



CITIES CONFERENCE

Implementing the New Urban Agenda in Latin America and the Caribbean

General Memorandum
(2017)



www.cepal.org/en/eventos/cities-conference-2017



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A. GENERAL SUMMARY OF THE CONFERENCE

The Cities Conference (CdeC) was held at the ECLAC headquarters in Santiago Chile, between the 2nd and 6th of October, 2017. One year on from HABITAT III, the Conference focused on discussing and reflecting the strategic aspects and implementation mechanisms of the New Urban Agenda (NUA) in Latin America and the Caribbean (LAC). As well as the links it shares with 2030 Agenda for Sustainable Development in LAC.

Objective: Among its main objectives, the Conference sought to bring together the actors involved in the planning and management of cities, and urban and territorial development, to discuss the implementation and monitoring of the Regional Action Plan and the NUA in the region. The Conference offered a space to discuss relevant aspects, such as governance, financing and monitoring. The Conference thus constituted a strategic dialogue platform for the implementation of the NUA in LAC, and to contribute to the achievement of the Sustainable Development Objectives (SDGs), in particular SDG 11.

Structure: The Conference included sessions on governance, financing and monitoring of the Regional Action Plan and the Latin America and the Caribbean Urban and Cities Platform with the areas of urban resilience, public-private cooperation, and urban mobility to contribute to the discussions and reflections on the implementation and monitoring of the NUA and the transition to sustainable urban development. The Conference included the segments below:

- **Resilient Cities in Latin America and the Caribbean: Key concepts, experiences and projections**
2 of October, 2017
- **Implementing the New Urban Agenda in Latin America and the Caribbean**
3-4 of October, 2017
- **Public-private dialogue for promoting urban sustainability: Latin America and the Caribbean**
4-5 of October, 2017
- **Moving towards the implementation of safe, affordable and sustainable urban mobility in Latin America and the Caribbean**
5-6 of October, 2017

Profile of event panelists: Participants included representatives from different levels of government (national, sub-national and local), the private sector, particularly urban service companies from different sectors, representatives of civil society, academic experts, multilateral organizations and development banks, and international organisations and agencies.



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Number of participants: A total of 142 panelists and approximately 300 participants attended during the week.

Web-streaming: During the week, a total of 248 users mainly from Chile, Mexico, Argentina, Peru, Guatemala, Colombia, Ecuador and Paraguay connected to the web-stream broadcast.

Presentations and recording of the event: <http://conferencias.cepal.org/ciudades2017/>

In the Press:

- Between October 2nd and 12th, the final closing date of the monitoring, 105 press articles related to the Conference were counted through the Meltwater service. The countries with the highest number of publications were Mexico, the United States, Spain, Colombia, Brazil and Paraguay (Meltwater 2017).
- In the Spanish Facebook account, 12 publications related to the Conference were made from September 12 to October 31, which generated 207,535 impressions. There were also 9 publications in the English Facebook account.
 - Links: <https://es-la.facebook.com/cepal.onu/> & <https://www.facebook.com/eclac/>
- On ECLAC's official account on Twitter in Spanish, 24 tweets about the Conference were published between September 12 and October 31, which generated more than 747 repetitions, while in the English account, 11 tweets were published.
 - Links: https://twitter.com/cepal_onu?lang=en & https://twitter.com/eclac_un
- A photo album was created in the Flickr accounts in Spanish and English, in which photographs taken by the Public Information Unit were uploaded.
 - Links: <https://www.flickr.com/photos/eclac/albums/72157686995535930>

Conference website:

- In Spanish <https://www.cepal.org/es/eventos/conferencia-ciudades-2017> ; and
- In English <https://www.cepal.org/en/eventos/cities-conference-2017>



B. RESILIENT CITIES IN LATIN AMERICA AND THE CARIBBEAN: KEY CONCEPTS, EXPERIENCES AND PROJECTIONS

I. SUMMARY OF THE EVENT

Objective:

This activity sought to foster a dialogue between urban actors from the public and private sectors surrounding sustainable urban development and urban resilience within the diverse contexts of Latin America and the Caribbean, identifying synergies with the Regional Action Plan and other regional and global initiatives and agendas.

The activity was carried out within the framework of the project “Global Initiative on Disaster Risk Management” commissioned by the German Federal Ministry of Economic Cooperation and Development (BMZ) and implemented by ECLAC with the support of GIZ in Angra Dos Reis (Brazil), Barranquilla (Colombia) and Chacabuco (Chile). The preliminary results of the project together with experiences derived from other case studies and international contexts guided the conversation.

The day opened with a keynote speech by Dr. Allan Lavell, FLACSO researcher and winner of the 2015 UNISDR Sasakawa Award for Disaster Reduction. Three panels followed: the first on urban resilience and the Regional Action Plan; the second on subregional action for resilience; and the third on options for reducing barriers and gaps related to access to financing for building resilient cities in Latin America and the Caribbean in the context of climate change.

Profile of event panelists and participants:

The event was attended by public sector representatives and consultants for the project’s three case studies, in addition to other national and subnational government authorities, representatives of local government networks, MINURVI delegates, resilience experts and academics, representatives of civil society, private sector actors and representatives of organizations for international cooperation, among others.

Number of participants: 24 panelists and approximately 50 participants

Presentations and a recording of the full event are available at: <http://conferencias.cepal.org/ciudades2017/>

II. MAIN DISCUSSION POINTS

Monday, 2 OCTOBER 2017

Keynote presentation: The triple dividend of disaster risk management in the context of Latin American and Caribbean cities, Allan Lavell

- Disaster risk management creates benefits beyond reducing the damage and loss associated with extreme (and non-extreme) events.
- The Global Assessment Reports state clearly and with certainty that the damages and losses associated with extreme (and non-extreme) events are constantly increasing.
- Despite important advances, existing and currently applied measures and mechanisms for disaster risk reduction have not been successful. Focus remains disproportionately upon reconstruction rather than on mitigating existing risk and preventing new risks. This is due to a combination of factors, including: the low political



visibility of prevention and the greater and more urgent demand for other social, economic and cultural needs as opposed to the demand for disaster prevention and mitigation.

- It is necessary to recognize and understand the evolution of the term ‘disaster risk management’.
- A change of perspective is required in order to address risk management as an opportunity for development focused on understanding and facing risk, as opposed to solely on disasters themselves (i.e., why do we have Ministries of Disaster Risk, not Ministries of Sustainability?).
- The concept of a “triple dividend” seeks to substantiate an argument surrounding transition and transformation in practice; it is a symbol for emphasizing why it is necessary and recommendable to focus on disaster risk management as a development perspective.
- Recognizing that the impact of risks is increasingly urban (in the LAC region and in an increasingly urbanized world), the city assumes a key role as a risk builder (or not), and as an amphitheater of the existence (or inexistence) of the disaster, and of the coagulation and realization of pre-existing risk conditions; no disaster occurs without the existence of risk.
- There is a distinction between risk in the city versus urban risk (which is derived from essentially urban processes such as centralization, concentration, densification, processes of urban environmental degradation, processes of socio-spatial, socio-territorial segregation, social exclusion and marginalization, etc.).
- More than seeking to reduce the damage and loss resulting from extreme events, we must seek to avoid the need to reduce these damages and losses.
- Disaster risk is not currently incorporated within investment decision-making systems and processes. Creating safer and more stable conditions in a naturally unstable world serves to attract future investment and increase the potential for creating conditions of greater productivity and sustainability.

The Global Initiative on Disaster Risk Management:

- The “Global Initiative on Disaster Risk Management” is an initiative of the German government, created in 2013 in response to the need to reduce disaster risk and coordinate efforts beyond national boundaries.
- The challenges related to disaster risk management in cities, especially in the context of climate change, are highly complex. The need to respond to infrastructure deficits and demands is urgent; at the same time, rapidly constructed infrastructure may be less resilient in the face of increasing threats. In this context, an appropriate mechanism for prioritizing actions and identifying critical points for intervention is required.
- The initiative seeks an integrated approach; urban resilience, as it relates to urbanization in the context of high vulnerability and growing threats due to climate change, represents a cross-cutting issue. In response, an analytical approach focused on critical and vulnerable infrastructure drives progress toward the development of concrete action plans.
- The project seeks to establish working groups that integrate multi-sector representatives, and to identify options for closing the financing gap, specifically as it is related to a lack of capacities to search, identify, raise and manage funding.

