



# **NMT in The Global Arena**

Share the Road Programme  
Annual Report 2017



Since the invention of the automobile, NMT (walking and cycling) has over the years been perceived as an outdated mode of transport. In addition, it has been perceived as a mode for the poor people in society. Hence, the focus on mobility has been to invest in motorization which is seen as more modern. People's efforts in the modern times are hence focused on getting themselves out of the walking and cycling class to the driving class of people.

In developing countries especially, driving is viewed as a status symbol, when you own a car, you are doing well financially. While when you own a bicycle, you are viewed as a poor person or a fan of sports.

However, this perspective is now changing gradually after a bitter realization that motorized transport is no longer faster due to the heavy congestion especially in urban areas as well as the negative environmental impacts from transport-related carbon emissions.

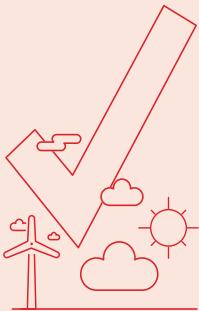
In the recent years there has also been a global recognition of NMT as no longer a mode for the poor or outdated but as the most healthy, clean mode of transport and the most convenient for short and medium distance trips. Governments, development agencies, donors and transport experts are now retracing their steps to NMT as one of the solutions to the mobility and environmental problem.

This is evident in the various global agreements, campaigns and events that have been taking place. Some examples of global agreements, campaigns and high level events in which NMT has been recognized are highlighted as follows:



Heads of State and Governments, Ministers and High Representatives at the Habitat III conference in Quito, Ecuador, in October 2016 committed to prioritize non-motorized transport over private motorized transport by supporting investments in safe, efficient, affordable and sustainable infrastructure for walking and cycling

In addition, they committed to adopt, implement and enforce policies that promote and ensure pedestrian safety and cycling mobility in line with the United Nations Decade of Action for Road Safety.



Majority of traffic fatalities involve most vulnerable road users particularly pedestrians. Goal 3 (Good Health and Well-being) of the SDGs Target 6 aims to halve the number of global deaths and injuries resulting from traffic fatalities.

Goal 11 (Sustainable Cities and Communities) has a target to provide access to safe, affordable, accessible and sustainable transport system for all.



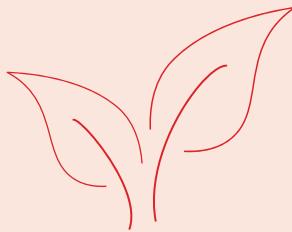
The Paris Agreement requires all parties to implement their Nationally Determined Contributions (NDCs) in order to achieve the ambitious target of limiting global temperature rise to 1.5°C in response to the threat of climate change.

There was no explicit reference to transport in the Agreement, however most countries' Intended Nationally Determined Contributions (INDCs) include targets to reduce greenhouse gases and emissions from the transport sector. For instance, Kenya's INDCs proposes promotion and implementation of low carbon efficient transport systems as one of the mitigation actions.



The United Nations Decade of Action for Road Safety 2011-2020 established through the UN General Assembly Resolution aims to “stabilise and reduce’ road traffic fatalities worldwide by 2020

The Decade's Action Plan includes targets for promoting safer road infrastructure and protecting the most vulnerable road users such as pedestrians and cyclists



PARIS 2015  
COP21 - CMP 11

The role of NMT in mobility and climate change was highlighted at the Transport Initiative Day and Sustainia Award event at the COP 21.

During the Transport Day, ITDP and UC Davis presented their new report “ A High Shift Cycling Scenario” which discusses the significant emissions and financial savings that the world could achieve if a significant shift away from personal cars to increased cycling, walking, public transport and other sustainable modes.

The Sustainia Award recognized the bold actions by the Corporation of Chennai, India of committing 60% of the city's transport budget to non-motorized transport



ECOMOBILITY  
WORLD FESTIVAL

The Johannesburg Declaration was an outcome of the Eco mobility World Festival in Johannesburg, South Africa in October 2015

The Declaration was a commitment by various city leaders to support full implementation of transport related targets on road safety, air quality, energy efficiency and urban transport in line with the Sustainable Development Goals (SDGs).

City leaders from around the World at the Festival committed to “adopt urban mobility policies that replace automobile-centred cities with people-friendly cities by increasing the share of walking, cycling, public transport, other forms of shared mobility and green freight.”