



Green and Healthy Streets

**Fossil-Fuel-Free
Streets Declaration -
Planned Actions to
Deliver Commitments**

Auckland

This document provides a high level overview of the actions we plan to take in our city to meet the commitments in the Fossil Fuel Free Streets Declaration.

FOSSIL-FUEL-FREE STREETS COMMITMENT

Procure, with our partners, only zero emission buses from 2025.

ACTION

Complete the Auckland Transport Low Emissions Roadmap for buses.

In 2018 trial two electric buses, jointly funded by key partner, the Energy Efficiency and Conservation Authority

Ensure that a major area of our city is zero emission by 2030.

Focusing on the Auckland city centre, which is that part of Auckland that is located within the urban motorway system and the Waitemata harbour edge, we will:

- Complete the City Rail Link which will increase rail capacity to the city centre by 150%

- Building on the success of shared spaces on Federal, Elliot, O'Connell, Fort Streets and Fort Lane, continue to adapt the public realm and streets across the city centre to prioritize walking and cycling and dis-incentivize private vehicles

- Expand mass transit

- Investigate how to expand the existing bike share scheme

- Deploy innovative mechanisms such as the recently completed business case for walking to continue to make the economic case for pedestrianisation

- Build on the successful programme of activation which has seen the community reclaim car spaces for community activity including Griffiths Garden and Pocket Parks

- Deliver the Victoria Street linear park which will connect and build more green spaces in the city and integrate pedestrian and cycle movement with public transport

- Adopt an Urban Forest Strategy

- Removed minimum parking standards which means on-site parking is not required in new developments, allowing for more efficient use of land, encouraging better urban design outcomes and supporting public transport

- Increase the capacity of commercial car share schemes with preference for electric vehicles

- Continue the development of Wynyard Quarter as an exemplary sustainable development

- Investigate how to reduce emissions from marine transport

- Complete the Low Emissions Roadmap for Auckland and refine next steps and actions

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

The Auckland Unitary Plan encourages intensification around key public transport corridors and delivery of this will continue to be monitored

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

Improvements across the public transport network. The past four years has seen the introduction of AT HOP smart card, electric trains, double decker buses, simpler fares, more services and new stations and there are more improvements on the way.

Continued delivery of the cycling programme including delivery of the 10-year cycle strategy, building on successes of separated facility development in the city centre, accessing city centre and local paths.

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.

With a focus on transitioning people to walking, cycling and public transport, a Smarter Transport Pricing project is underway to determine the most effective financial mechanisms to support the shift

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

Auckland Transport has committed to a fleet of all electric vehicles from 2025, with the first 20 electric vehicles arriving early 2018.

Watercare have committed to 30% of the fleet being electric vehicles by 2019

Auckland Council has committed to 5% of the fleet being electric vehicles by 2020.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

Through rail electrification, Auckland Council, Auckland Transport and Government reduced greenhouse gas emissions by 85% per passenger kilometre overall. Auckland Council have committed to electrification of the remaining diesel shuttle rail services from Papakura to Pukekohe.

Auckland Transport, as part of its Sustainability Framework, is developing a low emissions roadmap for buses, is engaging with bus operators, as well as trialling two electric buses in early 2018.

Thirty of New Zealand's leading businesses have already committed to converting 30% of their fleet to electric vehicles by the end of 2019. This is approximately 1450 vehicles.

An initial round of public sector and private sector suppliers are purchasing electric vehicles for fleets as part of the whole of government procurement scheme. The pilot procurement is led by NZ Government Procurement.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- Auckland Council and central government are investing \$3billion into the City Rail Link
- Investing nearly \$40 million in the regional cycleway network this financial year
- Auckland Council is currently developing the Long Term Plan which is the mechanism for allocating financial resources to deliver on the actions above
- Auckland Council will also work with recently formed new government to attract investment to deliver on the actions above

Barcelona

This document provides a high level overview of the actions we plan to take in our city to meet the commitments in the Fossil Fuel Free Streets Declaration.

FOSSIL-FUEL-FREE STREETS COMMITMENT

Procure, with our partners, only zero emission buses from 2025.

ACTION

All new buses procured in our city will be zero emissions from 2025.

Ensure that a major area of our city is zero emission by 2030.

As part of our [Pollution Action Plan](#) 2017-2020 the most polluting cars will be banned from entering a new LEZ that covers the entire city from 2020 (most polluting refers to any cars below Euro 3 or diesel cars below Euro 4).