Resilience and the Regional Action Plan for Implementation of the New Urban Agenda:

- The LAC region faces the double challenge of rapid urbanization and high vulnerability to climate change as the result of geographic, climatic, socioeconomic and demographic factors.
- The Regional Action Plan (RAP) represents a response to the global agreement and mandates emerging from Habitat III and is based on the global Action Framework for Implementation of the New Urban Agenda (AFINUA). The document is organized into six lines of action, with five of these adopted from the AFINUA and a sixth area (“Monitoring, reporting and revision mechanisms”) proposed for the LAC region.
- The implementation of the New Urban Agenda (NUA) will depend on planning processes at the global, regional, subregional, national and subnational levels; the RAP seeks to guide and strengthen this process.



- RAP implementation presents opportunities for building urban resilience, including:
 - intersectoral coordination of adaptation and mitigation policies and plans
 - vertical and horizontal integration of responses to extreme events
 - regulation of land use to reduce disaster risk
 - participatory decision-making processes
 - the construction of a collective memory for disaster risk management
 - the creation of robust housing, infrastructure and basic service provision systems
 - flexible urban space
 - long-term investment in critical infrastructure
 - multisectoral partnerships to ensure sustainable financing
 - networks for cooperation between cities to exchange good adaptation practices
 - continuity of planning processes and implementation to build long-term resilience
 - collection and processing of quality information to inform decision-making processes and policies in response to climate change and disaster risk
- Accelerated urbanization requires robust disaster risk management in order to increase the capacity of systems, communities or societies to resist, absorb, adapt and recover quickly from any threat (i.e., their resilience).
- Disasters are the result of development processes. Resilient cities require development that is linked with sound environmental policies; achieving risk reduction and fostering resilience requires a global vision reflecting diverse perspectives.
- Operationalizing and integrating different agendas, strengthening local management capacities and incorporating multiple holistic approaches is of great importance, in addition to incorporating risk management as a transversal element of planning for urban growth and development.
- Reducing the gap between the role and responsibilities versus the autonomy assigned to local authorities, and the ability of these authorities to respond to emerging needs, remains a priority for supporting disaster risk reduction.

Case studies:

- UNISDR's program "Making Cities Resilient" seeks to build capacities and provide services to support the implementation of subnational resilience plans, and to support local governments in risk assessments and the creation of resilience action plans; the program offers planning tools and a space for knowledge exchange.
- In the case of Brazil, fragmentation of programs and other initiatives, a lack of coordination among multi-sector actors, and a lack of integration of risk management within territorial planning instruments have long been observed. Extreme weather events in 2011 resulted in significant losses and damages and prompted reforms of national legal frameworks and public policy and a strengthening of the National Strategy for Integrated Disaster Risk Management. Current efforts seek to build universal public recognition and understanding of disaster risk and the need for disaster risk reduction. Although legal reforms represent a first step, widespread implementation requires effective enforcement mechanisms and incentives.
- In the case of Barranquilla, Colombia, river engineering represents an example of the financing of infrastructure projects to build resilient cities in the context of climate change. The project was made possible as the result of robust economic growth in the city and the collection of additional financial resources through a unified property tax.
- Medellín presents an example of best practice with its meteorological monitoring system, which serves to perform modeling and projections and achieve a dissemination of key information to strengthen knowledge of climatic conditions and risk.
- The municipality of Lampa presents an example of the strengthening of social capital through the active participation of community actors, as well as capacity building for public sector employees.



Subregional action for resilience: Challenges, vulnerabilities, needs, best practices and opportunities:

- The wide variety of contexts and conditions presented by the Latin American and the Caribbean region creates a diverse set of challenges, experiences and opportunities for resilience building.
- The need for specific subregional planning tools for addressing this diversity of challenges was recognized during the Habitat III conference.
- The Subregional Action Plan for implementation of the New Urban Agenda in the Caribbean seeks to address the specificities and priorities of Caribbean territories related to planning for sustainable development.
- The Caribbean Working Group was formalized in March 2017 and has worked toward the preparation of the subregional working document, taking advantage of regional meetings and previous advances toward the definition of an Urban Agenda for the Caribbean.
- A series of geographical, climatic, social and economic factors make the Caribbean one of the world's most vulnerable areas to climate change, and climate change represents the greatest challenge to (sustainable) development in the region.
- The Subregional Action Plan, like the RAP, adopts its base structure from the AFINUA and also incorporates a sixth action area focused on monitoring, reporting and review mechanisms. The Sub-RAP incorporates an additional guiding principle focused on building resilient communities, cities and territories, recognizing climate change as a priority challenge for the subregion.
- In Cuba, a national plan has been approved which seeks to address climate change through a series of adaptation and mitigation actions, with a focus on building resilient human settlements.

Reducing barriers and gaps in funding access to build resilient cities in Latin American and the Caribbean in the context of climate change:

- Significant gaps can be identified and relate to (among other factors):
 - Lack of coordination between agendas of different sectors and between the local and central levels
 - Lack of technical capacities and capacities for project planning and implementation
 - Lack of economic feasibility of projects and/or of cost-benefit evaluations calculated based on appropriate timescales
 - Lack of transparency in information management, decision-making and resource allocation and management
 - Lack of institutional capacity for information management, decision-making and resource allocation and management
- Processes and services that can facilitate and promote implementation include:
 - Coordination between local and national levels to channel economic resources to project implementation
 - Knowledge and awareness building around disaster risk and response options, including funding options
 - Updating and dissemination of information related to financing options
 - Innovative and efficient communication mechanisms
 - Communication, coordination and horizontal transparency between sectors at the national level
 - Adaptation of legal and regulatory frameworks and harmonization between levels and sectors (i.e., the transition toward an integrated approach to disaster risk management that ensures the allocation of adequate financial resources and legal sanctions of unacceptable practices)
 - Decision-making processes based on knowledge of risks (for example, preparation, dissemination and incorporation of risk atlases within planning and decision-making processes)



- Cross-sectorial policies developed to confront multiple and complex challenges simultaneously
- Explicit and reasonable expectations by the managers of climate, environment and sustainability funds
- Development of additional evaluation and planning tools (for cost-benefit analysis, for example) to integrate non-traditional factors and other considerations
- In terms of knowledge gaps in the community and private/financial sector:
 - Clear, transparent, systematized, and comparable information is required
 - Cities and local governments must play a role in defining local financing strategies that respond to local needs and define priorities for intervention, and for the identification of financing options (source, structure, timescale)
 - Open, public, accessible systems for monitoring, reporting and verifications (MRV) are needed to assess climate and other funds that respond to comparable, coordinated and coherent guidelines and criteria
 - Opportunities for increasing local income generation using new and updated existing mechanisms; political incentives are required from the central level to promote decision-making with long-term vision (such as the valuation of land and ecosystem services, taxes on resource use and emissions, etc.)
 - Green investment banks and funds should be explored as an option for financing disaster risk management projects and measures with high benefit cost ratios
 - Better coordination and exchange between cities is required to maximize investment and available resources

III. PERSISTENT CHALLENGES, OPPORTUNITIES FOR COLLABORATION AND NEXT STEPS

Main ideas:

- Some progress has been achieved in relation to disaster risk management, but an overall paradigm shift is still required to recognize and integrate DRM and resilience as transversal issues and considerations for determining development.
- A traditional perspective exists, which identifies the central issue as being a lack of resources for risk management; nevertheless, as opposed to seeking additional funding, focus should be placed on integrating risk management as a transversal element and consideration within the development system.
- Gaps exist in terms of access to financing and relate to:
 - Knowledge (in terms of available information for orienting the incorporation of DRM within development systems, in addition to knowledge relating to administrative management and effective monitoring)
 - Coordination (for development planning, financing, and DRM in general; horizontal and vertical coordination, both between levels and within and between sectors)
 - Communication (between sectors and professions; between governments/public sector actors; with the public; that is coherent and has continuity throughout changes of public authorities; targeted at improving the efficiency and efficacy of processes to identify, secure, and manage financial resources)
- Capacity building and human resources for planning and strategic decision-making processes in the context of disaster risk, as well as capacities for securing and managing relevant financing remain priorities for the LAC region.

