papers were submitted to the dais for review. Key issues that arose included an Urban Bicycle Initiative, strengthening local institutions, Public Private Partnerships, and a sourcebook to enhance sustainable urban mobility.

The third day, which consisted of three long committee sessions, saw nine working papers in progress. The issues that arose in the three new working papers included information sharing, solutions to congestion, and a diversity of transportation methods. After extensive informal caucusing, a second round of draft working papers were handed in to the dais. During the evening session, four working papers began to merge. The focus of the mergers included Public Private Partnerships, education for administration, information sharing, and expansion of transportation methods. By the end of the third day, a total of seven working papers were negotiated on the floor and presented to the dais for a third round of editing.

The fourth and final day saw two committee sessions. In the morning session, the body focused on the finalization of working papers. In the afternoon, all seven working papers were approved by the dais and became draft resolutions. The body continued to discuss their ideas and gather support for the draft resolutions. Amendments to the draft resolutions were introduced. The second half of the session was devoted to the consideration of the draft resolutions on the floor. After four roll call votes and three votes by placard, all seven draft resolutions were adopted with a two-thirds majority.

1 *Recognizing* the importance of Sustainable Urban Mobility (SUM) as a critical component of
2 sustainable development, within all Member States especially urban areas in Least Developed
3 Countries (LDC) and its vast effect on millions of people in cities,
4

5 *Taking note* of the vital role of knowledge and information in the decision-making process and
6 the need to spread policy solutions to developing countries,
7

8 *Aware of* the successful UN-HABITAT sourcebook of 2011 which provided SUM solutions and
9 recommendations for policy makers,
10

11 *Recalling* HSP/RES/22/8 as well as the A/CONF.219/3,
12

13 *Bearing in mind* HSP/GC/22/2,
14

15 *Aware of* problematic situations in developing cities of LDCs, such as, lack of adequate
16 infrastructure, chronic traffic congestion, unfortunate increase of road accidents, and worsening
17 pollution affecting the development of cities,
18

19 *Emphasizing* the Millennium Development Goal 7 target 11 and the 9th principle of the Rio
20 Declaration,
21

22 *The United Nations Human Settlements Programme,*
23

- 24 1) *Recommends* an expansion of the current *Sustainable Transport: A Sourcebook for*
25 *Policy-makers in Developing Cities* (2011) to more accurately address the issues of the
26 necessity and effectiveness of SUM on poverty stricken groups and inclusion of socially
27 marginalized groups such as slum dwellers, women, children, the disabled and sick in all
28 Member States;
29
- 30 2) *Strongly recommends* the inclusion of the sourcebook in future UN-HABITAT initiatives
31 concerning sustainable urban development as a tool for policy makers to reference as
32 source of best policy practices;
33
- 34 3) *Endorses* the implementation of a monitoring body within the Sustainable Cities Program
35 (SCP) to assist in the application of the sourcebook solutions and evaluate their success in
36 addressing the needs of all inhabitants of the participating cities;
37
- 38 4) *Supports* the involvement of the monitoring body periodical consultations with experts,
39 researchers, urban planners, local NGOs, and community groups familiar with the local
40 context in participating cities;
41
- 42 5) *Recommends* a five year sourcebook update based on the experiences of the monitoring
43 body during the process of supervision on the local level including NGOs and private

44 companies to foster a more broad based vision of urban mobility and addresses eventual
45 diversity;

46

47 6) *Invites* Member States to consider the importance of community focus to integrate all
48 citizens, including marginalized groups, in the development and updating of the
49 sourcebook.