Restrictions to the most polluting vehicles will be progressively applied from 2017 onwards, starting on high level pollution events.

Moreover, no diesel taxis will be licensed from 2019 and by 2024 there should be no remaining diesel taxis in the metropolitan area.

More information regarding anti air-pollution measures can be found [here](#).

We are currently designing a new mobility plan that will strengthen the existing anti-pollution measures, and will be a major step forward for our sustainability policies.



OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

The city is implementing the government measure called "[fill streets with life](#)." It is deploying a new model of superblocks, improving walkability, cyclability and allocation of public space for people.

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

The current government is investing more than ever in walking and cycling. The cycling network will be doubled from the current 152km of network to 308km in 2019 in Barcelona city.

A complete information regarding our cycling strategy can be found [here](#). And the cycling strategy can be found [here](#).

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.

Further to a general reduction of 21% of vehicles according to the Urban Mobility Plan 2013-2019, restrictions to the most polluting vehicles will be progressively applied from 2017 onwards initially during high pollution events. By 2020 the restriction will be permanent within the boundaries of the LEZ and extended to the

metropolitan area by 2025. In 2030 only zero emission vehicles will be permitted in the city centre.

We will also continue our supporting policies for electric vehicle through [LIVE public-private initiative](#).

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

Municipal fleets are being currently renewed towards lower emissions vehicles.

The current split is zero emission vehicles 16.4%, Hybrid 2.1% and bio-diesel 13.4%.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

Working with other stakeholders including acting administrations and operators to stimulate demand for the cleanest vehicles. This work includes a public-private platform (LIVE) open to all those entities involved in sustainable mobility, mainly electric and CNG vehicles, with the shared goal of developing projects, policies, strategies, new business models and creating a knowledge network.

We also provide fiscal and regulatory incentives to substitute pollutant private cars for public transportation and zero emission vehicles.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

To make this vision a reality the City Council has committed €1.5 million over the next two years for the implementation of the LEZ zone. • In Barcelona 2018 budget, more than 175 million euros will be invested in improving public and sustainable transport.



Cape Town

This document provides a high level overview of the actions we plan to take in our city to meet the commitments in the Fossil Fuel Free Streets Declaration.

FOSSIL-FUEL-FREE STREETS COMMITMENT

Procure, with our partners, only zero emission buses from 2025.

ACTION

The City of Cape Town started in 2016 with the purchase of the first electric buses. 11 buses have been purchased which will be used to determine a practical zero emissions baseline for both Cape Town and South Africa.

The City of Cape Town is in the process of implementing Phase 2A of its BRT system- MyCiti. This infrastructure will take approximately four years to complete. The aim is for the operations – about 500 buses – to be electric. There is also a commitment for the complementary infrastructure to employ green technologies such as solar, energy efficient design, water resilience etc.

The City of Cape Town is currently testing the electric bus technology. We aim for at least 500 of the 1850 to be full zero emissions (electric buses plus offset of the electricity with solar technology) and for a further 200 buses to be electric.

The City is also exploring with the service provider the establishment of an Assembly Plant in Cape Town for electric buses.

Ensure that a major area of our city is zero emission by 2030.

The City of Cape Town is exploring the application of new technologies in its service delivery that can not only enable zero emissions but also address the needs of the poor. This includes:

- The introduction of electric buses;
- Water resilience technology;
- Alternative building materials and the introduction of green technology for affordable housing across Cape Town;

- The introduction of green alternative rail solutions;
- The introduction of solar technologies on public buildings;
- The introduction of an electric car-charging network focusing on the City of Cape Town CBD;
- The introduction of electric tuk tuks

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

The City of Cape Town has recently introduced two policies that focus on reducing the cost of access and improving mobility namely:

- TOD Strategic Framework, 2016;
- Travel Demand Management Strategy, 2017

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

• The City of Cape Town has an extensive non-motorized transport (NMT) network which complements the public transport network;

• The TDA is exploring the introduction of affordable bicycle and related manufacturing at scale so as to increase the bicycle market share

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.

• Through the TDM Strategy we are in the process of piloting the flexi-time initiative for the employees of the City so as to reduce congestion;

port mode in Cape Town but which is in crisis. The aim is for the City, through

• At the end of October Council is set to approve the Business Plan for rail, which is a critical public trans-

Assignment, to radically improve rail thereby reducing vehicles

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

As stated earlier, the City has procured its first set of electric buses which will be introduced into service by the middle of 2018 at the latest

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

The City is in consultation with the other main bus operators in Cape Town for them to also purchase electric buses.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- The City has put forward its own financial resources for the procurement of electric buses, along with the solar technology that will offset the electricity consumption of the buses so that the entire pilot can be zero emission

Copenhagen

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FOSSIL-FUEL-FREE STREETS COMMITMENT

Procure, with our partners, only zero emission buses from 2025.