Next steps for participating actors:

- IDRC Canada and the German cooperation, together with ECLAC, will seek to unite forces to respond in the face of worldwide disaster risk and promote innovation and the implementation of the NUA with the support of the initiatives discussed during the session and future DRM projects. Potential activities for collaboration include:



- The creation of project management groups in urban areas
- Appropriate technical assistance for the development of priority projects
- Support for local activity management
- Support for linking local and national needs and priorities
- Regional exchange of successful case studies
- Development of action plans for disaster risk management in urban areas
- Solutions to reduce project financing gaps
- The need persists to incorporate DRM within future visions for development across levels, via the formulation of public policy and strategic plans informed by risk.

The New Urban Agenda and action plans for implementation:

- Additional technical review and validation of the Subregional Action Plan for the Caribbean and the objectives and key components proposed for the subregion, together with the identification of regional validation mechanisms to support and follow-up on national level implementation.
- The Latin American and Caribbean Urban and Cities Platform will seek to follow-up on the implementation of the 2030 Agenda, the New Urban Agenda, the Regional Action Plan and the Subregional Action Plans. It will foment South-South cooperation as a tool for horizontal learning within the region. An observatory will consolidate information on cities and urban areas within the region, and a virtual forum will facilitate the exchange of experiences and ideas to promote capacity building between diverse stakeholders for sustainable urban development in the region.
- Next steps for the Subregional Action Plan for the Caribbean include:
 - the definition and implementation of construction and building standards
 - planning standards that define target parameters of the urban form
 - improved direction of the post-disaster re-development process with emphasis on DRM and resilience building
- An important first step for supporting RAP and Sub-RAP implementation relates to updating and reforming legal frameworks; these processes should incorporate disaster risk management as a transversal theme orienting development and that should be accompanied by effective financing instruments.
- The scale, extension and complexity of these challenges should not be overwhelming; rather, successful case studies and best practices should be identified, dialogue and exchange should be promoted, and options for the scaling up of existing initiatives and funds should be identified.
- Simultaneously, the conversation and communication surrounding existing gaps and critical steps for addressing these gaps should be extended to include additional actors with key roles for decision- and policy-making within the LAC region.



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C. IMPLEMENTING THE NEW URBAN AGENDA IN LATIN AMERICA AND THE CARIBBEAN WITH THE REGIONAL ACTION PLAN

I. SUMMARY OF THE EVENT

Objective: The objective of this event was to discuss and reflect on the strategic aspects and mechanisms for implementation and monitoring of the New Urban Agenda in Latin America and the Caribbean, based on the Regional Action Plan. The sessions sought to discuss the different aspects of governance, financing and monitoring of the Plan within the framework of its six lines of action: (1) national urban policies, 2) legal urban frameworks, 3) integrated urban and territorial planning and design, 4) financing urbanization, 5) local implementation, and 6) monitoring, reporting and review mechanisms).

As agreed at the XXVI General Assembly of MINURVI in June 2017, this part of the conference provided a space for member countries to share progress in terms of urban policies and plans and, also, in relation to their monitoring frameworks for urban themes and habitat.

During the last panel of the event, the scope of the proposal will be analyzed from ECLAC, UN-Habitat and MINURVI, for the Latin America and the Caribbean Urban and Cities Platform, with presentations and dialogue by OECD, Friedrich-Ebert-Stiftung, the Interamerican Housing Union (UNIAPRAVI) and TECHO International.

Profile of event panelists: The event was attended by national governments, particularly MINURVI, representatives of sub-national and local governments, networks of local governments, NGOs and foundations, civil society, academic experts, multilateral organizations and development banks. Likewise, agencies and international organizations, particularly from the UN system, participated.

Number of participants: A total of 42 panelists and an estimated 100 participants during the two days

II. MAIN DISCUSSION POINTS

Tuesday, 3 OCTOBER 2017

Opening Session:

- "Socio-economic segregation - the spatial expression of inequality - deepens inequity and contributes to social fragmentation and high levels of violence that characterize many cities in Latin America and the Caribbean," Alicia Bárcena, Executive Secretary of ECLAC.
- "The Regional Action Plan sets concrete goals that help us to have a very clear road map towards the implementation of the New Urban Agenda," Minister María Soledad Núñez, Minister Executive Secretary, National Secretariat for Housing and Habitat. Paraguay.
- The collaboration between the countries of LAC in the implementation of the New Urban Agenda is the basis for promoting a regional identity and moving towards sustainable development, Minister Paulina Saball, Ministry of Urbanism and Housing (MINVU), Chile



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- The RAP places the region as an example on the global level: "Latin America and the Caribbean is taking the New Urban Agenda and putting it at the center of the 2030 Agenda", Elkin Velásquez, Director of ROLAC, UN-Habitat.
- The region is in a process of mature and consolidated urbanization, although with differences and asymmetries within countries and between different subregions. The development indicators have been positively impacted by the consolidation of urbanization.
- Cities are spaces where there is a greater concentration of resources, where greater productivity, competitiveness and innovation can be achieved. However, the cities of the region are less productive than the cities of Asia Pacific. The big question is how do we make our cities more productive?
- A call is made for a new generation of cities with equality, sustainability and productivity at its core, with greater citizen participation and greater creativity.
- The NUA and the 2030 Agenda for Sustainable Development are emphasized as the reference framework for overcoming inequality in the region

Presentation of the Plans

a. Regional Action Plan (RAP)

- Presentation of the main contents of the Plan and its development process. The inputs of the Conference will be collected to be included in the final version of the document.
- The RAP seeks to be the main strategic and reference framework for public policy and a governance tool to promote the implementation of the New Urban Agenda in Latin America and the Caribbean, guiding national and subnational development towards achievement of the development objectives.
- There are four principles to apply and guide all aspects of the Plan. The first three principles, inclusive cities, inclusive sustainable urban economies, urban environmental sustainability, are adopted from the New Urban Agenda, and have been adjusted to reflect the specific conditions and objectives of the region. The fourth, effective and democratic governance for inclusive cities is added as a fundamental principle for the achievement of sustainable urban development in the region.
- The Plan is organised into six fundamental axes of action, which set out strategic objectives and the fundamental components for their implementation. The first 5 are adopted from UN-Habitat's AFINUA, and the sixth was added as a regional challenge priority:
 1. National urban policies;
 2. Legal urban frameworks;
 3. Urban planning and design;
 4. Financing urbanization;
 5. Local implementation;
 6. Monitoring and evaluation.
- The next steps of CEPAL in collaboration with UN-Habitat and MINURVI towards its implementation:
 - Technical support to countries and local governments for the implementation of the Plan
 - Follow-up and monitoring of the implementation of the Plan, in particular the establishment of the Latin America and the Caribbean Urban and Cities Platform

b. Sub-Regional Action Plan for the Caribbean



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- The Caribbean presents a unique context with common and specific challenges, such as: economies in difficulties with a dependence on tourism and agriculture, vulnerability to natural disasters, high rates of inequality, inadequate infrastructure, among others. The main challenge of Small Island Developing States (SIDS) is to handle rapid urbanization in a way that minimizes negative externalities.
- The Caribbean Working Group was established at the beginning of 2017 to adapt the global agendas and regional plans for sustainable urban development to the subregional context and support its implementation at the subregional level.
- The Sub-Regional Action Plan is guided by the same principles of the Regional Action Plan, and is added as a fifth principle: resilient communities, cities, and territories. The document is organized by the six action areas of the RAP.
- In a next stage, the Sub-Regional Plan will establish implementation priorities for the fundamental components proposed in the axes.
- Next steps toward implementation:
 - Support and expand planning and development processes between Anglophone countries (CARICOM, OECD)
 - Amplify opportunities for dialogue and exchange for the effective inclusion of non-Anglo-Saxon countries.