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- 1 *Noting* that a rapidly increasing urban population causes significant stresses on the limited
2 resources of the world,
3
4 *Acknowledging* the right of all people to live and move freely,
5
6 *Reiterating* the sovereignty of each nation state to govern within its national boundaries,
7
8 *Taking into consideration* the importance of sustainable urban mobility as a crucial pillar of the
9 economic development of a city,
10
11 *Recognizing* the enormous influence of the MDGs on local populations,
12
13 *Reaffirming* the UN Sustainable Development Knowledge Platform’s “Sustainable Transport
14 Award” for role model cities of sustainable urban transport,
15
16 *Further recognizing* the Rio+20 conclusions on the establishment of Sustainable Development
17 Goals (SDGs),
18
19 *Taking note* of the commitment of the Government and Habitat Agenda partners towards the
20 promotion of decentralization as a key element to improve urban governance, as stated in
21 HSP/GC/23/17,
22
23 *Guided by* the Partnership Framework 2014 established between the United Nations
24 Environmental Programme (UNEP) and UN-Habitat,
25
26 *Recalling* A/RES/66/288 as a cornerstone for future development strategies,
27
28 *Noting* global discrepancies between the developed and developing world with regards to
29 infrastructure, planning and safety at an urban level,
30
31 *Viewing with appreciation* the positive role that UN-Habitat regional offices play in bringing
32 countries together as shown by the recent Asia-Pacific Ministerial Conference on Housing and
33 Urban Development,
34
35 *Recognizing* that every city has a different social, economic and cultural background, in addition
36 to being exposed to diverse geographical and climatic contexts, which influence their individual
37 needs and capabilities for a sustainable urban mobility,
38
39 *The United Nations Human Settlements Programme,*
40
41 1) *Recommends* the establishment of the Sustainable Transport Enhancing Program (STEP),
42 as an additional sub-program under the auspices of the Partnership Framework 2014 to be

43 established between UNEP and UN-Habitat, in continuation with the Partnership
44 Framework 2008-2013;

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- 45
- 46 2) *Recommends* that STEP provides support for the establishment of local panels with the
47 objective to create a framework where these panels design locally focused projects
48 addressing the needs of urban mobility;
- 49
- 50 3) *Calls upon* cities worldwide to take part in STEP by forming these local urban panels
51 with the objectives to construct projects to guarantee that the respective populace's
52 concerns are addressed adequately by:
- 53
- 54 a) Promoting increased utilization of public transport networks, not excluding
55 marginalized or underprivileged communities;
 - 56 b) Supporting environmentally friendly solutions, such as non-motorized transport or
57 pedestrian pathways;
 - 58 c) Developing solutions to increase the safety of the individual in the public
59 transport system;
- 60
- 61 4) *Suggests* the local panel be composed of the following parties, namely:
- 62
- 63 a) Municipal administration to ensure a functional legal framework;
 - 64 b) Local environmental interest groups to create environmentally friendly
65 frameworks through which these projects will function;
 - 66 c) Leading public transport companies providing technical expertise on the
67 implementation of the projects;
- 68
- 69 5) *Recommends* the projects of the panels, within STEP, to focus upon:
- 70
- 71 a) The local level, by:
 - 72 i) Establishing inner-city projects;
 - 73 ii) Conducting surveys on urban populace's requirements and needs;
 - 74 iii) Combining the expertise of all involved participants;
 - 75
 - 76 b) The inter-municipal level establishing inter-city projects in collaboration with
77 other local panels;
- 78
- 79 6) *Invites* all panels to meet in workshops, organized by the regional offices of UN-Habitat,
80 taking place every four years to:
- 81
- 82 a) Share knowledge and exchange best practices compiled by the local panels on the
83 subjects of;
 - 84 i) Progression towards the targets as set in the previously mentioned panel
85 objectives;
 - 86 ii) Major challenges hindering the work of local panels;
- 87

- 88 b) Evaluate recent achievements and current challenges, as set and monitored by the
89 Partnership Framework 2014 between UNEP and UN-Habitat;
90
91 7) *Proposes* to use the existing funding structure of the Partnership Framework 2014 as it
92 includes a cooperation of UN-Habitat, UNEP and Worldbank, as well as voluntary
93 donations from Member States and Non-Governmental Organizations (NGOs).
94



