



Global Monitor 2019

Core Activities & Results



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1. The Partnership

1.1. Foreword

Since its establishment in the swing of the COP21 climate momentum in 2015, the MobiliseYourCity Partnership has grown to a global alliance of influential stakeholders in sustainable urban mobility development. The Partnership has been continuously advancing its methodological support and delivery of technical assistance to its Beneficiary Partners around the globe. A particular acknowledgment goes to the constant commitment and support of the European Commission's Directorate-General for International Cooperation and Development (DG DEVCO), the French Ministry of Ecological and Solidarity-based Transition (MTES), the French Facility for Global Environment (FFEM), and the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU).

2018 has been a special year for the Partnership. There was an unprecedented gain of attention and interest from Partners worldwide in joining forces and contributing to a common goal: make urban areas fit for the future through setting up sustainable, decarbonised pathways.

The MobiliseYourCity Partnership is an implementation focussed network of climate-ambitious national and local governments, partner organizations, and further development partners. It acts as an alliance for the implementation of concrete and transformative actions at the national and local levels, responding to the challenges of the Paris Agreement.

As Chairwoman of the MobiliseYourCity Partnership since June 2018, I had the honour of welcoming 9 cities and 2 national governments as new Beneficiary Partners this year. The Partnership is now composed of 42 cities and 11 national governments across Africa, Asia, Eastern Europe, and Latin America.

The year 2018 was also marked by welcoming highly valued new Contributing Partners, namely the European Bank for Reconstruction and Development (EBRD), the German development bank Kreditanstalt für Wiederaufbau (KfW), and the Wuppertal Institute. That clearly indicates that the climate and transport community has the capacity to team up and to share a joint level of ambition and commitment.

To promote our cause and explain to interested parties the potentials of advanced urban mobility planning approaches at national and local levels, the MobiliseYourCity Partnership seeks presence and interaction at different international and regional events. One of the 2018 highlights was the COP24 Climate Conference in Katowice, where the transport community was able to show its major role in the fight against global warming through transformative actions in urban development. At a time, where robustness of NDCs (Nationally Determined Contributions) implementation and timeliness of significant accomplishments of climate actions is highly valued, the MobiliseYourCity Partnership is setting the example by reaching a level of substantial implementation impacts, unheard of in the whole urban sector.

I am confident that we have met our Partners' expectations on leading the sector dialogue and delivering effective support actions in 2018. I am also confident that the MobiliseYourCity Partnership will

continue to contribute in the future to substantial global transformation and activates all its Contributing and Beneficiary Partners in their striving towards a sustainable future. By knowing each other better, by working more closely together, we can effectively support our Partners in emerging and developing countries in ways that are even more adapted to local specificities and needs. In the Partnership we will continuously face further challenges in our implementation work; nevertheless, I highly appreciate the constant enthusiasm and energy of all team members involved, who roll up their sleeves and without hesitance deal with it in a constantly professional and experienced manner. As a result, I am more than confident that the Partnership is perfectly suited to contribute to the well-being of our planet.



Paulina Potemski - Chairwoman of the MobiliseYourCity Steering Committee

Global Climate Action Agenda Coordinator

French Climate Negotiations Team – Deputy Head of Unit

French Ministry of Ecological and Solidarity-based Transition (MTES)

MTES-MCT / SG/ DAEI/CCDD/CCME

1.2. Our Commitment

The MobiliseYourCity Partnership is a global climate partnership promoting sustainable low-carbon mobility in emerging and developing countries, and an international transport alliance under the UN Marrakech Partnership for Global Climate Action. It is a multi-donor action jointly financed by the European Commission's Directorate-General for International Cooperation and Development (DG DEVCO), the French Ministry of Ecological Transition and Solidarity (MTES), the French Facility for Global Environment (FFEM), and the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU).

The Partnership is implemented by its founding partners ADEME, AFD, CEREMA, CODATU, GIZ, along with the European Bank for Reconstruction and Development, the Wuppertal Institute and the KfW since June 2018. Besides contribution to the international climate process, it contributes to the UN's 2030 Agenda, and specifically Sustainable Development Goal (SDG) 11: Make cities inclusive, safe, resilient and sustainable.

MobiliseYourCity Partnership assists its Beneficiary Partners in shaping urbanization and urban mobility in a sustainable and low carbon manner. Mitigation measures are prepared through integrated planning and consultation with different stakeholders at an early stage. MobiliseYourCity Partnership offers support on the technical design of national and local sustainable urban mobility policies and programs; on the design of monitoring and reporting system; on matters of financing and budgeting, through the development of financial mechanisms, and the initiation of national and international funding to ensure successful implementation.

We are aiming for:

- **20 national governments to commit** to introducing sustainable urban mobility policies and/or investment programs, providing technical assistance to at least 13 Beneficiary Partners.
- **100 cities to commit** to reducing their emissions by 50% by 2050 through the development of integrated sustainable urban mobility plans – providing technical assistance to at least 60 Beneficiary Partners.