How to govern the implementation of the Regional Action Plan? Roles and institutional

- The panel offered a space to express different perspectives on the governance of urban agendas in the region.
- The state has a role to regulate, articulate, and lead urban and territorial development and not only execute directly. Citizens are the new guest at this table and have a fundamental role in the design of policies and projects: on the contrary, the lack of participation can paralyze projects.
- We need to understand the NUA and the city as a political fact: the role of the institutions in this process is very important. The question is about how we implement the NUA, which is not only a technical debate but also a political one. It is not enough to just regulate, it is necessary to politicize the process.
- The need to interpret and popularise the NUA for civil society and urban actors.
- The NUA and international development agreements provide sustenance and justify internal actions which allow the region's countries to carry out modifications, changes and reforms. The NUA and the RAP are guides that support these actions at the national level. As a result such changes are understood as not only government's idea, but are supported in an international context, which gives greater validity.
- Challenges resulting from governance and praxis (how to do things on a day-to-day basis) that require a new paradigm to face them. The establishment of new institutions and laws which support the construction of the city as a whole. The demands put on governments have changed. There has been a shift from the need to solve housing issues to address the city as a whole. There have also been changes with speed and focus, particularly with regard to the management of the private sector, which is something the region, has not been prepared for in terms of the regulatory framework and urban legislation.
- The need for a shift in the paradigm of urban management towards an axis of intersectoriality. Major urban problems result when we do not apply an intersectoral approach.
- The need in large cities for metropolitan governance, there are certain areas where traditional urban structures simply cannot cope. This refers to the OECD study on metropolitan areas that shows more than 90% of the cities that have metropolitan governance structures, are fairer, more equitable, and more productive. Governance and institutional structures generate, at the same time, equity and economic development. The



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hyper fragmentation of governance structures generates huge costs as we see in the case of Santiago and Chile, in general.

- The importance of coordination and cooperation between different levels of government for effective governance and implementation of urban agendas. The SDGs are very dependent on their implementation at the municipal level, and therefore there is a high importance on having clear urban national policies that support decentralization
- The Federation of Cities, Municipalities and Municipal Associations (FLACMA), Mercociudades, the Iberamerican Capital Cities Union (UCCI) and the Euro-Latinamerican Cities Alliance (Allas), are, among others entities that represent LAC at the local and city level: through their joint work they have managed to position themselves with a common language and have an impact on the global table. Their main challenge is to coordinate better, therefore they have developed a Latin American dialogue platform called CORDIAL (Coordination Latin America), with this platform they have managed to participate in scenarios such as the World Organization of United Cities and Local Governments (UCLG).
- ECLAC, UN-Habitat and MINURVI can play an important role in facilitating exchanges and connections between networks, actors and sectors that act in urban development in the region to advance the agenda.

The discussion after the panels raised a debate on fiscal, political and administrative decentralization, legitimate and representative dialogue processes and effective public participation in the governance of the New Urban Agenda.

The design and implementation of national urban policies (NUP): Best practices, plans and national urban policies in Latin America and the Caribbean

- National policies are one of the key pillars identified by various entities to advance the implementation of the NUA. They are the first action area in the AFINUA and link directly with SDG 11, goal 11.a and indicator 11.a.1.
- The NUP offer a framework that links national, regional and local policies, strengthen urban, peri-urban and rural linkages, and support territorial intersectorality.
- The Global Program of National Urban Policies (NUPP), an initiative of UN-Habitat in collaboration with the OECD and Cities Alliance, to support the implementation of the NUA and other global urban agendas through the preparation of NUP. Its activities have included technical support and also advocacy monitoring:
 - Second Conference on National Urban Policies, Paris, May 2017. The Conference included a meeting of a group of experts to incorporate the gender perspective in these policies.
 - Report on the state of national urban policies, which will be published every 2 years. The OECD has already conducted a study of this which showed that of the 35 OECD countries, only 15 have explicit NUPs.
- UN-Habitat has developed several tools to support the implementation of the NUP such as: technical support and training to the states; A NUP Database; publications that guide its development process with a participatory approach; and thematic publications.
- OECD's Regional and Metropolitan Database measures trends in demographics, employment, innovation, well-being, quality of life, and other social and environmental indicators, to facilitate comparisons between regions and cities. It can serve as a public good to support the implementation of NUA and national and local public policies. They have also convened a pilot study with UCLG for a sub-national Observatory.



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- OECD analysis has shown:
 - Large cities tend to be more productive, but their potential has not been achieved within LAC.
 - Cities with greater administrative fragmentation are less productive and more segregated on average: for the first time, the relationship between governance and economic development is highlighted.
 - Methodologies to identify "urban functional areas", which are not delimited by political-administrative limits but extend to where there are functional relationships. This type of analysis increases the possibilities of international comparison.
- The national urban policy of Colombia, "System of Cities", offers an example of this new vision of the urban and functional relationships between territories in practice. The functional relationship is measured by the commutation of people to other municipalities for work reasons. The NUP of Colombia promotes planning from a supramunicipal perspective that is reflected in territorial planning.

Urban Legislation, urban and territorial planning and design, and local implementation for sustainable urban development in Latin America and the Caribbean

- The legal framework matters. The examples given of countries that recognize the right to the city show that it is made it easier to comply (at least partially), promote actions for compliance, enable and encourage investments in housing, services and equipment, particularly in informal areas, and mitigate public actions and private rights that violate these rights, such as eradications or denial of services. Given that most countries lack this legal framework, the RAP should promote the generation and approval of the necessary legislation to recognize and specify the right to the city.
- The legal framework not only concerns the definitions of rights and their implementation, it is also key to establish effective and functional coordination between different actors, sectors and instruments that act and affect the territory and cities. Among the advances discussed was that of the creation of instances of inter-ministerial coordination to promote a multisectoral action that allows policies, programs, projects, investments and decisions to contribute in the same direction, which is the long-term vision of the city. Certainly, this vision should be consistent with what was agreed upon in Quito in 2016 and with what the RAP proposes.
- The legal framework is not enough, because in the region there is a marked deficit of implementation of the existing legality. In addition to recognizing rights, it is necessary to guarantee compliance and establish enforceability mechanisms. The ongoing work of a group of legal specialists in this field can provide inputs for the establishment of a binding regional instrument on the right to the city. However, it is a rather academic group without governmental involvement and the latter is a sine qua non condition.
- Urban and territorial planning and design must also be intersectoral because the interrelationships between their components are key; among these are housing, transportation and land. But this also requires active and adequate policies in each specific component of urban development.
- Urban development tends to be based on various instruments -plans, strategies, regulations- whose updating is not regular (in some cases they are frankly outdated), originated in an autonomous way and with little intersectoral dialogue and whose application does not consider intersectorality either.
- Local implementation for the achievement of more sustainable, resilient, safe and inclusive cities in the region requires transfers of power, resources and capacities to local areas. But the above, in a framework of consistent national urban policies, the effective coordination between different levels of government and recognition at the local level may be insufficient in many cases, be it for the nature of the issue or its geographic scope, as occurs in the case of metropolitan areas where their urban development depends on a vision, leadership and action that encompasses it within its entirety.



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- Local implementation often involves a double challenge because most governments or local administrations are in charge of urban and rural areas simultaneously. However, this can also be an opportunity for the integration and synergy of urban and rural development policies.
- Local implementation faces particular difficulties in the smaller municipalities where technical capacities and resources are often insufficient. In the non-Hispanic Caribbean, for example, there is only one municipality with more than 1 million inhabitants (Kingston) and most parts of local authorities, when they are recognized, have scarce resources to lead sustainable urban development.

Wednesday, 4 OCTOBER 2017

How to implement the Regional Action Plan from multiple perspectives and sectors?