ACTION

From 2019, all new buses procured in Copenhagen will be zero emission vehicles. This was decided by the city council, on September 2016, as a part of the annual city budget.

Ensure that a major area of our city is zero emission by 2030.

Copenhagen will be carbon neutral in 2025, as set in the CPH 2025 Climate Plan. Carbon emissions have so far been reduced by 50% since 1995.

85% of the city-owned cars are already zero emission and about 1.000 shared electric cars are available to the public. 517 public chargers are installed throughout the city.

In August 2017, the City decided to investigate the establishment of one of three possible car free areas. In addition, the City Council decided in October 2017, that the city should investigate a model for banning diesel cars in the city center.



OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

When planning in Copenhagen we look into the identity of the neighbourhood, securing places for people to meet as well as making connections to other neighbourhoods, thus strengthening the social sustainability of the city.

Green planning of new development areas are crucial. Recently city council has decided to build a new park in Urban Development area 'Nordhavn'. The City of Copenhagen has approved a new architectural policy and decided a plan to plant 100.000 new trees in Copenhagen.

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

Since 2004, Copenhagen has invested about 2 billion DKK in bicycle infrastructure. There are now 469 km of bike lanes in Copenhagen. As a consequence, 35% of all driven trips to, from and in Copenhagen are by bike. People living in, rather than commuting to, Copenhagen use bikes much more – 62% of all trips by Copenhageners to and from work and education are by bike.

Copenhagen has a walking strategy, *More Walks More*, which assures good urban paths and interesting urban spaces in the built environment to facilitate more walking.

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.

The City of Copenhagen works to reduce the modal share of car traffic. The goal is, that maximum 33% of the trips in the municipality are by car, minimum 33% by bike, and minimum 33% by public transport.

Low emission zones have been introduced in 2007, excluding the oldest heavy vehicles, with subsequent tightening.

Citizens with the most polluting vehicles, pay more for parking in their own street. Energy class C or worse pay more than 10 times more than electric vehicles.

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

All city-owned cars are zero emissions in 2025. Today 85% are zero emission. 100% of the vehicles that are not cars (e.g. trucks) will use al-

ternative fuels (biogas, Hydro-treated Vegetable Oil biodiesel etc.) in 2025.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

Cooperation with car sharing companies on introducing electric vehicles in their fleets.

Trial of electric buses in close cooperation between the city, the operator, the manufacturer, and local public transport authority.

The city supports the work by the suppliers of mobility solutions on developing a MaaS-partnership (mobility as a service).

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

The City of Copenhagen has decided for a 100% zero emission bus fleet. All new buses procured from 2019 and onwards are zero emissions. In 2031 at the latest, 100% of the bus fleet in Copenhagen is zero emission. This was decided by the city council on September 2016, as a part of the annual city budget.

London

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FOSSIL-FUEL-FREE STREETS COMMITMENT

Procure, with our partners, only zero emission buses from 2025.

All new double deck buses procured in London will be hybrid, electric or hydrogen from 2018. All new single deck buses will be electric or hydrogen from 2020. Our procurement plans mean the entire fleet will be zero emission by 2037.

More widely, the Mayor's new Responsible Procurement Policy will drive our supply chain to be cleaner as well.

Ensure that a major area of our city is zero emission by 2030.

The Mayor will seek to implement zero emission zones in town centres and in central London from 2025, as well as larger zero emission zones in inner London by 2040 and London-wide by 2050 at the latest.



OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

London continues to develop flagship walking and cycling schemes as well as adopting of the Healthy Streets Approach which puts people at the centre of city planning and street design, not cars.

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

Every day, around 6.5 million trips are made solely on foot and around 600,000 trips entirely by cycle but we want to go further. By 2041 the Mayor wants 80 per cent of all journeys in London to be made by walking, cycling or public transport, up

from about 64 per cent today. There is record investment in walking and cycling to make this a reality.

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.

The T-charge in London will discourage the most polluting cars from entering central London from October 2017. The Ultra Low Emission Zone comes into effect in 2019, and then expands to cover larger areas in 2020 and 2021.