MobiliseYourCity results trajectory

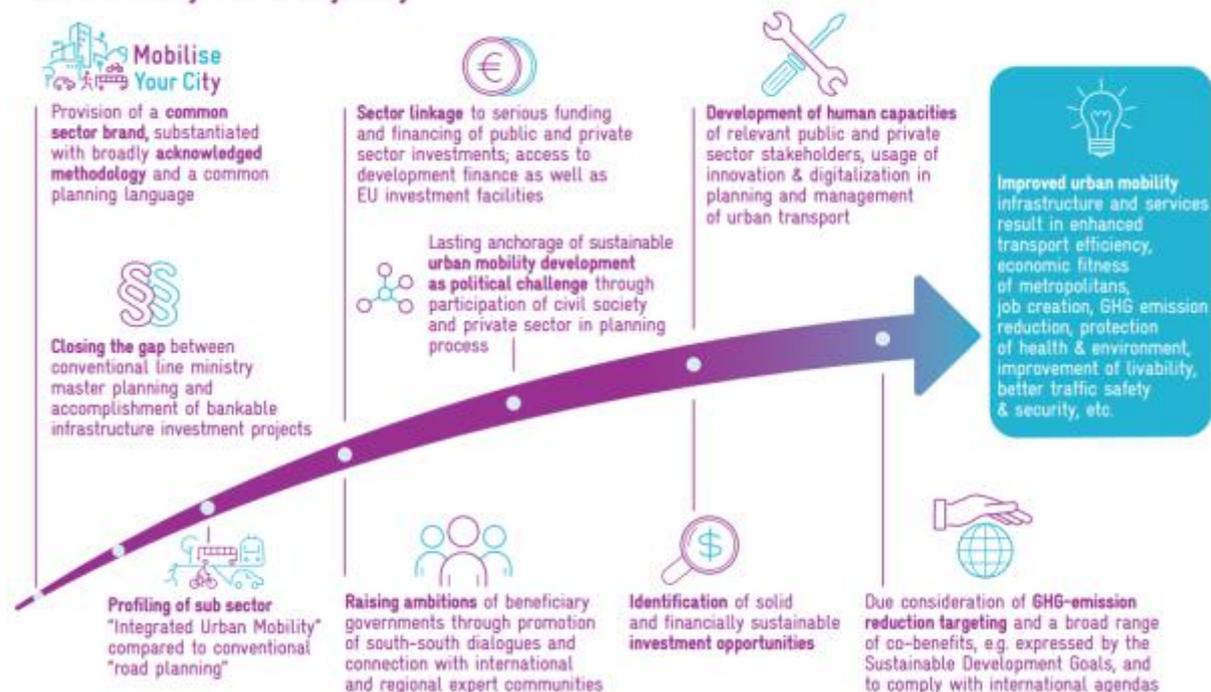


Image 1: MobiliseYourCity Partnership results trajectory

1.3. Emergence of the MobiliseYourCity Partnership

The MobiliseYourCity Partnership was launched at the UNFCCC Conference of Parties 21 in Paris in 2015. This foundation of the partnership, rooted in the international climate regime, transitioned from idea to implementation by 2017 at the pace that is needed for effective climate action.

With the continued support of the European Commission's Directorate-General for International Cooperation and Development (DG DEVCO), the French Ministry of Ecological Transition and Solidarity (MTES), the French Facility for Global Environment (FFEM), and the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU), the Partnership is continuing to grow in reach and relevance.



1.4. Our 12 Messages to Decarbonize Urban Mobility



1. Adopt a user-oriented planning approach
2. Plan urban mobility to improve living conditions
3. Plan urban mobility to protect the planet
4. Plan urban mobility to support local economy
5. Consider urban mobility as a key component of your urban planning



6. Take advantage of innovative approaches and digital transformation
7. Aim at maximum transport efficiency
8. Emphasize effective governance as a key success factor
9. Establish a sustainable financing scheme
10. Ensure the participation of citizens and stakeholders
11. Develop human capacities
12. Manage the continuous collection and use of data



1.5. Our Flagship Instruments

The MobiliseYourCity Partnership promotes application of following flagship instruments:

❖ Sustainable Urban Mobility Plans (SUMPs)

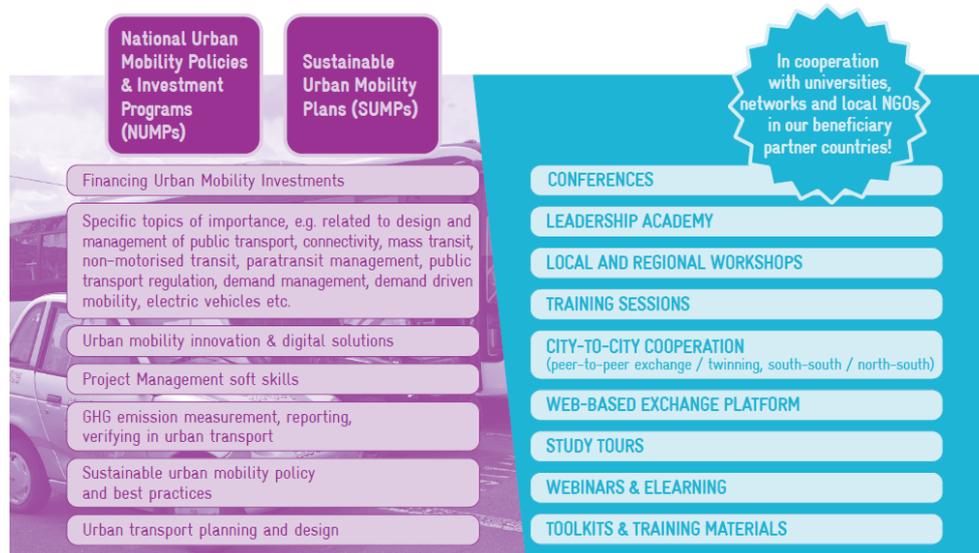
A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles.

❖ National Urban Mobility Policies and Investment Programs (NUMPs)

A National Urban Mobility Policy or Investment Program is a strategic, action-oriented framework for urban mobility, developed by national governments, enacted to enhance the capability of cities to plan, finance and implement projects and measures designed to fulfil the mobility needs of people and businesses in cities and their surroundings in a sustainable manner. It builds on existing policies and regulations and aims at harmonizing relevant laws, norms, sector strategies, investment and support programs towards an integrated approach for the benefits of cities and their inhabitants. It takes due consideration of participation and evaluation principles.