- The human rights analytical framework provides a renewed focus to work on the urban issue.
- The member states of the UN have accepted obligations to people, based on a set of international treaties, which are indivisible, for citizens and non-citizens and are the responsibility of national and sub-national governments. In the right to the city framework, the concept of city-dwellers is applied instead of citizens, which suggests that those who use the city should have the right to intervene not just those who are considered citizens.
- In general, human rights have lacked a territorial perspective, except for some recent examples of women in rural areas and issues of indigenous peoples. This is important as human rights are not abstract, they relate to a territory and a temporal framework. They do not exist without the territory and they change between territories. It is important to generate a convergence between the 2030 Agenda, the NUA, and the human rights agenda to achieve sustainable urban development.
- The logic of having environmental performance evaluations for projects can apply to human rights. Institutions could prepare human rights diagnoses to ensure that their projects do not generate negative impacts on disadvantaged groups or people in situations of vulnerability.
- There needs to be more discussion about what is the general good vs. the particular good. It raises the question "who are we favoring in the concept of general good?"
- Political decisions on the use and allocation of public space: in the case of Paris, 80% of the public space occupied to facilitate the movement of 7% of the population.
- Urban mobility best practice at the city scale exists, but is not widely implemented. This indicates that it is a problem of process and public policy rather than something technical. In order to achieve changes in our mobility patterns and systems, a long-term vision, consistent political attention and long-term management are needed. Furthermore, a coordinated approach which better recognizes the co-benefits in the areas of health, safety, climate change and social equality.
- On issues land access there are strong barriers in terms of low capabilities in the urban public sector, capacity gaps between cities, low involvement of the private sector, corruption and clientelism, and a lack of political will.
- There are important limitations due to insufficient legislation and policies on land (partly because they are influenced by many interests); weak information and land management systems; territorial planning; and limited finance based on land and its valuation.
- The challenge of how to integrate sectors to generate synergies and effectively improve the scope of development on the territory. There is a need for a multi-sector approach with a long-term and territorial vision.



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In the case of Santiago, the main challenges are not related to financing or planning, but rather issues of multi-level governance, inter-sectorial coordination and the lack of vision for the city as a whole.

- Practical examples of CAF's multi-sector approach: Integration of mobility and public space (linear parks with cycle routes) in Panama; the clean-up of Estero Salado and the public space (more equitable distribution of public space that also limits urban expansion on the river) in Guayaquil, Ecuador.
- How we can measure the integrality of the territory in terms of development? Various mechanisms are needed to do it, which could employ a combination of georeferencing with data gathering, or combining sectors that are typically measured in different ways (i.e. transport and education).

The discussion after the panels raised a debate on the challenges of integrating approaches in decision-making in the context of sustainable urban development.

How to finance the implementation of the Regional Action Plan?

- The issue of financing should be framed in broader processes that allow investment priorities to be changed and focused where they are most needed to achieve a significant impact. This must include a long-term vision of the city, which allows investments to be linked in time and space, at the same time accompanied by learning processes on the results of the interventions, as well as in the management of the processes.
- Given the fragmentation of governance structures, it is necessary to establish common learning processes, on a common agenda, which would allow local actors to create a "conscience of the city beyond and within its borders" and see problems that are beyond those within their territory (of the metropolitan area, of the territory of pertinence, of urban design, etc.).
- The IDB shared examples of strategies to work with low investment projects, but with high urban impact, over time, to generate metropolitan awareness among "fragmented" municipalities: Multilateral Banks as an external agent can facilitate awareness of the need to combine criteria of different kinds (design, impact, user orientation...).
- It is suggested that the public sector can and should take the initiative and a protagonist role to "move the pieces" of the urban board, to encourage the participation of the private sector where, and how, it is required. "If the State invests "or moves the pieces", within a logic of long-term vision in a concerted urban project, private investment will come".
- "It is not so much that there is a lack of financing, it is a lack of leadership, vision, alliances and recognition of the roles of the different levels of government (and actors) in the investment process".
- The "how" of overcoming deficits: financing, communication, standardization, progressivity, assuming complexity, and leadership.
- The "how" of overcoming barriers to access climate financing (GIZ and IDRC): Knowledge, Coordination, Capacity, Communication.

How to monitor the implementation of the Regional Action Plan? Monitoring and evaluation experiences, best practice and challenges for national monitoring frameworks in Latin America and the Caribbean



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- OECD: The need to have clarity in the definitions used was highlighted. We have to define the scale of what we are going to monitor and what comparisons will be made. The different definitions used (i.e. administrative cities versus metropolitan area) render much of the data incomparable.
- CPI – This tool allows comparisons between cities, providing a measure of the strength or weakness of the prosperity factors in the city. An important limitation is the fact that the legal frameworks of the countries do not define the city as a basis for urban territorial analysis. But, to have urban policies that respond to realities, it is necessary to identify and measure the challenges and, for this, the city needs to be delimited.
- UNIAPRAVI – Highlights the lack of sustainability of many information gathering initiatives in the region, due to the diversity of the information systems (including methodologies, definitions and periodicity). The UNIAPRAVI platform seeks to be a unique platform in the region with the possibility of integrating the housing and urbanism sectors in LAC, currently it considers 9 indicators (7 housing and 3 urban development), and is designed to be scalable.
- TECHO – Informal human settlements are the epicenter of development problems of LAC, therefore the disaggregation of data is very important to be able to visualize the reality. These settlements do not exist from an administrative point of view, therefore there are no official data and consequently the reality is invisible. Tools such as Google Street view give visibility to these areas. TECHO highlights the importance of community participation in monitoring and indicates the need for a participatory information survey, with cutting-edge technology, an interactive and online open publication, oriented to concrete actions. This is to address the need to overcome the gaps between the commitments assumed by the new development agendas and the reality on the ground. The indicators of the SDGs are not enough to give visibility to this problem.
- ECLAC - Proposes to develop a Latin America and Caribbean Urban and Cities Platform to monitor, follow up on progress and support the implementation of sustainable urban development agendas, such as the New Urban Agenda, the Regional Action Plan and the urban dimension of the 2030 Agenda for Sustainable Development. The platform will have an observatory and a virtual forum. The observatory will have the function of collecting and visualizing urban and city information and data, such as the relevant indicators for monitoring the implementation of the NUA and the SDGs, and will support the development of quantitative and qualitative evaluation methodologies on urban issues. The virtual forum will be a space for the analysis and discussion of territorial urban dynamics and processes in the region. It will be based on an agreed agenda of research, exchange of ideas and experiences by experts, decision makers and stakeholders, to promote a strengthening of national and sub-national capacities for the implementation of sustainable development agendas.
- ECLAC STAT - A survey was carried out to define the capacities of the Member States to produce the SDG indicators. On average, only 10% of countries currently produce the indicators under SDG 11, and less than 30% have the capacity to do so with existing sources. At the ECLAC level, a regional framework is being prepared for the monitoring of the 2030 Agenda, which takes into account the realities and priorities of the region. There are strong challenges such as: a lack of definition, consensus and adoption of standards, lack of analytical capacity, lack of institutionality to produce information, and a weakness in national statistical institutions. It highlights the need to address these challenges, explore new sources of information and create



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new alliances with the private sector and the academic world. In relation to RAP monitoring, it is important to consider the difference between the follow-up of the agenda and the generation of information for decision-making. A regional observatory can increase reciprocal knowledge between countries, allowing a better articulation of horizontal cooperation and promoting regional and international cooperation.

- MINURVI (Barbados) - There is a strong need to land international agendas and make them applicable in national contexts. Historically, there has been little emphasis in the Caribbean on the importance of monitoring and evaluation. This is changing, but it should be noted that human, financial and technical resources are required to correct the irregularities and lack of systematization in data collection and disaggregation. It is important to collect cases of best practices in the region in order to share experiences.

III. KEY TOPICS, COLLABORATION OPPORTUNITIES AND NEXT STEPS

Key topics

- Take advantage of the different networks already established in the region in terms of sustainable urban development for the implementation of the NUA.
- The RAP and the Sub-Regional Action Plan as reference points to guide the regional and sub-regional implementation of the NUA and the importance of generating a convergence of the NUA, the 2030 Agenda and the human rights agenda for sustainable urban development in the region.
- The need to improve intersectoral coordination at the territorial level as a regional priority issue. Administrative fragmentation has negative impacts on productivity and urban segregation. The current challenges are not mainly in financing or planning issues but in intersectoral coordination and multi-level governance.
- The need to strengthen national indicator systems along with the importance of producing urban information and data, which allows for social control and accountability on sustainable urban development processes.
- The potential, opportunities and challenges associated with the development of an Urban and Cities Platform for the region.

Next steps

- ECLAC and UN-Habitat will provide direct technical support to countries and local governments to implement the respective action plans and global urban agendas in the region.
- This will seek to develop a joint effort with other organizations and entities to promote the implementation of the RAP.
- In collaboration with UN-Habitat and MINURVI, ECLAC will work to follow-up and monitor the implementation of the Plan, in particular the establishment of the Latin America and Caribbean Urban and Cities Platform.
- A working group will be established to prepare the Urban and Cities Platform.
- The Sub-Regional Action Plan Working Group for the Caribbean will support and expand planning and document development processes among English-speaking countries (CARICOM), and will amplify opportunities for dialogue and exchange for the effective inclusion of non-Anglophone countries.