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

All new cars and vans in Greater London Authority group fleets, including response vehicles, being zero emission capable from 2025. All public heavy fleets fossil free by 2030.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

All taxis and Private Hire Vehicles will be zero emission capable by 2033

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

To make this vision a reality the Mayor has secured £875 million in the Transport for London business plan over the next five years. This includes more than £300 million to transform the London bus fleet, ensuring it meets the tightest possible emission standards (Euro VI) by 2020 as it transitions to a zero emission fleet by 2037.



Los Angeles

This document provides a high level overview of the actions we plan to take in our city to meet the commitments in the Fossil Fuel Free Streets Declaration.

FOSSIL-FUEL-FREE STREETS COMMITMENT

Procure, with our partners, only zero emission buses from 2025.

ACTION

LA Metro has endorsed a goal of a fully zero-emission bus fleet by 2030, which means all bus procurements moving forward will be electric. Metro has already started

towards this goal with the recent procurement of 100 electric buses. LADOT will procure only electric buses starting in 2025.

Ensure that a major area of our city is zero emission by 2030.

As part of the Sustainable City pLAN update in 2018, L.A. will analyze candidates for a zero-emission area

based on air pollution benefits, accessibility of public transportation, and other considerations.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

The Vision Zero Los Angeles plan focuses on people and pedestrian safety throughout the City. The Mayor's Great Streets program seeks to activate the public realm with people-friendly programs, including the community-driven Challenge Grant program. The LADOT People Street program installs pedestrian

plazas, parklets, and bicycle corrals throughout the City. The Department of Public Works is committed to invest \$1.4 billion over 30 years to fix sidewalks around the City and make them accessible to everyone. The Sustainable City pLAN has a focus on creating a more liveable city.

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

The citizens of L.A. approved Measure M, a permanent half-cent sales tax that will enable Los Angeles to complete a comprehensive, world-class transit system stretching across all of the L.A. region.

Measure M will provide \$120 billion in funding over the next 40 years to accelerate current rail construction, add new lines, create connector lines for an improved, more usable transit network, and expand bike share across the region among other mobility projects.

The Passage of Measure M will also ensure that the L.A. River bike path will run the full 51 miles of the river, providing a new active transportation option connecting different areas of the Los Angeles region.

LA Metro launched a bike share last year in Downtown L.A. and has already expanded to Pasadena, the Port of Los Angeles, and Venice Beach. More plans are in the works to expand the bikeshare system further.

The City of L.A. has launched the nation's first ever low-income EV car-share program - BlueLA. It offers low-income residents the ability to participate in a zero-emission car-share program.

LADOT is exploring micro-transit to better serve citizens in harder to reach areas. The department's active transportation group is working to build out new bike lanes, and install other cycling infrastructure such as bike racks and fixit stations.

OTHER SUPPORTIVE ACTIONS

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.

The Sustainable City pLAN calls for reaching a 35% non-single occupancy vehicle mode share by 2025 and 50% by 2035. The pLAN also calls for reducing daily vehicle miles travelled by 5% in 2025 and 10% in 2035.

The LADOT Strategic Plan calls for a wide array of new bike infrastructure improvements around the city,

including miles of new protected lanes, building out the river bikeway, and installing new bike racks and corrals around the city.

The City currently has 1,450 publicly available EV chargers with a plan to install 10,000 more over the next five years.

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

Starting last year and moving forward, 50% of all new light-duty vehicles purchased are zero-emission. Four prototype electric trash trucks have been ordered for testing. Diesel-electric hybrid bucket trucks are currently in use. Electric buses are planned for on-field use at the Los Angeles International Airport.

LAPD currently has a fleet of 200 full Battery Electric Vehicles (BEV) and another 15 Plug-in Hybrid Electric Vehicles (PHEV), accounting for 18% of its total non-pursuit fleet. The department plans to add another 100 BEVs in the current fiscal year and is in the process of deploying L2 and DCFC infrastructure at all 24 of its divisions.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

L.A. is leading a nation-wide EV procurement effort on behalf of 30 U.S. cities to spur market innovation for zero-emission light-, medium-, and heavy-duty vehicles. The City is partnering with and helping EVSE companies to get charging infrastructure deployed throughout the City.