Above instruments are understood as comprehensive process support to Beneficiary Partner Governments, comprising of substantial coordination and joint planning work between various public and private stakeholders involved. Conduct is based on knowledge products and expertise of our various Contributing Partner organizations, as well as those products developed within the CIVITAS family of projects, as being a flagship of the European Commission for European Union member states.

Besides the above, MobiliseYourCity Partnership extensively supports training and development of our Beneficiary Partner Institutions and its personnel through following measures:



1.6. Our Partners

The table below presents all the different actors involved in the MobiliseYourCity Partners:

- Contributing and Implementing Partners
- Beneficiary Partners
- Knowledge & Network Partners

Contributing & Implementing Partners



Knowledge & Network Partners



Partners Cities and Countries (Beneficiary Partners)	
National Governments	Cameroon; Ethiopia; Morocco; Togo Tunisia; Uganda; Burkina Faso; India Philippines; Sri Lanka; Dominican Republic
City Governments	<ul style="list-style-type: none"> • Bobo Dioulasso (Burkina Faso); • Douala & Yaoundé (Cameroon); Kumasi (Ghana); • Antananarivo & Mahajanga (Madagascar) • Agadir, Beni Mellal, Casablanca, El Jadida, Fes, Kenitra, Khemisset, Khouribga, Marrakech, Oujda, Rabat, Sefi, Settat (Morocco) • Dakar, Senegal • Lomé, Togo • Sfax, Tunisia • Ahmedabad, Kochi, Nagpur (India) • Chernivtsi, Czernowitz, Lviv, Poltava, Vinnytsia, Zhytomyr (Ukraine) • Tbilissi, Georgia • Curitiba, Fortaleza, Recife, Brasilia, Belo Horizonte (Brazil) • Ibagué, Colombia • Santo Domingo, Dominican Republic • Quito, Ecuador • Trujillo, Peru • Niamey, Niger • Kurunegala, Sri Lanka

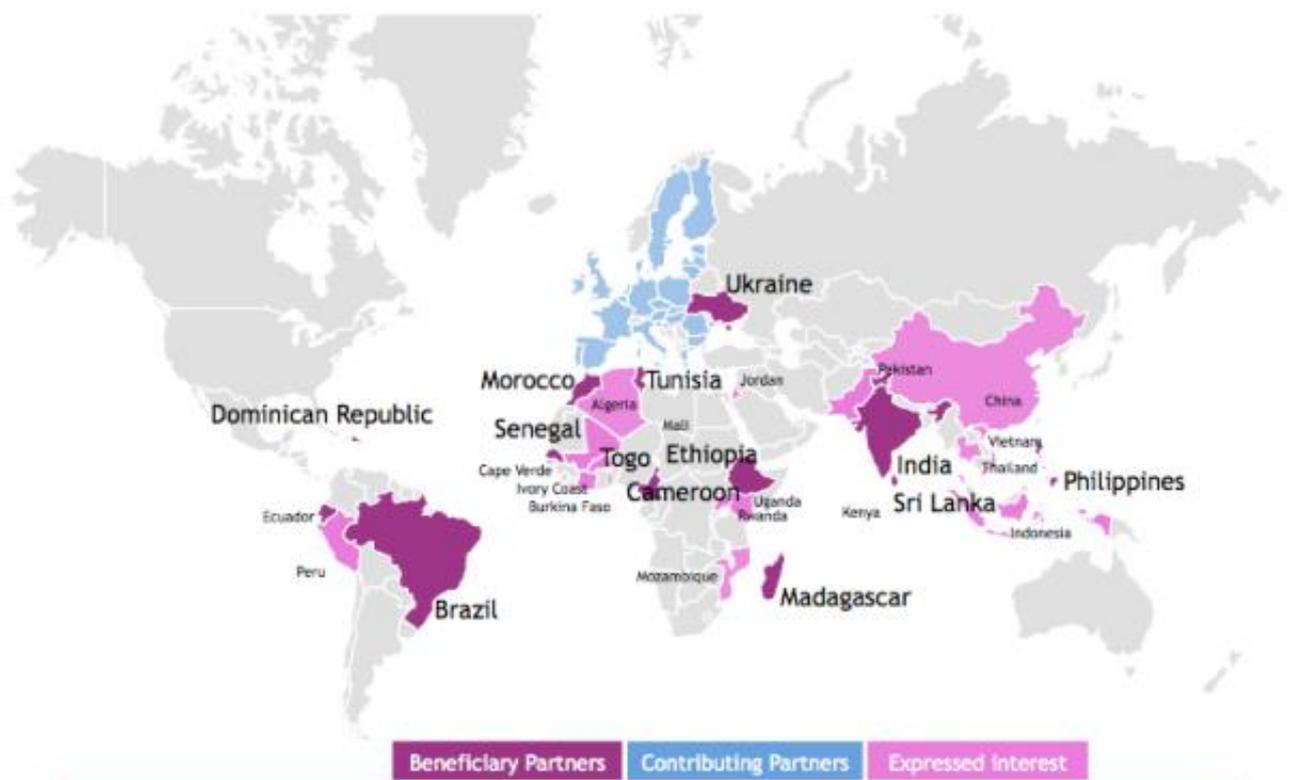


Image 2: MobiliseYourCity Partner map

1.6.1. Meet Our Partners

Cameroon



“The elaboration of the SUMP of Yaoundé represents a great opportunity for the city to plan urban mobility in a sustainable way. The team of consultants mandated by the Partnership helped us design a robust and pragmatic action plan that will pave the way towards concrete development of new infrastructure and services for sustainable mobility. The capacity building activities, as well as the peer-to-peer exchanges of great value to contribute to building the capacity of the team I am in charge of.”