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- The ninth session of the World Urban Forum in February 2018 in Kuala Lumpur will offer a good opportunity to present the progress of the action plans and the Platform, as well as the results of the discussions of the Cities Conference.



D. PUBLIC-PRIVATE DIALOGUE FOR PROMOTING URBAN SUSTAINABILITY IN LATIN AMERICA AND THE CARIBBEAN

I. SUMMARY OF THE EVENT

Objective: The objective of this seminar was to foster a dialogue between public sector actors and the private sector to provide a new perspective to implement sustainable policies and projects in cities and move towards the implementation of the New Urban Agenda and the SDGs, particularly SDG 11 (make cities and human settlements inclusive, safe, resilient and sustainable), in the cities of Latin America and the Caribbean. Building this type of dialogue is a novel activity for ECLAC in this area, particularly due to the level of involvement of the private sector and local governments.

Profile of event panelists: Representatives from different levels of government (national and local), urban service companies from different sectors, civil society, academic experts and multilateral organizations participated.

Number of participants: 33 panelists and between 40-50 participants per day (with some fluctuation between the panels).

Presentations and a recording of the event are available at: <http://conferencias.cepal.org/ciudades2017/>

II. MAIN DISCUSSION POINTS

Wednesday, 4 OCTOBER 2017

Opening Session:

- Urban development as a priority axis for the ECLAC-France cooperation. Urban investments offer opportunities for public-private cooperation with a view towards the adoption of sustainable solutions (for example: Total and Metro de Santiago - cooperation so that the metro network works mainly based on renewable energy).
- The growing role and responsibility of cities to respond to major development challenges but not always backed by adequate access to financing. Habitat III raised this role more clearly. The importance of networks of cities in raising these issues in the regional political discussion.
- The need to address long-term projects and investments and how the public sector can catalyze these investments with private participation.

The challenge of inclusive and sustainable cities:

- The importance of investments on urban inclusion and the prioritization of the most precarious areas. The promotion of human rights in cities as a tool to build trust in cities. This has the added value to make the city more attractive for investments as well
- Although the investment contexts differ, there are certain common project alignments. Among these alignments, an approach can be introduced that measures the success of public-private partnerships under social or

environmental impact metrics. It is important to have political will and a vision in this direction before specifying the projects. It is essential that there is transparency and competitive bidding.

- The dialogue between public and private actors is essential for urban sustainability. In these discussions the digital tools to model and visualize the impact of various types of interventions are very useful (for example, noise emissions if electric buses are introduced, certain streets closed, etc. - ENGIE showed several examples of its work). The importance of contract to contract models focused on results (outcome based contract), including long-term contracts (50 years).
- The value of regrouping public companies and companies in coherent organizations such as the example of Vivapolis in France, which has objectives such as disseminating innovation and promoting French experiences.
- In the Chilean case, there are great challenges with waste management and densification strategies in cities to control unsustainable urban expansion.

The new models of collaboration between actors of the public sector and the private sector:

- A CORFO initiative to improve productivity in public construction. Process of building a roadmap to improve the industry to achieve a more industrialized construction and that there is a greater predictability in the projects.
- It is important to emphasize the dimension of urban governance in public-private partnerships, defined as a constant arbitration between contradictory interests and urban visions in permanent competition. It can be argued that the public-private distinction is not very operative: there are differences according to: 1. Large projects vs. the ordinary city 2. Multiple scales (micro-local to global) 3. A variety of concrete modalities in the articulation of the public and the private: Control / sanction? Regulation? Co-production? Incentives?
- It is important to analyze in which scale a governance capacity is built, with what resources and with what results. In metropolitan contexts the question arises of how to organize the debate and mobilize resources. Emphasis on the fact that the city is the most relevant scale to understand and evaluate the impact of the global agenda of sustainable development on modern societies.
- A new center for Latin America in São Paulo to bring together actors from different public and private sectors. Involving universities to include expertise and ensure political continuity. For now more activities in southern Brazil
- The New Pudahuel consortium case: ADP, Vinci, Astaldi to respond to the expansion of demand for aviation services.
- The role of international organizations to support local governments to better structure projects to attract international funds and / or private investment (UN Habitat and Mercocuidades initiative).
- The leverage effect of state investment to attract private investment (case of mobility in Toulouse).

The discussion after the panels raised a debate on the challenges of corruption and transparency in the context of urban investments.

The role of emerging technologies in promoting urban sustainability:

The panels discussed a diversity of opportunities based on emerging technologies and the role of PPPs in catalyzing their use in urban contexts:

- CEREMA: satellite technologies and monitoring of different urban phenomena at street level. CEREMA partnerships with SMEs (PYMES) to develop products for local governments.

- Siemens: A very large diversity of sensors, digitalization and prescriptive systems, intelligent networks to guide the transport and use of resources (water, energy, smart buildings), electrification of mobility. Predictive infrastructure maintenance.
- For the measurement of the SDGs, and in particular at the local level, it is necessary to access new data domains: earth observation data, citizen generated data, privately held (big) data, open data. That is why the integration of many actors is required to collaborate, including private and public actors.
- Prediction and safety planning with georeferenced data. Integration of digital networks in vision and strategies for cities. Platforms and multilevel data management on metropolitan-scale governance. Green investments, integrated public transport with support of digital tools. Urban investments and achieving greater security to attract talent and attract companies as the main challenges of the region.
- IDB projects to articulate NDCs and the role of cities in achieving them: fund programs in this sense and integrate emerging technologies into the processes. E.g. Using drones for cartographic survey for an urban resilience project in Guyana, Mapping Rosario with data from shared bicycles (other examples in ppt).

Thursday, 5 OCTOBER 2017

New models and platforms for sustainable urban mobility:

- World Bank: Use of private data to better evaluate decisions about mobility. Uber, Easy Taxi etc. convert this information to analyze patterns of congestion (no sensor needed). It can be applied for projects such as: Changing traffic lights, GHG accounting. Leveraging data models to drive policy / investment evaluation.
- Metro de Santiago has to integrate an unbalanced land use context in Santiago. Plans of expansion to areas that lack services, use of renewable energies for the use of the metro network through PPP. Multi-modal integration strategy.
- Ericsson and connected mobility strategies- Integrated STIC to reduce GHG emissions. Emphasis on the importance of having a political framework that allows catalyzing these policies and that there is sufficient integration of public and private investments. PPPs that allow sustainable solutions for public-private partners.
- Slow: use of data generated by free bikes to understand cycling patterns to guide decisions on investments in cycle routes.

The discussion highlighted the importance of constructing transportation intentionally since it has impacts on land uses and generates capital gains. This requires a more strategic land policy and instruments for capturing surplus value.

Promote investments for sustainable infrastructure and services:

- Integration of PPPs in strategic investments in urban inclusion and improvement of services, including large mobility investments in the city of Niterói. Part of this process is the modernization of the fiscal management of the city, cooperation with multilateral banks and public investment to boost private participation.
- Energy Agenda of the Government of Chile, to revitalize and strengthen the energy industry in Chile and boost investments. For the next five years, it is estimated that the energy sector will continue to be one of the leading sectors of investment in Chile.
- Alstom presented its innovations in trains with reduced energy use and emissions, including trains whose power source is based on hydrogen cells. Investments in urban mobility to reduce emissions and pollution. Its most innovative products are in European countries that have the right infrastructure to introduce them. In Chile,

investments in the Metro system and electric buses in the Transantiago system (up for bidding at the end of the year).

- Citellum- a subsidiary of EDF. Solar field in Antofagasta- energy services for municipalities to illuminate the city.
- Aguas Andinas: Investments with positive impacts for health, the environment, for urban green spaces, and job creation. SROI methodology for investment evaluation: They incorporate social and environmental criteria in the evaluation and prioritization of investments. Efforts to introduce a circular economy perspective in the use and reuse of water (decontaminated water and energy source).
- Investments in POMA cable cars: 1. As a transport solution, safe, passes over traffic congestion, intermodal integration. 2. Investment with a positive impact on the local economy and social inclusion, underpinning a more global vision of integrating the system into urban territories and with an inclusive urban development perspective. A methodology where social management, and joint work with the priorities of the local community, prepares the territory for engineering.