The City is working with truck manufacturers and Port of Los Angeles operators to move to zero-emissions goods movement by 2035.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- To ensure that Los Angeles achieves the zero-emission bus goals outlined in the declaration for LADOT, the Mayor's Budget Office will ensure that sufficient funds are allocated for the procurement of electric buses and charging infrastructure. There will be general funds from the City budget as well as other funds coming from existing transportation taxes, regional and state air quality agencies, and potentially federal funds. LA Metro has already ordered its first 100 electric buses. The agency believes that the total cost to purchase an electric bus will be equal to or lower than a current CNG bus within several years, which will encourage electrification.
- The Los Angeles Department of Water and Power has committed resources to install 10,000 new EV charging stations over the next 5 years.
- Measure M will provide \$120 billion in funding over the next 40 years to accelerate current rail construction, add new lines, create connector lines for an improved, more usable transit network, and expand bike share across the region among other mobility projects.

Mexico City

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FOSSIL-FUEL-FREE STREETS COMMITMENT

Procure, with our partners, only zero emission buses from 2025.

On 2015, Mayor Mancera announced an obligatory measure to substitute 14,000 low capacity buses for clean buses by 2018.

Mexico City will work with our partners to procure only zero emissions buses from 2025.

Ensure that a major area of our city is zero emission by 2030.

Recovery of public space and pedestrianization and rehabilitation of Plazas:
From 2013-2016: 238,038.33 m2
By 2017: 52,400 m2



OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

The Climate Action Program 2014-2020 contains the following actions for people friendly planning policies:

- Increase and rehabilitation of green areas in the city.

Rehabilitation and recovery of Public Space.

- Introduction of intermodal mobility schemes in strategic areas of the City. Introduction of the integrated transport card. 3 massive bike parking facilities in strategic subway stations. Connectivity of ECOBICI with BRT and Subway System.

- Introduction of BRT corridors: Line 5: 10km; Line 6: 20km; Line 7: 15 km (first line with double deck buses Euro VI)

The Comprehensive Mobility Program 2013-2018 introduces the new Mobility Paradigm for Mexico City, it puts people at the center of mobility planning. This way, pedestrians are the highest priority in the usage of the road, followed by cyclists, public transport, freight and finally private vehicles.

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

The Climate Action Program 2014-2020 contains the following actions to increase walking and cycling in the City:

- Introduction of intermodal mobility schemes in strategic areas of the City.

- Expansion of Mexico City's public bike share system ECOBICI. ECOBICI Phase IV (2015). Introduction of 171 new stations, over 2,500 bicycles in 21 new neighborhoods. ECOBICI expansion (December 2017). Introduction of 28 new stations for electric bikes in 13 new neighborhoods.

- Bicycle Schools

Comprehensive Mobility Program 2013-2018.

- One of its main objectives is to ensure a comfortable, efficient,

accessible and safe circulation of people on public roads, giving priority to pedestrians, cyclists and users of public transport, through the development of a network of "Complete streets" in primary roads, as well as the pacification of the traffic and ordering of the secondary streets, with adequate maintenance and signage.

Pedestrian safety Program "Pasos Seguros"

- The program contemplates the implementation of high-impact rapid interventions in more than 50 intersections grouped in 6 corridors, identified as high risk for pedestrians because of the high incidence of traffic events they present.

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.

Inspection and Maintenance Program

- The Program applies to all motor vehicles registered and / or circulating in the territory of Mexico City, and those that carry metropolitan license plates.

- According to the emission level of the vehicles, they are not allowed to circulate in the city during one or two days a week.

- Complete information about the emission levels for Stickers "00", "0", "1" and "2" is available at <http://www.sedema.cdmx.gob.mx/programas/programa/verificacion-vehicular>

- Electric vehicles are exempt. Complete list of exempt models is available at <http://www.cms.sedema.cdmx.gob.mx/storage/app/media/listadovehiculoscan-didatosahologramaexento.pdf>



OTHER SUPPORTIVE ACTIONS

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

Electric and Hybrid taxi fleet.
On March 2017, Mayor Mancera announced a measure that establishes that all taxis from 2007 or older must be substituted by electric or hybrid vehicles. The measure will be applied starting on December 31st, 2017. In order to implement the measure, Mexico City Government introduced 100 hybrid taxis and will give an incentive of \$50,000 MXN

(\$2,662 USD) to taxi operators so they can renew their fleet.

Zero Emissions Corridor Eje 8
Mexico City will introduce the first Zero Emissions Corridor with 100% Electric Buses on Eje 8, which will connect the South of the City from east to west. The corridor will have a fleet of 90 electric buses.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

The Government of Mexico City, through the Ministry of the Environment (SEDEMA), carries out different actions aimed at reducing the levels of pollutants in the air on a permanent basis, from both fixed and mobile sources. One of them is the Environmental Self-Regulation Program for diesel vehicles.