- 1 *Noting with approval* the Millennium Development Goal (MDG) goal 7,
2
3 *Affirming* A/RES/62/182,
4
5 *Reaffirming* the need to simultaneously address transportation issues with environmental
6 concerns while reducing emissions and pollution,
7
8 *Recalling* A/C.2/67/L.34 and its effect on entrepreneurship as it pertains to sustainable urban
9 mobility,
10
11 *Reiterating* the role of transportation for the improvement of integral infrastructure that provides
12 economic viability thus strengthening trade relationships,
13
14 *Stressing* the importance of the effective and efficient communication between local and regional
15 governments,
16
17 *Emphasizing* the importance of geographic and economic similarities in order to share successful
18 urban mobility models,
19
20 *Recognizing* the creation of jobs as a result of, and essential to, fostering urban mobility and
21 economic sustainability,
22
23 *Acknowledging* Principle 9 of the Rio Declaration on Environment and Development,
24
25 *Taking note* of the Vancouver Action Plan recommendation B.1,
26
27 *The United Nations Human Settlements Programme*,
28
29 1) *Calls upon* the creation of the Coordinating Organization for the Maximization of
30 Entrepreneurs and Transportation (COMET) under UNHABITAT to aggregate research
31 and to connect entrepreneurs interested in providing sustainable urban mobility projects
32 between local government and financial sponsors;
33
34 2) *Endorses* compiling and maintaining research from universities, private and public sector
35 institutions, non-government organizations, government organizations and local
36 authorities in the field of urban planning, reduction of traffic congestion and travel
37 times, underserviced city spaces and ecological solutions into a database profiled to
38 encourage members to form mutually beneficial partnerships based on shared interests;
39
40 3) *Urges* the dissemination of the research to local government officials, financial sponsors
41 and entrepreneurs at the bi-annual World Urban Forum;
42
43 4) *Suggests* partnerships between the public and private sector;

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5) *Recommends* the rehabilitation and revitalization of existing motorized and non-motorized vehicles and infrastructure with emphasis on proper maintenance, access to parts and material as well as recycled technologies:

a. Increasing availability of refurbished transportation technologies, such as bicycles and trams to developing countries from developed countries;

b. Fostering partnerships between nations towards achieving sustainable urban mobility within developing cities;

6) *Further recommends* remaining seized on this matter and invites stakeholders to participate in continued open dialogue.

- 1 *Emphasizing* the sovereignty of every Member State, as declared in Article 2.1 of the United
2 Nations Charter,
3
4 *Guided by* Resolution HSP/GC/22/8, the *Declaration of Cities and Other Human Settlements in*
5 *the New Millennium, Habitat Agenda Section C topic 7, and Focus Area 4 of the Medium-Term*
6 *Strategic and Institutional Plan for 2008 to 2013,*
7
8 *Recognizing* the 1987 Brundtland Report’s definition of sustainable development,
9
10 *Recalling further* Millennium Development Goal 7 target 9,
11
12 *Noting* the importance of and need for increased low cost, low impact modes of transportation
13 such as bicycling in enhancing the sustainability of urban transportation systems,
14
15 *Aware* of the need to provide urban populations with transportation that is accessible and
16 beneficial regardless of socioeconomic level,
17
18 *Having examined* the suggestions on the implementation of non-motorized transit addressed in
19 CSD19/2011/BP8 and HS/096/11E,
20
21 *Deeply conscious* of the need to limit the use of non-renewable resources by increasing the
22 amount of non-motorized transportation used within urban areas,
23
24 *The United Nations Human Settlements Programme,*
25
26 1) *Recommends* the formation of the Urban Bicycle Integration Program (U-BIP) organized
27 by the Sustainable Urban Mobility initiative in order to promote cycling in urban centers
28 by providing advice and financial support to interested city governments;
29
30 2) *Further recommends* U-BIP consist of a rotating advisory panel whose responsibilities
31 will include:
32
33 a) Advising cities on the implementation of cycling programs based on the successes
34 and challenges faced by similar past and present programs;
35
36 b) Providing expertise regarding subjects such as infrastructure and awareness
37 campaigns for cycling programs;
38
39 c) Promoting cycling programs based on the many benefits of non-motorized
40 transportation;
41