Arnaud Philippe Ndzana, 1st Technical Counsellor, Yaoundé Municipality

Morocco



“The management assistance for the running of the SUMP development in Rabat Salé Temara Agglomeration is handled by the Society of Tramway Rabat-Salé to the Al-Assima Intercommunal Cooperation Establishment. The SUMP is currently in the starting phase. A pool of design offices was selected on December 18th. MobiliseYourCity Partnership brought essential support to us with expertise in the elaboration of the Terms of Reference of the SUMP. We strongly rely on the Partnership’s methodology. The MRV – GHG package, and more widely the environmental component, are totally integrated in our work. MobiliseYourCity Partnership also vividly contributes to the capacity reinforcement of us city officials in charge for sustainable urban mobility”.

OUZIZI Mohamed, Head of Environment - STRS

DRISSI Houda, In charge of Studies – STRS

Dominican Republic



“For the Dominican Republic it has been very important to be part of the MobiliseYourCity Partnership as we will develop with its support an urban mobility planning tool for our country’s metropolis, the Greater Santo Domingo. The plan for our capital will comprise the different municipalities to be able to make a change in the way people are moving and improve the quality of life of the citizens.”

This plan is a fundamental part of the transformation that Santo Domingo is experiencing. It provides demand-driven data for the implementation of the country's transportation sector reform, including the definition of the integrated public transport system and how this measure will reduce emissions in benefit of the environment”

Alexandra Cedeño, Head of the Sustainable Mobility Department of the INTRANT (National Institute for Traffic and terrestrial Transports), Project Manager responsible for the elaboration of the SUMP Santo Domingo

Colombia - Ibagué

"Implementing a bicycle sharing system with electric assistance helps us to continue promoting active mobility and clean/green energies, and to generate positive impacts on people's health. This pilot project funded by EUROCLIMA +, as well as our participation in the MobiliseYourCity Partnership, allows Ibagué to show itself to the world as a pioneer city committed to the environmental protection through the mitigation of greenhouse gas emissions. We hope that other cities will follow our way in this global effort. These efforts should be motivated by the moral commitment to preserve the life of humanity, not by simple snobbery or because it is trendy. If we do not take concrete actions, we will lose the fight against climate change. "

Gustavo Alfonso Jaramillo, Mayor of Ibagué

1.7. Governance Scheme

PARTNER CATEGORIES

The Partnership brings together various international organizations and ambitious stakeholders in the promotion and effective advancement of sustainable urban mobility. Categories of Partner Organizations include:

- ❖ **Contributing Partners:** Donors, founders, and implementing agencies handling significant budget resources connected to MobiliseYourCity Partnership support-programs
- ❖ **Beneficiary Partners:** National and local/city governments
- ❖ **Knowledge and Network Partners:** Internationally or regionally operating or country-focused not-for-profit organizations, institutions, think tanks, affiliated technical assistance programs or other organizations associated with MobiliseYourCity Partnership

The MobiliseYourCity Partnership is governed by the Steering Committee. It provides a forum for the coordination of the partners' in-country assistance activities and for the development of the principal partnership. Furthermore, the Steering Committee follows the actions of Beneficiary Partner Governments and validates any new applications to join the Partnership.



Image 3: 5th Steering Committee in Berlin, April. 2019

FUNDING STRUCTURE

MobiliseYourCity Partnership operates as an umbrella partnership comprising several independently implemented support programs, which are individually funded and rolled out via our implementing partner organizations. As an umbrella partnership, a Secretariat ensures methodological coherence, knowledge management, aligned public relations, aggregated results monitoring, and evaluation & reporting across all support programs.

The MobiliseYourCity Partnership is currently based or aligned with the following individual funding programs:

- **FFEM** (French Facility for Global Environment): French public bilateral fund. Its mission is to protect the global environment through support to developing countries as part of the French development assistance.

- **TRANSfer III** - Facilitating the Development of Ambitious Transport Mitigation Actions: A project funded by the International Climate Initiative (IKI) of the German Ministry for the Environment, Nature Conservation, and Nuclear Safety (BMU). The project's objective is to increase the efforts of developing and emerging economies for climate-friendly transport.
- **Asian Investment Facility**: A regional blending facility for Asia under the responsibility of the European Commission – EUROPEAID
- **Intra-ACP** - 11th European Development Fund: The main instrument of the European Commission – EUROPEAID in Africa, the Caribbean, and Pacific (ACP Group) countries for the period 2014-2020. The EDF undertakes cooperation activities in the fields of economic development, social and human development as well as regional cooperation and integration.
- **EUROCLIMA+**: A regional flagship program of the European Commission – EUROPEAID in Latin America in cooperation with 18 national governments in Latin America. The urban mobility program component supports governments in seeking innovative solutions to greenhouse gas (GHG) emissions produced by urban transport.

2. Impacts

2.1. 2018 Highlights

2018 brought significant milestones within the Partnership marked by some highlights:

- February: PLATFORMA joins as new Knowledge & Network Partner



During the European external cooperation event which took place on February 20th, a conference on the “urban mobility challenge” was jointly given by PLATFORMA and MobiliseYourCity Partnership. This event was the opportunity to officially welcome Platforma among MobiliseYourCity Knowledge and Network partners. **PLATFORMA** is a pan-European coalition of 30 local and regional governments, and includes the associations representing them at the national, European and global level.

- June: Welcoming a new MobiliseYourCity Partnership Chairperson



On June 13th, the MobiliseYourCity Steering Committee took the opportunity to thank Eric Beaume (DEVCO) for his ambitious and successful commitment as its Chairman since its first meeting in the year 2016 and welcomed **Paulina Potemski** as his successor. Paulina represents the French Ministry for Ecological and Solidarity-based Transition (MTES) in the Partnership. She is Coordinator for Global Climate Action in the French Climate Negotiation Team and MTES' Deputy Head of Unit for Climate and Energy.