This program promotes in commercial and public passenger transport companies the establishment of preventive maintenance programs and the installation of high-efficiency emission control systems, such as particle filters, to keep their units 52 percent below the indicated limit in Official Mexican Standard NOM-045-SEMARNAT-2006, which establishes the maximum permissible limits for this type of vehicles.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- Mexico City issued in December 2016, the first Green Bond for \$50,000 USD. The resources of the Green Bond will finance new BRT Corridors.



Fossil-Fuel-Free
Streets Declaration
Press Conference

Milan

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FOSSIL-FUEL-FREE STREETS COMMITMENT

Procure, with our partners, only zero emission buses from 2025.

ACTION

All new buses procured in our city will be zero emissions from 2025.

Ensure that a major area of our city is zero emission by 2030.

We will have a “zero emission” historical city centre by 2030. Euro 4 diesel vehicles are already banned from the city’s centre (‘Area C’ LTZ and Congestion Charge), Euro 5 diesel by 2023, Euro 6 diesel by 2028 (private cars) / 2029 (commercial vehicles) and other fossil fuel vehicles by 2029.



OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

By 2024 (SUMP objectives):

- bring down barriers to the public mobility services accessibility: > 75% as for underground network, > 90% as for surface transport system
- city’s centre will be a 30 km/h zone

- triple the bicycle path network
- triple the low speed road network
- cut of more than a third the number of road accidents

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

By 2024 (SUMP objectives):

- car sharing and scooter sharing services: +100%
- mean speed of the surface public transport system: increase by 20%

By 2030:

- 15 shared bikes per 1,000 inhabitants (4 in 2016, 8.5 in 2017)

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.

Number of passenger cars per 1,000 inhabitants: 460 by 2024 (SUMP objectives), 400 by 2030 (currently 505).

Diesel Euro 4 already banned from city’s centre, diesel Euro 5 by 2023, diesel Euro 6 by 2028 (private cars) / 2029 (commercial vehicles). Historical city’s centre totally “zero emission” by 2030. Diesel up to Euro 6 banned from the whole city by 2030.

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

In 2017 already purchased 25 new electric public buses.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

Only electric sharing vehicles (car and motorcycles) by 2030. Number of available electric charge stations: 315 by 2020 (currently 60).

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- Within the framework of the SUMP, the City of Milan has already committed (among others):
 - EUR 2 billion to enhance the public transport system (underground, railway, surface)
 - EUR 57 million to implement new 30 km/h areas and low speed roads
 - EUR 145 million to develop the bicycle and pedestrian mobility
 - EUR 166 million to increase the road safety
 - EUR 100 million to bring down barriers to the public mobility services accessibility
- Moreover, the City Council of Milan has already planned, or is planning:
 - EUR 5 million to implement a Low Emission Zone covering the whole city and EUR 0.7 million per year for the LEZ management
 - EUR 25 million per year to buy electric buses for the public transport system
 - EUR 1 million per year for the management of the bike sharing service

Paris

This document provides a high level overview of the actions we plan to take in our city to meet the commitments in the Fossil Fuel Free Streets Declaration.

FOSSIL-FUEL-FREE STREETS COMMITMENT

ACTION

Procuring, with our partners, only zero emission buses from 2025.

No diesel bus has been bought since 2014: only hybrid, natural gas and electric. The transport operator RATP has a plan to achieve the goal “Zero emission fleet in 2025”.

Ensure that a major area of our city is zero emission by 2030.

Low Emission Zone created in January 2017, with new restrictions to be proposed each year (or each 18 months) for the oldest vehicles.



OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

Pedestrianization of the river banks of the Seine. Urban projects on renewing several Parisian squares to rebalance public space towards pedestrians and cyclists.

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

Adoption of a “Cycling Plan” that aims at increasing the modal share of cycling, by doubling the length of cycling lanes to over 1000km.

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.

Low Emission Zone created in January 2017, with restrictions be proposed each year (or each 18 months) for the oldest vehicles: Euros 1 and Euros 2 vehicles already forbidden in Paris from 8.p.m to 8.am Monday to Friday.

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

No new diesel car bought by the city since 2014. Global reduction of the city fleet (in number of vehicles), and the fleet will be totally no diesel in 2020.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

Established fleet of 100 electric vehicles for professionals, “Utilib”. We will work with all freight operators to achieve the last mile of transport with no diesel in 2020.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

160 M€ committed from 2014-2020 for all actions linked with our plan to fight air pollution: development of cycling, reducing speed, low emission zone, development of Autolib', Vélib', etc. This amount doesn't include resources dedicated to the development of public transport.