- 42 d) Coordinating the donation of equipment from bicycle-sharing programs in developed
43 countries for use in cycling programs in Least Developed Countries;
44
- 45 3) *Further recommends* the aforementioned U-BIP panel is chosen by the Programme
46 Planning and Coordination Unit and is comprised of:
47
- 48 a) Urban planners and community representatives from participating cities, comprising
49 25% of the panel;
50
- 51 b) Representatives of municipal governments who have already implemented bicycle
52 sharing programs, comprising 25% of the panel;
53
- 54 c) Representatives from organizations and bodies such as the UN HABITAT regional
55 offices, the private sector, pertinent NGOs and regional programs such as the African
56 Bicycle Network, comprising 50% of the panel;
57
- 58 4) *Recommends* U-BIP include an Urban Bicycle Fund (UBF), which will be managed by
59 the U-BIP panel and support the implementation of cycling programs in urban centers by:
60
- 61 a) Accepting cycling program proposals submitted by city governments addressing their
62 city's individual needs;
63
- 64 b) Funding infrastructure improvements, including the addition of bicycle lanes to pre-
65 existing paved roads;
66
- 67 c) Providing funds for creating awareness campaigns to promote bicycle safety and to
68 combat negative perceptions of bicycle users where present;
69
- 70 d) Assisting in financing the construction of bicycle docking systems and purchasing
71 bicycles for bicycle-sharing programs;
72
- 73 5) *Suggests* the UBF be supported by donations from Member States, Non-Governmental
74 Organizations (NGOs), and other interested parties;
75
- 76 6) *Further suggests* that once implemented, bicycle-sharing programs that have received
77 startup funds from the UBF become self-sufficient through funding measures decided
78 upon by the participating city governments;
79
- 80 7) *Expresses its hope* for the promotion of cycling and cycling programs in urban areas by
81 all Member States in order to enhance sustainable urban mobility.

1 *Noting with satisfaction* the efforts of the Sustainable Urban Development Network (SUD-Net),

2
3 *Observing* that the lack of a specific permanent entity addressing sustainable urban mobility,

4
5 *Recognizing* the need to support local efforts at implementing national, regional and global
6 sustainable development goals, including the need to significantly improve urban mobility,

7
8 *Further recalling* the exponential increase in urban populations, coupled with an increase in
9 private motorized transportation and reliance on fossil fuels,

10
11 *Noting with concern* the increasing visible effects of climate change, and an increased possibility
12 of cities likely to be affected by natural disasters,

13
14 *Noting* that mitigation of the adverse effects of climate change and natural disasters is of utmost
15 concern to all Member States,

16
17 *Recognizing* the role of durable infrastructures in ensuring citizens' safety against environmental
18 factors,

19
20 *Acknowledging* the use of non motorized and collective transportation in an effective, socially
21 inclusive and ecologically sustainable manner based on the circulation of people and not
22 vehicles,

23
24 *Alarmed* by the conclusion reached by the United Nations Decade of Action (2011-2020)
25 regarding the impact of rising health care, social and environmental costs of pollution and traffic
26 accidents on communities and governments as hindering the attainment of Millennium
27 Development Goals,

28
29 *Reaffirming* the commitment of Member States under Article 62, Section 1 of the United Nations
30 Charter,