At this occasion, the **Kreditanstalt für Wiederaufbau (KfW)**, the **Wuppertal Institute** as well as the **European Bank for Reconstruction and Development (EBRD)** joined the Partnership as new implementing partners. The association **Climate Chance** also became a partner.



2.2. Core Impacts of the Partnership

The MobiliseYourCity Partnership is designed as a technical assistance incubator to prepare funding applications: enhancing institutional preparedness, securing the promotion of sustainable urban mobility across public sector institutions and civil society, leveraging large-scale investments and supporting partners in effective sector transformation towards a more sustainable development pathway.

The Partnership is an effective tool to assist the Global South in the implementation of transformation measures in collaboration with Contributing Partners on the following international agendas:

New Urban Agenda:

The MobiliseYourCity Partnership contributes directly to **four targets**: road safety (Target 3.6); energy efficiency (Target 7.3); sustainable infrastructure (Target 9.1), and urban access (Target 11.2). It is emphasized that sustainable urban transport is not needed solely for its own sake, but rather is essential to facilitate the achievement of a wide variety of SDGs.

The MobiliseYourCity Partnership further contributes **indirectly to four SDG** targets on air pollution (Target 3.9), sustainable cities (Target 11.6), climate change adaptation (Target 13.1), and climate change mitigation (Target 13.2).

Finally, as a multi-stakeholder-partnership, MobiliseYourCity strengthens domestic mobilisation resource in emerging and developing countries. The Partnership mobilizes additional financial resources from multiple sources, and develops international support for effective and targeted capacity-building in developing countries; thus it supports national plans to implement sustainable development goals (Target 17).

What we achieve for citizens?



Image 4: Light Train in Addis Ababa

Reference: GIZ

The Beneficiary Partners of MobiliseYourCity gain the opportunity to develop their metropolitan areas enabling them to offer their citizens an urban environment that is:

...more **efficient and economically fit** for a prosperous future

...more **livable and attractive** for all

...**healthier** in terms of air pollution and traffic safety

...more **inclusive** in terms of gender and low-income groups

...more **resource efficient and environmentally sustainable**



Image 5: Sustainable Development Goals & Transport

Reference: SLOCAT

2.3. Core Indicators

For the purpose of aggregated reporting with respect to international agendas, the Partnership has defined core Impact and Investment Indicators that are assessed in those beneficiary partner cities, and which receive technical assistance under the Partnership umbrella.

GHG impact

1. **(Expected) GHG emission reductions** (of a 'SUMP/NUMP scenario') (in tCO₂e) against a 'without SUMP/NUMP scenario' (baseline)¹.

Impacts related to Sustainable Development Goals (SDGs)

2. **Access** (Proportion of the population living within 500 meters or less of a public transport stop with a minimum 20 minutes service at peak hour, or have access to a shared mobility system with comparable service for money)
3. **Safety** (traffic fatalities (road, rail, etc.) in the urban area per 100.000 inhabitants. As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident)
4. **Air pollution (optional)**: Mean urban air pollution of particulate matter (in mg PM_{2.5}) at road-based monitoring stations
5. **Modal share** (share of public transport and non-motorized modes in trips)

These indicators directly align with the transport related Sustainable Development Goals especially SDG 3 (good health and well-being) and SDG 11 (sustainable cities and communities). They refer to official SDG indicators for Target 3.6: "Halve number of global deaths and road injuries from traffic accidents", Target 3.9: "Reduce deaths and illnesses from pollution", and Target 11.2: "Provide access to safe, affordable, accessible and sustainable transport systems for all".

Further indicators selected individually in Beneficiary Partner Cities may link to the individual SUMP/NUMP targets and can be built upon experiences and tools developed e.g. in the EU specialist sphere about SUMP/NUMPs.

Tracking Infrastructure

In addition to impact indicators, MobiliseYourCity Partnership requires from Beneficiary Partners data on five infrastructure indicators:

1. **KM of sidewalks** planned to be built or to be substantially advanced in quality through the SUMP/NUMP
 2. **KM of cycle lanes** planned to be built or to be substantially advanced in quality through the SUMP/NUMP
 3. **KM of mass rapid transit** planned to be built or to be substantially advanced in quality through the SUMP/NUMP
-

4. **Number of city centre parking spaces** (for individual cars), which are newly subjected to active parking management through the SUMP/NUMP (i.e. payment required in the future for parking, which was previously free of cost).
5. The amount of **mobilized public and private funding** for the implementation of the SUMP/NUMP in Euro (€).

Beneficiary Partners may want to define more investment indicators to ensure that individual measures are on track. However, because of strong differences in context, these will vary from Partner to Partner. Examples include the number of low-carbon buses purchased, or the number of bus kilometres offered, as well as indicators that refer to the quality of implementation and use of service, such as parking space or bicycle flows on new routes (see Annex 2 for examples of implementation and sustainable mobility indicators). This should provide an evidence base of city level transport greenhouse gas (GHG) emission developments, i.e. emission reductions compared to the BAU scenario, being directly related to the implemented measures. These indicators again depend on the measures set out in the SUMP/NUMP.

2.4. Monitoring & Evaluation Framework

The MobiliseYourCity Monitoring, Evaluation and Reporting system is based upon a **logical framework**, which is in place for the Partnership and each support program.