- **Cooperation and mobilization of resources to finance urban sustainability:**
- CAF: there are different attitudes in countries towards PPPs, but in general, LAC has more PPPs than other parts of the world. It has great advantages but also disadvantages - it does not always allow more efficiency. It is important to look for hybrid spaces for solutions for urban challenges by integrating the public and private sectors in a creative way. CAF has many established case studies. Regarding investments in technology, it focuses on improving the basic infrastructure to allow innovations, e-government, etc.
- CDP: presentation of the CDP strategy to act as a platform to report on actions to address climate change (on the global and regional level). Matchmaker mission so that cities have sufficient access to the private capital they need to meet ambitious climate goals. It seeks to match qualified investors with multiple asset classes with their portfolio of investment opportunities in climate-related urban projects. The importance of having the political will to invest in climate or to involve governments with other incentives (e.g., cost reduction). The challenge of lack of access to credit in many cities (including the largest ones).

III. Key topics

- Recognition of the growing responsibility of cities and the need to strengthen capacities and access to financing. This includes improving fiscal management in cities.
- The use of digital tools to interpret, analyze and visualize the impacts of different investments and decisions. The private sector is an important partner in the provision of these platforms, data sources, etc.
- Alignments on PPPs and strengthening the capacities of local governments to manage them. Coordination of the different levels of these capacities in the cities and, in a more complex way than even at the metropolitan level.
- The role of networks and platforms that help strengthen contact between public and private actors, among other actors.
- The challenge of solid waste management was mentioned in many presentations.
- The importance of public investments to act as a lever effect to attract and channel private investments. The role of improving security and inclusion in the cities of the region as an important element in this strategy.



- The importance of a political vision and articulated strategic frameworks for the integration of investments, adoption of technological tools and in the definition of the type of contract with the private sector.

IV. Collaboration opportunities

- Sciences Po Urban School: 1. Advance with the revised version of the course 2. Joint research project on public-private cooperation case studies and lessons to build local capacity.
- Mercociudades: Develop joint work proposals that go beyond the course - to explore.
- Global Compact Cities Programme: New office for Latin America in São Paulo and representation in the South of Brazil.
- UNECE Center for PPP Excellence- follow-up meetings with divisions and explore joint work possibilities (cities, One Belt One Road, PPPs and technology).



E. MOVING TOWARDS THE IMPLEMENTATION OF SAFE, AFFORDABLE AND SUSTAINABLE URBAN MOBILITY IN LATIN AMERICA AND THE CARIBBEAN

I. SUMMARY OF THE EVENT

Objective: The session sought to integrate priorities in terms of public policy dialogue, capacity building and investment in the urban mobility sector by bringing together cities and development banks with active roles in the region. It provided a space for the exchange of good practices and recommendations on local public policy to strengthen the institutional and support framework for sustainable urban mobility, making explicit the roles and responsibilities of different actors who facilitate a sustainable transport agenda (development banks, the private sector, cooperation agencies, etc.). In addition, the session sought to deepen the knowledge of: the links between sustainable urban development and mobility (ie, via transit-oriented development); the role of mobility in resilience and climate adaptation; the participation of the private sector; and issues of equality and gender in urban mobility.

Profile of event panelists and participants: Participants in this event were representatives of national and subnational governments, representatives of local government networks, representatives of international organizations, experts and academics on mobility and transport issues, representatives of the private sector and international cooperation.

Number of participants: 26 panelists and approximately 50 participants

II. MAIN DISCUSSION POINTS

Thursday, 5 OCTOBER 2017

Global agreements and sustainable and inclusive mobility in Latin America

Regional Action Plan (RAP)

- The RAP is the regional adaptation of the NUA and provides an action framework for all countries and cities in LAC. Possible next steps towards its implementation are the development of subregional, national and city plans.
- The RAP has specific principles and action areas related to mobility and highlights the need to integrate mobility policies for sustainable urban development.
- The RAP seeks to be a regional reference, which establishes synergies with other development agendas and involves different actors (national governments, local governments, academia, NGOs and the private sector).

Implementation and monitoring of global agreements on sustainable development and climate change:

- The integration of the different global agreements is a key element to achieve the different objectives of the nations, especially the SDGs and the Paris Agreement.
- The transport sector is represented in 8 of the 17 SDGs directly or indirectly.
- Importance of the United Nations High Level Political Forum on Sustainable Development (HLPF) which provides follow up on the individual SDGs and seeks to ensure that all countries are making progress.





- Each year countries present their progress report on different goals. SDG 11 will be reviewed in the HLPF in the summer 2018.
- It is important that officials in cities approach ministries that are in charge of the report. Experience has shown that ministries at the national level are not in communication with local governments and their progress is not presented to the HLPF.
- The Inter-Agency Expert Group on SDG Indicators and the United Nations Statistical Commission are developing indicators to measure progress towards meeting countries' development goals.
- The development of Nationally Determined Contributions (NDCs) is the responsibility of national governments, but it is necessary to involve cities in the process, as well as non-state actors.
- Cities must assume a more active and participatory role and assume their role within international agreements, especially in terms of project financing.
- 2020 is the year when the Paris Agreement comes into force. We are working against the clock in order to achieve significant progress during the next 2 years.
- The transport sector faces the challenge of de-carbonising its emissions (a quarter of greenhouse gas emissions come from the transport sector). The Global Macro-Roadmap (GMR) helps design the steps to achieve the decarbonisation of the transport sector. Separating economic growth from GHG emissions poses a significant challenge.
- The GMR seeks to stimulate discussion and debate; establish a common vision; and encourage actions that "avoid" and "shift" strategies. It also provides a roadmap which is accessible to decision makers and other actors. Adapting the GMR to different regions provides a means for analysis of local conditions.

Equity and inclusion in urban mobility in LAC / Gender issues

- Gender issues are especially important in mobility. There is evidence that demonstrates different priorities and use of transportation depending on gender.
- Studies show that women walk more than men, however, their access to the city is limited.
- Better urban policies are needed to reduce trip distances.
- Equity and discrimination is a relevant issue for urban transport policy and violence and aggression aggravate this problem.
- A safe city is one that allows the full participation of women. Without good policies for women, there is no sustainability.
- In the case of Quito, a lack of information on the experiences of women using the transport system restricts the assignment of funding to address such challenges (this lack of information can result in the assumption that sexual harassment does not occur on public transport).
- The need for behavioral changes are fundamental issues and can be achieved through open discussions
- The need for a shift from a transport perspective to a mobility perspective, particularly from governments.
- The need to improve the coordination between national governments and international cooperation to finance mobility projects and policies (i.e. technology, subsidies).





Key strategies for transforming urban mobility – Policy

- Establish a new institutional framework that helps align social and private incentives, aligning the interests of all stakeholders towards the creation of a quality service.
- Increase the organized densification of transport corridors and stations (Transit Oriented Development - TOD).
- The need to verify appropriate public transport systems and their scale based on short and long-term demands.
- Analyze technological feasibility of new urban proposals according to existing infrastructure.
- The need to implement public policies that ensure better conditions in public transport. A good service is one that offers better coverage, frequency, shorter trips, comfort and accessibility.
- Public transport that promotes friendlier cities, minimizing impact on the environment.
- The need to promote integrated transport systems in all cities of the region, not just those with large populations.
- Establish a change in the paradigm of how transport is conceived: cities should not be built for cars.
- The restructuring or redesign of mobility routes must be based on evidence and mobility assessment studies and not political will alone.
- Importance of sharing international experiences on issues of private transport, technology platforms, etc.