31
32 *The United Nations Human Settlements Programme,*

- 33
34 1) *Recommends* the creation of the *Mobilizing for the Future* fund under the guidance of the
35 Sustainable Cities Program (SCP) and the Sustainable Urban Development Network
36 (SUD-Net);
37 2) *Endorses* the allocation of funding through *Mobilizing for the Future* to specifically
38 target sustainable urban mobility programs;
39
40 3) *Calls upon* the use of an interest or dividend- bearing trust fund as the mechanism for
41 implementing allocations of *Mobilizing for the Future* investments;
42

- 43 4) *Encourages* Member States, NGOs and other public and private entities to support the
44 *Mobilizing for the Future* fund through grants and direct investments.
45
- 46 5) *Suggests* entities receiving allocations from this fund to consider the construction of
47 resilient transportation infrastructure with durable, sustainable construction materials in
48 accordance with local resources and the standardization of these resources to facilitate
49 rapid reconstruction after natural disasters;
50
- 51 6) *Further recommends* distribution of the *Mobilizing for the Future* fund for achieved
52 progress in sustainable urban mobility infrastructure that will create a system for active
53 parties to gain credit for further funding;
54
- 55 7) *Supports* public media recognition for participants in the *Mobilizing for the Future* fund:
56
- 57 a) Recognizing outstanding progress in implementing sustainable urban mobility
58 projects such as- Plan Verde in Mexico City, and the 9-year implementation plan for
59 the city of Lviv, Ukraine;
60
- 61 b) Recognizing outstanding contributions to sustainable urban mobility projects for
62 example Denmark who actively disseminates non-motorized and green mass
63 transportation expertise;
64
- 65 8) *Endorses* the establishment of a *Mobilizing for the Future* participation emblem to be
66 constructed within three months that all participating entities who support *Mobilizing for*
67 *the Future* shall be able to display in recognition of their dedication to this fund.

Code: UN-HABITAT/1/6

Committee: United Nations Human Settlements Programme

Subject: Enhancing Sustainable Urban Mobility

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1 *Guided* by the principles of the United Nations, in conjunction with A/RES/62/184 and
2 the development of effective and efficient infrastructure,

3
4 *Recalling* A/RES/66/288, as well as A/RES/59/245 to prepare for future development of
5 transportation and the cooperation of cities and their local authorities,

6
7 *Noting* diverse methods of urban transportation such as non-motorized and public
8 transportation have social and economic benefits for the people utilizing these methods as
9 conveyed in The World Bank Report 74955-NG,

10
11 *Reaffirming* the effectiveness of discussing ideas related to urban mobility through the
12 United Nations Institute for Training and Research (UNITAR) online conferences and the
13 Conference on Urban Mobility in the Developing World (CODATU),

14
15 *Acknowledging* the critical role of the United Nations Advisory Committee on Local
16 Authorities (UNACLA) in co-developing policy with local governments,

17
18 *Deeply conscious* of the positive results achieved by cities that have enacted systems
19 which expedite travel such as the Bus Rapid Transit (BRT),

20
21 *Realizing* that congestion is a hindrance in the efficiency and efficacy in all aspects of
22 sustainability in cities' urban transportation,

23
24 *Affirming* A/RES/62/244 and A/RES/66/260, which discuss road safety and the
25 improvement of transport systems,


26
27 *The United Nations Human Settlements Programme,*

- 28
29 1) *Recommends* all Member States to address the growing challenges of traffic
30 congestion in cities which comes from the suburbs and the rural areas by:
31
32 a. Advising all member states to expand their public transportation networks
33 to respond to several challenges, such as urban sprawl, posed by the
34 overpopulation in urban areas and its consequences on traffic congestion;
35
36 b. Improving transit between Central Business Districts (CBDs) and
37 surrounding areas;
38
39 2) *Suggests* the formation of a global city campaign focused on the reduction of
40 congestion in urban areas due to overuse of individual motorized transportation by:
41