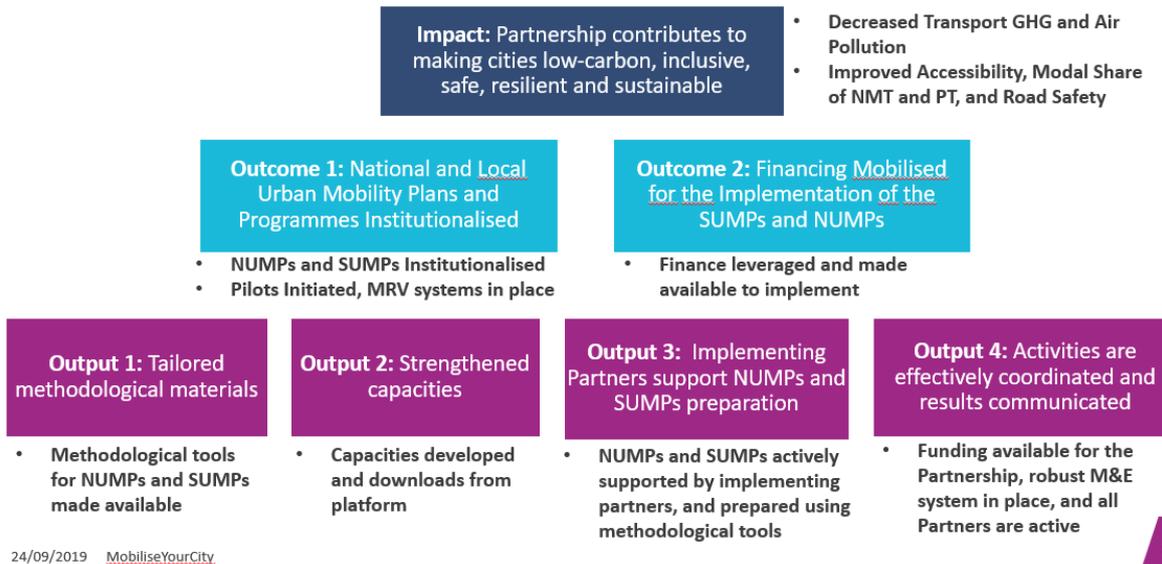
❖ Objectives

- Informing the Steering Committee, donors and interested third parties
- Guiding impact reporting of the support-programs
- Serving the Secretariat and sub-programme managers as a basis for target-oriented guidance and quality management,
- Providing information for communication and outreach to the public, and
- Creating transparency and enable learning among the MobiliseYourCity Partnership members.

This section sets up the definition of key elements that compose the logical framework of the MobiliseYourCity Partnership.

2.4.1. Logframe

The term “logframe” refers to a matrix which provides an overview of a project’s anticipated results and indicators by which the project will be monitored.



2.4.2. Impact indicators

The term “Impact indicator” as used by MobiliseYourCity Partnership refers to the overarching results obtained through the implementation of the different NUPs and SUMP by national and local governments.

2.4.3. Implementation progress indicators

The term “Implementation progress indicator” as used by MobiliseYourCity refers to the overall results obtained at the level of the MobiliseYourCity Partnership.

2.4.4. Output indicators

The term “Output indicator” as used by MobiliseYourCity refers to the short-term results obtained directly through the implementation of MobiliseYourCity program activities.

2.5. Evaluation of Progress & Target Accomplishment

In 2018, 2 countries (Burkina Faso and Uganda) and 6 cities from Africa: Abidjan, Bouaké (Ivory Coast), Dire Dawa, Hawassa, (Ethiopia), Maputo (Mozambique), Ouagadougou (Burkina Faso), joined the MobiliseYourCity Partnership². The Partnership now gathers 11 countries and 42 cities, including 4 national governments and 12 local authorities receiving technical assistance. Moreover, 3 new contributing partners – the European Bank for Reconstruction and Development, the Wuppertal Institute and the KfW - decided to join us and to contribute to the development of the Partnership.

² In 2019 the Steering Committee validated six cities as new Beneficiary Partners, namely the African cities Lomé/Togo, Kumasi/Ghana, Bobo Dioulasso/ Burkina Faso, the Eastern European city Tbilisi/Georgia, and the Latin America cities Belo Horizonte/Brazil, and Trujillo/Peru.

NUMPs and SUMP

The ambition of the MobiliseYourCity Partnership is to assist our beneficiary partners in the process of NUMPs and SUMP development.

Our assistance to national and local governments is tailor-made to meet their specific needs. In the past, some of our partners have developed strategic frameworks for sustainable urban mobility. On the other hand, some partners needed help developing their NUMPs or SUMP from a clean slate.

As a result, depending on the local context and challenges related to urban mobility, the technical assistance team of the MobiliseYourCity Partnership took on different activities in 2018:

- Assessment of existing urban mobility strategies or plans at the national or local levels,
- Revision of existing urban mobility plans,
- Development of new NUMPs or SUMP, including focuses on certain aspects.

In parallel, with this direct support to the development of urban mobility plans, the MobiliseYourCity Partnership has also continually supported the sustainable urban mobility ambitions of partner governments, and shared expertise on different aspects of urban mobility planning: developing SUMP guidelines, observing mobility data, producing sustainable urban mobility planning toolkits for, etc.

Capacity-development

The MobiliseYourCity Partnership offers capacity-building measures to enhance our partners' capability to tackle the challenges of sustainable urban mobility.