Quito

This document provides a high level overview of the actions we plan to take in our city to meet the commitments in the Fossil Fuel Free Streets Declaration.

FOSSIL-FUEL-FREE STREETS COMMITMENT

Procure, with our partners, only zero emission buses from 2025.

ACTION

From now until 2025, it will be increasingly required to introduce electric bus fleets. We will begin the transition to electric buses incrementally before 2025 within our existing bus fleet. After 2025, all new operation contracts signed between the operators and MDMQ – the municipality of Quito – will require only electric bus fleets. Additionally, the MDMQ will install charging stations or assign spaces for their installation by private companies.

In particular, this goal can be rapidly implemented in the BRT corridors of the Public Company for the Transportation of Passengers. The renovation of municipal fleets in the future should only include electric buses, and in the case of trolley buses, they can be repowered to then operate without using diesel motors.

Ensure that a major area of our city is zero emission by 2030.

Towards 2030, the MDMQ will establish the historical city centre as zero-emission zone. This can be achieved by making the majority of the center pedestrianised and allowing only the traffic of electric vehicles. Other zones can also be established as zero-emission, especially those where new urban development projects are taking place; this can be implemented through the corresponding by-laws.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

The implementation of transition policies to cleaner technologies needs to be agreed with citizens due to the economic costs implied. Urban policies that include requirements to reduce emissions will be implemented.

Mobility Vision DMQ for 2025: “The mobility of people and goods in DMQ” will be carried out in a sustainable way with efficient, innovative, smart, stable, safe and comfortable transport systems, with reasonable frequency through pleasant public spaces where there is mutual respect.

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

We will introduce more rapidly measures that promote the use of pollution-free transport alternatives, such as bike paths, pedestrian areas, long stay car parks situated away from the city centre, light rail trains, cable cars, electric buses, etc. that reduce the impact and traffic of vehicles powered by fossil fuels.

We will extend the BRT corridors within the city and establish corridors to the valleys to improve the capacity of public transport and thus reduce the arrival of private cars from the valleys.

We will improve substantially the quality, coverage, connectivity and integration of the Metropolitan Transport System services, assign-

ing the financial resources needed for the journeys’ demand. We will increase the number of journeys by foot and bicycle through the creation of programmes and projects that generate citizens’ acceptance and facilitate intermodality.

High quality pedestrian networks will be implemented, applying design standards, being free of urban obstacles, which facilitates pedestrians’ mobility, especially the most vulnerable groups. The use of the bicycle will be promoted as an alternative mode for short distance journeys, providing a safe and efficient infrastructure, with connections that facilitates the exchange with motorised transport modes.

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.

It’s necessary to facilitate the standardisation and installation of “electric charging stations”. Additionally, the MDMQ will establish incentives for the procurement and use of electric vehicles, as far as its com-

petences allow (fees, accesses, etc.). Similarly, the MDMQ can lead the agreement of measures with the national government that improve the access to vehicles powered by alternative energy.

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

The principal municipality units that can be changed are the EPMTQP, AMT and the Metropolitan Police. By 2022, 20% of public transport trips

(including institutional and school trips) will take place in electric and/or hybrid.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

The policy is oriented to public transport fleets and alternative modes of transport. We will promote among citizens the rationalisation of the use of private cars and its participation in

the processes of traffic restrictions, according to the common good, traffic plans and the territorial planning that will take place in the DMQ.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- Municipal Resources
- Public-Private Partnership
- Financing from Multilateral and Development Agencies



This document provides a high level overview of the actions we plan to take in our city to meet the commitments in the Fossil Fuel Free Streets Declaration.

FOSSIL-FUEL-FREE STREETS
COMMITMENT

ACTION

Procure, with our partners, only zero emission buses from 2025.

All new buses in service by King County Metro from 2020 will be zero-emission and powered by clean energy.

Ensure that a major area of our city is zero emission by 2030.

As part of our responsibility to meet our share of the Paris Agreement obligations, we will continue to use advance pollution reducing policies and projects in our center city and analyse appropriate areas for zero emission zones. Projects like One

Center City, Public Realm planning, and expanded bike, pedestrian, and transit infrastructure will help drive pollution reduction in our center city.



OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

Increase density through new zoning and building codes aimed at creating urban villages that are walkable to transit, employers, and commercial needs.