- 42 a. Establishing partnerships with forums such as UNITAR’s Human
43 Mobility Programme and CODATU, which will inform states and
44 municipalities on various means of implementing and utilizing non-
45 motorized and public transportation;
46
47 b. Discussing topics at the World Urban Forum 2014 on the problems of
48 increasing levels of traffic congestion in urban areas;
49
50 3) *Calls upon* UNACLA to provide reports based on open data on the decentralize or
51 centralization of management of cities’ transportation systems from the national level
52 to the subnational level for the purpose of encouraging sustainability by:
53
54 a. Analyzing all costs and fees concerning operations and limit transactional
55 and operational additional costs;
56
57 b. Aggregating of statistics and data coherent to the improvement of the
58 management;
59
60 c. Promoting public participation through surveys in policy development in
61 regards to the management of the urban public transport system;
62
63 4) *Further suggests* all cities use low impact, low cost modes of transportation such as
64 safe non-motorized transportation lanes, Rolling Stock Investments, Unique-Multi
65 Travel (UMT) passes, Bus Rapid Transit (BRT), and carpools;
66
67 5) *Recommends* the integration of existing and new transportation infrastructure in order
68 to alleviate the financial burden on municipalities.

- 1 *Reaffirming* the results of the dialogue on the special theme for the twenty-fourth session of the
2 Governing Council on sustainable development,
3
4 *Recalling* the objectives of the first session of the World Urban Forum as stated in the *Review of*
5 *the World Urban Forum* held in Nairobi in 2002,
6
7 *Further recalling* the mission objectives stated in the Sister Cities Development for Sustainable
8 Development (SCDSD) initiative,
9
10 *Emphasizing* the importance of HSP/GC/23/4 and HSP/GC/23/17,
11
12 *Further emphasizing* the role of United Nations Advisory Committee of Local Authorities
13 (UNACLA) in the cooperative implementation of effective environmentally friendly and
14 accessible transportation programs,
15
16 *Guided by* the goals of the Vancouver Declaration emphasizing international nongovernmental
17 and expert cooperation,
18
19 *Understanding* that urban sprawl poses a danger to resource distribution and the environment,
20
21 *Noting* the positive impact of *Engineers Without Borders* and *International City Management*
22 *Association* on providing applicable solutions to city planning and management,
23
24 *Recognizing* the lack of expertise with emphasis upon new developments, in the field of city
25 management,
26
27 *Recognizing* the greater need of technical expertise in the field of sustainable urban management
28 with special regard to the rapidly evolving urbanization patterns and climatic reliabilities,
29
30 *Emphasizing* the importance of financial planning with regards to sustainable urban mobility
31 development,
32
33 *Fully aware* of the benefits of partnerships between the public and private sector, as stated in
34 paragraph 188 of the Habitat Agenda,
35
36 *Recognizing* the necessity of international and intranational cooperation when encouraging
37 sustainable transportation behavior,
38
39 *Highlighting* the importance of urban safety policies regulating the use of public space,
40
41 *Guided by* UN-HABITAT's recent conceptualization of the City Prosperity Index (CPI) and its
42 five dimensions of prosperity,
43

44 *Noting with concern* the Evaluation Report for the Global Urban Observatory (GUO) Statistics
45 and Urban Indicators Programs published in October 2001,

46 
47 *Keeping in mind* the work of the International Council for Local Environmental Initiatives
48 (ICLEI) and municipal authorities towards sustainable urban development,

49
50 *The Human Settlements Programme,*

51
52 1) *Invites* the World Urban Forum and the SCDS to assist city systems in:

53
54 a. Fostering collaboration with Non-Governmental Organizations (NGOs) such as
55 *Engineers Without Borders* and the *International City Management Association*;

56
57 b. Building exchange programs with consulting experts on urban mobility,
58 environmental protection, public administration, and sustainable engineering
59 efficiency through:

60
61 i. Sharing of best practices between cities experiencing similar problems concerning
62 sustainable urban mobility planning and social inclusion;

63
64 ii. Expanding of exchange programs for public administrators and experts in the
65 field of transport between "sister cities" focusing on transportation administration
66 and policy development;