In 2018, the Partnership contributed to the development of skills and knowledge through a wide range of actions:

- Organisation of up to 118 capacity development events (training sessions, learning events, workshops, study tours, etc.),
- 12 methodological materials developed for Beneficiary Partners (SUMP or NUMP approach, Terms of reference, MRV guidelines, etc.),

2.6. Outlook

For the year 2019, MobiliseYourCity Partnership foresees the following major milestones:

1. The establishment of a global **Community of Practice** thanks to a web-based networking platform on urban mobility and regionally clustered on-site activities in Africa, Eastern Europe and Latin America;
2. The **expansion of technical assistance** coverage to further cities and countries in Africa, Eastern Europe and Latin America;
3. The **enlargement of the number of local government partners** (target: reaching 50+ city partners) **and national government partners** (target: reaching 15+ national partners);
4. The **enlargement of the number of Contributing Partners** to welcome further supporting partners, development

5. t banks and expert network partners.
6. Furthermore, the MobiliseYourCity Secretariat will grow its team to reflect the increasing range of in-country activities and to serve our partners with requested guidance and support.



Image 6: Traffic in the Philippines

Reference: C. Mettke

3. International Activities and Progress of the Partnership

3.1. Implementation Progress Overview in Partners Cities and Countries



Image 7: Mobility in Cameroon (Yaoundé)



Image 8: Moblity in Cameroon (Douala)

3.1.1. SUMP implementation

Planned SUMP implementation: All MobiliseYourCity support programs																																																																																																																																						
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11. Rabat																																																																																																																																						
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Colour Coding

ADEME / AFD / CEREMA / CODATU		GIZ	
Still to be defined		Still to be defined	

Remark: Further SUMP implementation beyond MobiliseYourCity coverage supported by Contributing Partners in approx. 15 cities, incl. **Dire Dawa** (EU/AFD), **Bouaké** (EU/AFD), **Maputo** (AFD), **Kurunegala** (AFD), **Kumasi** (AFD), **La Havana**, **Arequipa** (EU EC+/AFD), 6 cities in **Western Balkans** (SUMSEEC/GIZ) etc.

3.1.2. NUMP implementation

Planned NUMP implementation: All MobiliseYourCity support programs																																																																																																																																							
Module No.	Implementation Schedule																																																																																																																																						
	2017												2018												2019												2020																																																																																																		
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12																																																																																							
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Colour Coding

ADEME / AFD / CEREMA / CODATU



Still to be defined



GIZ



Still to be defined



Remark: Further NUMPs beyond MobiliseYourCity coverage supported by Contributing Partners in **Thailand** (BMU/GIZ) and **Colombia** (BMU/GIZ), **Ecuador** (EC+/AFD), **Chile** (EC+/GIZ), **Uruguay** (EC+/GIZ)

3.2. Africa



Image 9: Tramway in Rabat, Morocco

Reference CEREMA

3.2.1. Morocco

Key Facts



Beneficiary Partner:	Ministry of Home Affairs, Directorate General of Local Authorities (DGCL)
Funding source for support:	French Facility for the Global Environment (FFEM), French Government
Duration of commission:	2 years
Implementing Partner(s):	ADEME, AFD, CEREMA, CODATU



Population (2017):	Land area:	GDP per capita (2017):	Urban growth rate
35.74 million	446,550 km ²	\$8612 (IMF, 2017)	+24% bet. 2004-2014 (Census, 2014)

The Challenge

Over the last decade, the Government of Morocco has developed a national policy to improve urban mobility and to address the current and future challenges of Moroccan cities. The maturity of the planning process is therefore already at an advanced level in Morocco.

In 2013, the organization of a National Day for Urban Transport (JNTU) appeared as an opportunity to relaunch the public debate over the main urgent challenges of urban mobility policies. The creation of the Fund for Urban and Inter-urban Road Transport Reforms (FART) and the empowerment of local authorities in the context of devolution, contributed to a redefinition of the national strategy. In 2016, the “MobiliseDays” event in Rabat highlighted the need for an evolution of the national framework and the role of SUMP as a leverage to structure sustainable urban mobility policies.

Moreover, as the host country of the COP22 in 2016, the government of Morocco committed to reducing its greenhouse gas (GHG) emissions by 13% by 2030 and was one of the first countries to join the MobiliseYourCity Partnership.

Today, the MobiliseYourCity approach aims to capitalize on the experience of Morocco and to support the national and local governments in developing and implementing a coherent and ambitious national vision for urban transport.

Technical Assistance

❖ Strategic objectives

- **Inventory and Assessment:** Produce an assessment of urban mobility in Morocco at the national level:
 - Overview of urban mobility planning processes in Moroccan cities,
 - Assessment of current national strategy,

- Analysis of the existing leverages to develop urban mobility: governance, financing, capacity-development and transport technologies.
- **Vision and Goal setting:** Build long-term vision and define strategy for improving urban mobility in the country in a sustainable way:
 - Completion of the evaluation,
 - Definition of specific and quantitative (if relevant) targets,
 - Participative methodology to define a common vision and identify strategic measures for the implementation process with key stakeholders in a vertical approach (national and local authorities) and an horizontal approach (actors of urban development, environment, public finance, social policies, etc.).
- **MRV approach:** Provide the national and local governments with an overview of the implementation of the MRV (Measurement, Reporting and Verification) approach in Morocco today:
 - Assessment of the current situation: available data, overview of ongoing initiatives, review of existing MRV methodologies and tools,
 - Action plan for the development of a consistent and comprehensive methodology for MRV at national and local levels.
- ❖ **Operational objectives**
- **Inventory and Assessment (incl. MRV approach):**
 - Organizing technical missions on the ground,
 - Interviewing national and local stakeholders,
 - Developing evaluations and recommendations,
 - Presenting key results and recommendations to MobiliseYourCity Morocco steering committee.
- **Vision and Goal setting:**
 - Completion and finalization of the evaluation,
 - Building of a national vision: on field missions and organization of seminar and working groups sessions with key stakeholders in urban mobility,
 - Development of documents presenting the national vision and a set of strategic measures including indicators, expected results, as well as the recommendations for implementation.
- ❖ **MRV-GHG Approach**
- **At national level:** Assistance for the development of a national Monitoring System on Urban Mobility (SSMU), including the deployment of MobiliseYourCity MRV-GHG methodology and tool,
- **At local level:** Support of three Moroccan pilot cities (Casablanca, Oujda, Rabat) for the development of MRV-GHG methodology and tool adapted to local context and priorities, in link with the national level.