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

Implement the strategies within Seattle’s New Mobility Playbook to shape the future of transportation to put people first.

Work with Sound Transit and King County Metro to accelerate planned light rail expansion and high-capacity frequent transit service.

Fully implement Pedestrian and Bicycle Master Plans to make Seattle the most walkable and bike-friendly city in the nation.

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.

Encourage curbside EV charging in the public right-of-way and prioritize EV charging that enables electrification of high-mileage vehicles.

With partners, seek funding from sources such as the Volkswagen State Mitigation Fund to support the electrification of heavy-duty vehicles.

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

Accelerate the electrification of the greenest municipal fleet in the nation. All passenger vehicles in the City fleet must be electric and every vehicle in the City fleet must have a plug by 2021. All new fleet purchases must be ZEV by 2030.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

Partnering with and helping EVSE (electric vehicle supply equipment) companies to get charging infrastructure deployed throughout the region.

Working with partner cities to lead a nation-wide EV procurement effort to spur market innovation for zero emission light, medium, and heavy-duty vehicles by leveraging our combined purchasing power.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- The Transportation Levy to Move Seattle provides \$930 million to improve safety for all travellers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city.
- We are in the final years of the Sound Transit 2 regional transit infrastructure investment - \$17.8 billion total in expanded light rail, streetcar, commuter rail, and bus service. Voters recently approved Sound Transit 3 - a \$54 billion investment to significantly expand light rail, commuter rail, and bus rapid transit in Seattle and across the region.
- Seattle voters also recently approved local Proposition 1 which provides \$45 million per year for additional bus services within the City.
- Seattle’s current budget funds \$2 million for Seattle City Light to install twenty public fast chargers and over \$2 million for fleet EV charging.
- Seattle has secured federal funding for the Center City Streetcar to connect our center city with the surrounding neighborhoods - the main business and growing residential centers - by streetcar.



Vancouver

This document provides a high level overview of the actions we plan to take in our city to meet the commitments in the Fossil Fuel Free Streets Declaration.

FOSSIL-FUEL-FREE STREETS COMMITMENT

ACTION

Procure, with our partners, only zero emission buses from 2025.

Building upon near-term electric bus pilots, we will work with the regional transit authority to transition to zero-emission bus procurement.

Ensure that a major area of our city is zero emission by 2030.

We will build upon existing bus/taxi-only and pedestrian only zones in the city centre to create zero emissions zones.



OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

Viaduct structures east of the city centre will be removed by 2019 and replaced with a complete street network to reconnect downtown with historic communities to the east and south in a new inclusive waterfront district. One of the guiding principles of this transformative project

is enhanced pedestrian and cyclist movement, increasing safety and comfort for people who walk, bike, and take transit.

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

Continue investments in walking and cycling infrastructure, including Vancouver's bike-share program, which has installed over 115 stations and 1,200 bikes since launching in 2016. Continue improving accessibility of existing cycling infrastructure to lower barriers for riders of all ages and abilities.

As of 2016, Vancouver residents made half of their trips by walking, cycling, and transit. 10% of residents cycled to work and nearly a quarter walked to work.

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.

There are over 250 public and private electric-vehicle charging stations throughout Vancouver. We will build a holistic charging network and catalyse private-vehicle transition to electric vehicles, by expanding home, workplace, and public electric vehicle charging infrastructure.

Over the next five years, Vancouver will deploy an additional 20-25 fast-charging stations, 40 Level 2 stations, and enable charging at home through curbside charging pilots and removing barriers to charger installation in multi-unit residential buildings.

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

Continue low and zero-emission vehicle procurement, fleet right-sizing, and route-planning/dispatching upgrades for City-owned fleet.

Vancouver currently maintains one of the largest zero-emission municipal fleets in Canada, with 33 electric and 59 hybrid vehicles. We have an

overall fleet GHG reduction target of 30% from 2007 levels by 2020, and a procurement target of 115 electric vehicles, 112 hybrids, 60 compressed natural gas vehicles and continued use of B20 bio-diesel.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

Create a green enterprise industrial zone to foster co-location, circular economy, and fleet sharing amongst businesses. Work with business community to promote and support fleet transition to zero emission vehicles and smart routing to reduce

distances driven. Vancouver's Green and Digital Demonstration Program uses City infrastructure as demonstration platforms for pre-commercial clean-tech, including low-/zero-emission transportation.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- The City annually commits 100% of the carbon tax it pays in its corporate operations to fund carbon mitigation and sustainability programs.