Friday, 6 OCTOBER 2017

Quick Wins to scale up sustainable urban mobility in LAC

Case studies:

- CAF is working directly with Argentina, Colombia and Mexico, to understand what needs be done to improve sustainable urban mobility and how cities can carry it out.
- Awareness must be generated in local governments of the challenges and agreements based on the threats of climate change.
- Programs such as SLoCaT and Despacito help identify which countries have committed and how cities and countries can act on it. It is also related to the work done with SuM4All.
- It is necessary to create a portfolio of agendas according to actions that reduce CO2 emissions. These must be accompanied by compensation between actions and benefits.
- The Clean Buses Initiative was created by the World Bank to implement clean buses in cities. The initiative has results in the following cities of the LAC region: Mexico, Sao Paulo, Santiago de Chile, Montevideo and Buenos Aires.
- Lack of information is a big problem and few cities or countries understand the magnitude of this problem.
- It is necessary to reduce emissions, Sao Paulo and Buenos Aires have large emissions of PM and NOx.
- Technologies must be combined with better standards such as Euro VI or similar. Non-electric vehicles are more expensive. All these factors must be taken into account when deciding on policies.





- EUROCLIMA + is presented as the continuation of the EUROCLIMA program, which includes urban mobility among 6 areas of action, with a budget of 10 million euros to work in its two target areas (NUMP and SUMP) and three lines of work.
- The case of the Panama Metro has become a catalyst for change in the city and its region. The city has recently experienced a great urban expansion resulting in peripheries with low income and high occupation rates, where all inhabitants need an efficient public transport to commute to the city center each day.
- There are 1.28 trips per person per day and 2.3 million trips per day registered. The average trip by car is 1 hour and by public transport 1.5 hours.
- The subway system was created based on an existing master network, but adapted to the real transportation needs, without falling before political pressures.
- Despite its rapid implementation, it entailed a great economic investment and therefore had to be integrated with other public transport systems to be more affordable.

Key Ideas:

- The need to create strategies and concrete action plans that fall in line with the emission reduction programs set by national governments. The case of Medellin demonstrates this. Despite the existence of agreements and verbal commitments, but not concrete actions, finances or public space.
- Restructuring of agreements and global plans to link them directly to the programs and plans developed in the transport sector. They managed to increase their NDCs from 3.5% to 7% with road transport being one of the largest sub-sectors that seeks to reduce their emissions.

New Partnerships for sustainable urban mobility in LAC

- IEA is coordinating an Initiative to promote the use of electric vehicles within its 13 member countries. Through their campaign EV30 @ 30, they aim to achieve that 30% of new vehicle sales in all EVI countries are electric by 2030.
- The EV Pilot City Program (PCP) seeks to achieve 100 EV friendly cities in the next 5 years. Cities have become the main ally to stimulate the change to electric vehicles since local policies create favorable environments that encourage the use of electric vehicles, thus reducing consumer barriers.
- PCP asks its members to share 3 documents reporting their progress once a year: the EVI City Data Report and the General Overview of Urban EV Policy Support. These documents will be shared on the PCP data and information platform.
- Climate action by non-state actors is continuously increasing. It is fundamental, as it is impossible for governments to uphold their commitments without the support of these actors.
- Currently, 21 initiatives on transport and climate offer their support, but these efforts are often hampered by the lack of political will to implement policies, reduced financial and human resources or simply that the issue is not yet considered a priority on the national agenda.
- In the case of Latin America, the region is still quite far from this global process compared to other regions. National governments, cities and businesses need to have access to initiatives that can give them the support they need.





- The Transformativa Urban Mobility Initiative (TUMI) is based on three pillars:
 - The first represents the capacity development initiative for 1000 game changers in the cities.
 - The second is the continuity of the best sustainable mobility pilot projects developed by NGOs, students, academic institutions or citizens. This pillar helped create the bicycle exchange system in Quito.
 - The third represents the mobilization of financial resources (approximately one billion USD) to support transport climate projects.
- MobilizeYourCity (MYC) was launched at COP 21 with the aim of reducing the impact of urban transport on climate change.
- Currently, 23% of GHG emissions come from the transport sector and urban transport is responsible for half of this. By 2050, 90% of transport emissions will come from developing and emerging countries.
- MobilizeYourCity offers technical support to plan sustainable urban mobility in cities and developing countries.
- MYC hopes to sign agreements with 100 cities by 2020 to define and execute sustainable urban mobility plans to reduce their GHGs between 50-70% of its BAU scenario. To achieve this:
 - MYC supports local leaders in the development and revision of their SUMP.
 - At the national level, they support the legislators in the elaboration of a NUMP.
 - They also help in the process of monitoring, reporting and verifying.

Key Ideas:

- In many cities in LAC, these initiatives are not being applied, generating a lack of synergy between programs and cities, which results in the wasting of opportunities and loss of resources.
- The need to recognize the obstacles that LAC faces in order to concretize ideas into actions and stop financing documents instead of projects.
- Establish a single entity to set agreements with international support agencies.
- Mobility programs should also be articulated through financing instruments, not only through urban planning.
- International networks must incorporate small cities that are those most in need of further strengthening and lack of funding.
- Mechanisms that promote the exchange of information and action tools between cities, so they can mutually benefit from the good practices achieved in the region and thus clearly identify which are the most appropriate supports.
- Develop a mechanism within multilateral banks to help the process of financing cities directly.
- Promote the development of capacities on a government level, so that politicians are active actors in mobility and transport issues.





Monitoring and Reporting Progress on Urban Mobility (Perspectives of urban mobility tracking in SDG11)

- The Urban Mobility Observatory does not only exhibit information to the public, but must be an updated public resource and a tool for decision makers.
- Through data, a real analysis of the urban situation can be made, creating a solid basis for the proposal of public policies. i.e. 70% of the population moves in 2% of the public space, shows direct evidence of the problems of spatial distribution and equity.
- Promotion of better practices in the institutions that collect data.
- The need to face the challenges in urban mobility: climate change, financial sustainability and gender equity.
- Use accessibility as a tool to create cities with access to opportunities according to the spatial distribution and public transport services. It is a quick and simple modeling tool and presents planning opportunities according to data, prioritization of resources and offers a global and local monitoring framework.
- The need to establish standards for data collection in order to expedite the processing of information. The World Bank launched the first course for the standardization of data for public transport.
- The need to establish a centralized framework and government consistency so that the countries in the region monitor their progress in adapting its transportation system.
- Only 2 of the 18 LAC countries have established specific transportation objectives in their NDCs. And 9 of the 18 LAC countries reported measures to adapt their transport, but mainly on increasing the resilience of road infrastructure.

Closure and next steps: a regional action agenda for urban mobility

- How to integrate global agreements and how to integrate national and local agreements.
- Difficulties in the coordination between global agreements, especially on the city scale.
- Establish the differences between local and national governments and their corresponding duties.
- Strengthen the work between government agencies and cooperatives to connect needs and resources.
- The World Bank highlights the importance of open data, integrating GTFS and improving transport data.
- The need to improve and coordinate work among various government agencies on mobility projects.
- The need to improve processes for obtaining financing, especially for cities, as they face difficulties of accessing loans because they are not national entities.
- Promoting new initiatives that help cities and countries move towards a sustainable development.
- Strengthening the capacities of cities.
- The need to improve the synergy between programs and take advantage of these opportunities. The resources are available, but there is no direct link to cities.
- Use accessibility as a tool to understand how cities can offer access to opportunities given their spatial distribution and service to public transport.
- Standardization of information allows to make a more complete, quick and comparative analysis of cities.
- Promoting a broader access to information.





III. Key topics

- The integration of global agreements is a key element to achieve the different objectives of States, especially with regard to the NUA, the SDGs and the Paris Agreement. The transport sector faces the challenge of decarbonising its emissions (a quarter of greenhouse gas emissions come from the transport sector).
- The need to strengthen coordination between national governments and international cooperation to finance mobility projects and policies (i.e. technology, subsidies). It is essential to promote the empowerment of cities: they must have a more active and participatory role.
- Mobility programs should also be articulated through financing instruments and not only through urban planning.
- Creating awareness in local governments on important issues related to mobility: gender, the threats and challenges of climate change, financial sustainability, etc.
- The need to establish standards for data collection, streamlining the processing of information and generating mechanisms that promote the exchange of information and action tools between cities to mutually benefit from the good practices achieved in the region and thus clearly identify which are the most important and appropriate supports.
- The region remains quite isolated from these global processes compared to other regions. National governments, cities and businesses need to come up with initiatives that can give them the support they need.
- The need to recognize the obstacles that LAC faces in order to transform ideas into actions and direct funding to appropriate projects
- There is a need to establish a centralized framework and government consistency so that countries in the region can monitor their progress in adapting their transportation systems.





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