67
68 iii. Establishing temporary reciprocal transfer of students and educators of public
69 administration and city management between Member States with a need for
70 transportation development and those with well-developed transportation systems;

71
72 2) *Calls for* the establishment of the Cooperation for Maximizing Mobility with Urban
73 Transportation Expertise (COMMUTE) Initiative under the direction of UNACLA to
74 provide information and educational services as well as act as a support for partnerships
75 between municipal governments and private industries;

76
77 3) *Advocates* for the COMMUTE Initiative to raise community awareness and provide
78 education curriculum recommendations based on best practices related to sustainable
79 urban mobility to:

80
81 a. Increase the use of neglected public and non-motorized transportation as a current and
82 future sustainable solution to urban mobility;

83
84 b. Encourage long-term behaviors benefiting sustainable urban development on an
85 intergenerational level in order to ensure a continuous progression of cities' growth;

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87 c. Educate local communities on context sensitive implementation of transportation
88 policies in order to access the wide range of benefits gained by utilizing alternate and
89 sustainable transportation systems;

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- 4) *Recommends* local governments to utilize the COMMUTE Initiative as an educational and support system in advocating for private investment through:
 - a. Fiscal and tax incentives for private industries that utilize local capital and labor markets when investing in sustainable transportation infrastructure education;
 - b. Clear communication between the public and private sectors on the necessity and benefits of private industry partnerships with city governments;
 - 5) *Encourages* UNACLA to enhance policy advisory services for cities in regards to the safety of non-motorized and motorized forms of transportation for all directed towards:
 - a. Analysis and implementation of the notion of pedestrian and cycling geospatial infrastructure;
 - b. Installation of safety provisions and transit directives to facilitate traffic flow and limit congestion;
 - c. Modernization of licensing procedures in order to improve awareness of the evolution of transportation systems;
 - d. Inspection of vehicles to meet basic safety requirements;
 - e. Equal protection in terms of physical access and personal safety of all participants while taking into account cultural diversity, gender sensitive contexts, and disabilities;
 - 6) *Encourages* city planners under COMMUTE to employ the above to counter-act urban sprawl in order to facilitate cost and space efficient modes of transportation by:
 - a. Planning for long term transitions of urban areas into more compact cities centers with the assistance of local authorities;
 - b. Requesting assistance from other Members States, NGOs, Intergovernmental Organizations (IGO), and private industry to financially invest with compact city center development;
 - 7) *Encourages* cities to prepare future expansion plans for a sustainable public transit systems and management supported by:
 - a. Annual feedback from NGOs, such as Oxfam International, specializing in coordinating both local and international civil society in order to enhance access to essential services and promote social inclusion;

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- b. Funding through institutional finance mechanisms within regional development banks such as the Inter-American, African and Asian Development Banks;
 - c. Advisory assistance from UNHABITAT to decentralize public management of the aforementioned public transit systems to sub-national administrative units;
- 8) *Encourages* the use of microcredit loans by local authorities to finance projects carried out in low income areas as means of increasing community involvement and participation in urban transportation policy development;
- 9) *Declares* that UN-HABITAT's recommendations should enhance sustainable urban mobility through verification indicators under CPI which, must be further developed to provide accurate feedback, via the following methods:
- a. Improving quality, quantity, and reactive capacity of urban mobility development through timelines and periodic evaluations starting with CPI;
 - b. Introducing the concept of a time-series for the purposes of a comparative progression marker for each city according to its unique local needs;
- 10) *Endorses* the 8th recommendation of Global Urban Observatory into the data collection process of CPI by:
- a. Including modern statistics and data gathering methods in regards to urban transit and mobility to pre-existing procedures;
 - b. Incorporating NGO's with established networks in civil society for the collection of data and statistics to incorporate legally unrecognized urban dwellers;
 - c. Endorsing the adoption of ICLEI's goals and verification indicators in relevance to aggregate carbon emission and public transit quality.