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Call to Support Active Mobility Capacity Building



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Call to all parties of the UNFCCC to host regional centers of excellence in active mobility

Improving conditions for walking and cycling is one of the best investments in public health, road safety, people moving capacity of city streets and emission reductions for the transportation sector. However, many cities with ambitions in active mobility can't find appropriate funding streams for the required investment. At the same time, local governments lack the technical expertise to properly plan, design, build, maintain, operate and promote sustainable urban mobility systems to global best practice standards. To remedy this problem, we call on all parties to the UNFCCC and global financial institutions to invest \$100 million in the training of 10 000 mobility professionals in the planning, design, operations and promotion of walking and cycling. By training 10 000 mobility professionals in the next ten years, we build a local knowledge base and create a pipeline of projects to ensure sustained, high quality investment in active mobility at a global scale. This can be achieved through the foundation of regional centers of excellence in active mobility. Places where local governments can find the required funding streams and gain unencumbered access to global (and regional) best practice.

Reducing emissions requires tackling transport emissions

193 countries from across the world have made public commitments to reduce greenhouse gas emissions as part of their Nationally Determined Contributions under the Paris Agreement on Climate Change.

While emissions are falling in many countries and in many sectors, transport emissions are still rising and have almost doubled since 1990 (IEA. Data & Statistics, n.d.). To achieve the goals set out in the Paris Agreement, much more needs to be done to bring down transport emissions. Active mobility is an integral part to decarbonisation of the transportation sector. However, for Active Mobility to reach its full potential in reducing emissions, we need to equip thousands of planners, engineers and policy makers with the necessary skill set and access to significant investment streams.

We are convinced that active mobility is the way to improve access and quality of life in Quelimane and tackle climate change effectively. I want Quelimane to be a leading Active Mobility city in Mozambique, Africa and the whole world but we lack the capacity to develop and implement the system needed - I call on you to support this Call for Support for Active Mobility Capacity Building to ensure we can massively scale up action on active mobility."

Manuel de Araujo, Mayor Quelimane, Mozambique



Active Mobility is a universal and cost-effective solution to climate change

Active Mobility modes such as walking and cycling are clean, healthy, safe, space-efficient and can meet a significant portion of people's mobility needs, especially in combination with high quality public transportation. As outlined in a recent study by the World Health Organization, a higher uptake of Active Mobility reduces the need to drive, reduces the need for new vehicles, road infrastructure and fossil fuels. It contributes to better physical and mental well-being, more inclusive and equitable societies and better developing children. It is not only a healthy, climate friendly way of getting around, it is also the most space-efficient way of moving. This makes walking and cycling the best and most cost-effective way to sustainably improve the accessibility of our cities. (WHO Regional Office for Europe, 2022)

Box: An economic evaluation into the benefits of cycling in Lima, Perú, by Economic Advisory Consultancy Decision showed that investing in cycling is hugely beneficial. Every Peruvian Sol invested in safe cycling infrastructure yields 19 Sol in economic benefits. These benefits include congestion reduction, safety improvements, but also public health gains and air and noise pollution benefits. Additionally, the financial investment in cycling is a fraction of the equivalent cost for car infrastructure. Their research shows that it is approximately 10 times cheaper to invest in cycling than it is to invest in car infrastructure.¹



Cruce avenidas Arequipa con Javier Prado, Lima, Perú

¹ https://www.itdp.org/wp-content/uploads/2022/06/Edoardo-Campisi_Bikenomics.pdf

Significant interest to scale up Active Mobility

Many cities and regions across the globe have identified improving Active Mobility as part of climate action, COVID-19 pandemic response or general sustainable development. In Europe alone, over 2 200 kilometers of pop-up cycleway has been built in response to the COVID pandemic, with continued investment programmes being launched as we speak. However, many cities, particularly in low- to medium income countries do not have enough professional and financial capacity to plan, design, build, maintain, operate and promote Active Mobility infrastructure at the scale required. In several jurisdictions, the lack of skilled staff to deliver the active mobility programme is hindering the investment programme or resulting in diminishing quality standards.

At the same time, cities and regions that already have high pedestrian and bicycle modal shares are struggling to maintain those rates due to unsafe conditions for pedestrians and cyclists combined with high rates of motorization. It is of utmost importance that walking and cycling conditions are improved in these countries to reduce traffic fatalities and keep the carbon footprint of the transportation sector low. Specialist knowledge of pedestrian and bicycle safety is required to maintain these cities' lead in the active mobility space.

Box: Scaling up Active Mobility in Ireland

To build on the growth of active mobility resulting from the COVID-19 crisis, in January of 2022, the Irish Minister of Transport announced that the government would be allocating €289 million for walking and cycling infrastructure for the year 2022 alone. This is up from about €40 million in 2019. This level of upscaling of active mobility projects requires a significant increase in local staff with the right expertise to deliver these projects.



O'Connell Street, Dublin, Ireland

<https://bit.ly/3yqpYnq>

Investing in Net Zero

Global financial organizations have committed themselves² to financing implementation of the Paris Agreement. This means the investment portfolio needs to be diversified to include investment in walking and cycling infrastructure. But this investment can not be aimed at asphalt and concrete alone. To ensure a sustainable transformation to a net-zero transport sector and an enduring commitment to Active Mobility, it is important to invest in human- as well as physical resources. The time for this investment is now.

Given the growth of the urban population to over 6 billion people by 2050, the current trajectory of motorization and adding cars to our city streets **is not feasible**. It is impossible and unsustainable to solve our urban mobility challenges through added car mobility. Especially in the fast-growing cities in low and middle income countries, there is a huge opportunity to accelerate sustainable urban mobility or even skip the car dependent phase altogether.

If we want to bring the mobility sector on the road to zero, it is paramount for cities, regions and central governments to be planning, designing and building Active Mobility projects at a significant scale and at significant pace. This requires a lot of specialist knowledge. Not only on active mobility planning and infrastructure design, but also on operations, maintenance, bicycle education and promotion.

For global financial organizations to diversify their investment portfolio to include more sustainable mobility infrastructure projects, it is important that they have a clear way of identifying said projects. Knowing which cities and regions have a staff that is trained in Active Mobility and are ready for implementation can help fill their pipeline of sustainable mobility projects. Identifying a clear pathway to both training and investment will accelerate the process, opening up a wealth of investment opportunities for global financial organizations and enable real meaningful change in a wide range of cities and regions. This will not only help the decarbonisation of transport, it will also improve public health and reduce traffic injuries and fatalities globally.

² MDB Joint Climate Statement, <https://ukcop26.org/mdb-joint-climate-statement/>, 3 November, 2021

Scale of Need

To support and strengthen the current interest in active mobility and to accelerate the transition to a net-zero emission transportation sector, we call on the global financial institutions, as well as development agencies and governments to take investment in Active Mobility seriously. To ensure the delivery and sustained investment, maintenance and quality of Active Mobility projects, a **percentage** of the budget for active mobility should be invested in people. People that know the ins-and-outs of sustainable urban mobility. People that know how to plan, design, build, maintain, operate and promote sustainable urban mobility systems. People that know how to educate their peers.

Because the knowledge needed differs from region to region, this investment in training 10 000 mobility professionals at a global scale is best delivered through regional knowledge centers of excellence. Places where people looking for knowledge of Active Mobility can get unencumbered access to said knowledge. Places that support and foster local walking and cycling culture and provide the necessary expertise to convert our city streets to safe, comfortable and efficient public spaces. Also, these centers function as places where local experts looking for funding mechanisms for active mobility projects can make connections with potential funding partners and service providers. Enabling a sustained and growing pipeline of Active Mobility investments at a global scale.

To train enough local people in the specialist knowledge required to build best-practice walking and cycling cities takes a sustained effort to bring knowledge providers together with the people that need this knowledge. Therefore we call for an initial investment of 100 million USD (over ten years) into training 10 000 transportation planners, traffic engineers and policy makers. Training that needs to be delivered at a regional scale, to ensure the provided knowledge is locally relevant and appropriate. By funding the training, and delivering it through a set of regional centres of cycling excellence, we will:

1. Optimize impact of investments in infrastructure,
2. Increased quality and volume of project pipeline,
3. Ensure the investments in Active Mobility are done to a high standard,
4. Generate a virtuous circle of induced demand for Active Mobility - more/safer active mobility creates demand for more/safer active mobility, thus reducing car dependence and contributing to a net zero transportation sector.



Call to Support Active Mobility Capacity Building



1. We **confirm the essential role of Active Mobility** to provide affordable mobility, reduce demand for private motorized transport and tackle climate change.
2. Recognising that the lack of a strong organized global industrial alliance in favor of Active Mobility means **Active Mobility gets neglected in international transport policy discussions**.
3. To unlock the global potential of Active Mobility to reduce transportation emissions and support sustainable development we **call for a massive scaling up of capacity** to plan, design, build, maintain, operate and promote Active Mobility infrastructure and systems.
4. We call for the **training of 10 000 Active Mobility specialists** to ensure a sufficient pipeline of Active Mobility projects suitable for financing in the next decades.
5. We call on **public institutions**³ and the **private sector** to provide the 100 million USD required to train the Active Mobility specialists (estimated to be 10 million per year for 10 years) this is equivalent to just 0.04% of what the MDBs committed⁴ to spending on sustainable transport over the last decade.
6. Call for the establishment of **regional Active Mobility Centers of Excellence** to bring together the regional demand for capacity and regional supply of training for Active Mobility professionals.
7. Invite the **regional multilateral development banks to host regional workshops** to develop the concept of a regional Active Mobility Centers of Excellence (inter alia with the signatories of this Call) and report back to COP27.
8. We call on Parties to the UNFCCC to volunteer to host a regional **Active Mobility Center of Excellence**.



³ Governments, Bilateral Development Agencies, Multilateral Development Banks etc.

⁴ https://www.eib.org/attachments/press/statement_commitment_sustainable_transport_en.pdf

Annex - Estimation of costs

| Item | Costs estimated |
|---|---|
| Coordination, housing, travel, communications, overhead | \$3M per year |
| Required training: 2 x 1 week on-site 1 week regional site visit for best practices In total 3 weeks per trainee. Lodging, facilitation, catering for three weeks Travel | \$2000 per trainee \$1500 |
| Groups of 25 students 40 groups per year | \$3,5M per year in trainers fees (4 trainers per session, including prep, travel, accommodation etc). |
| Total | \$10M per year |

Signed by

(Please note: this needs to be signed by a Senior Official, CEO, Program Manager, Mayor, Professor, Head of Transportation)

Representative's Name

Representative's Title

Organisation's Name



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