❖ **Capacity Strengthening**

- Development of reference documents such as SUMP Guidebook and GHG-MRV process addressed to cities,
- Strengthening the community of practice Club des Villes MobiliseYourCity and dissemination of information, data and best practices related to urban mobility (workshops, fact-sheets, MobiliseYourCity Morocco newsletter and brochure, etc.),
- Organisation of workshops and seminars for elected local officials, decision makers and executives.



Image 10: Map of Morocco

Progress of Implementation

Initiation (“MobiliseDays”)	27/10/2016
Inventory & Evaluation	04.2017 – 02.2018
Goal Setting & Measure Planning	03.2018 – 06.2019
Monitoring & Reporting – MRV	12.2017 – 12.2019
Capacity Development	12.2017 - 12.2019

Chances/opportunities identified

- ❖ Advanced stage in the process of urban mobility planning: some local authorities in Morocco are currently involved in the process of developing second generation SUMPs.
- ❖ Context of devolution of power from national to local authorities and empowerment of local governments related to urban mobility planning.
- ❖ Development of more systematic, consistent and robust data collection and management processes both at national and local levels.
- ❖ Proven success of the FART as a national financial mechanism for public transport.

Risks and risk mitigation measures

- ❖ Significant development of the transport sector since 1990. The contribution of this sector in the achievement of GHG emissions reduction targets should represent 23% of total efforts.
- ❖ Reinforce the sustainable approach of urban mobility (MRV approach).
- ❖ Large number of international cooperation actors (national development agencies, multilateral banks, etc.) focused on the issue of urban mobility that requires coordination to ensure synergies between the different initiatives.



Capacity development

Peer-to-peer learning events / Workshops /seminars	Training programs	Number of local decision makers of executives participating to training programs in 2018
2 vision-building workshops	1 training session for 13 partner cities	34

Results

Main achievements in 2018

❖ Deliverables

- Report on the inventory & evaluation of urban mobility in Morocco (February 2018),
- Organisation of training sessions related to MRV-GHG methodology (November 2018) ,
- Formalisation of the national vision for sustainable urban mobility in Morocco; Participative workshop organised in May 2018; First draft delivered on September 2018.
- Publication of the first MobiliseYourCity Morocco newsletter in December 2018,
- On the basis of the preliminary study on the MRV approach, a comprehensive plan of actions has been designed to develop a MRV-GHG methodology of urban transport in Morocco and to provide support to local authorities:
 - Support the design of a common tool for MRV-GHG at national and local levels (with support of ADEME),
 - Support of or /Assistance to three Moroccan cities in the implementation of the MRV-GHG system (Oujda, Casablanca et Rabat).

❖ Capacity development

- 08.2018 - 11.2018: feedback on the terms of Reference for the SUMP Guide (CEREMA); feedback on the national Monitoring System on Urban Mobility (CEREMA, EF),

- Community of practice created under the name "Club des Villes MobiliseYourCity".

Outlook for 2019

❖ Vision and goal setting

- Finalization of the NUMP and validation by the Steering Committee,
- Launch of NUMP's action plans designing.

❖ Capacity development

- Development of capacity-development actions with elected national and local officials as well as local urban planners in the field of sustainable urban mobility,
- Strengthen the Community of practices Club des Villes MobiliseYourCity by integrating local decision makers,
- Development of events: seminar for decision makers, workshop for officers involved in sustainable mobility and climate issues,
- Development of methodological guides to local officers: SUMP Guide, MRV - GHG system guide,
- Participation to the Moroccan Sustainable Mobility Platform including development partners.

Casablanca

Key Facts



Beneficiary Partner: Casa Transports
 Funding source for support: AFD
 Duration of commission: 2 years
 Volume: EUR 0.15 M
 Implementing Partner(s): AFD



Population (2017):	Land area:	GDP per capita (2016):	Urban growth rate (2019):
~3,6 million	1200 km ²	\$ 2832	0,85%

The Challenge

Casablanca is the largest city of Morocco, and one of the largest of Maghreb. The city is considered as the economic and business hub of the Kingdom. The Great Casablanca-Settat area represents 6,8 million inhabitants (20,3 % of national population).

The metropolitan area is facing exponential mobility growth with increasing traffic issues, which generates both local and global pollution.

Since 2004, the Morocco Government and the Municipality of Casablanca have developed a strategy to tackle these issues. The main achievements are the implementation of tramway lines 1 & 2 (47,5 km) and the ongoing deployment of lines 3 & 4, which are advancing efficient and green public transport.

Technical Assistance

- ❖ Assisting Casa Transport in guiding the consultancy in charge of the updating of Casablanca SUMP.
- ❖ Providing technical expertise for the review of SUMP deliverables.
- ❖ Encouraging the development of the MRV - GHG approach through 3 pilot cities, receiving assistance from the MobiliseYourCity Partnership (with support of ADEME) to develop and implement tools and a methodology to measure and evaluate greenhouse gas (GHG) emissions.



Image 12: Map of Casablanca

Reference: Google Maps



Image 13: Casablanca tramway

Reference: AFD



Capacity development

Workshops/seminars	Training programs	City-to-city exchanges	Study tours
5	1	2	2

Progress of Implementation

Technical Assistance project owner	01.2018 – 01.2020
Initiation (“MobiliseDays”)	N/A
Inventory & Diagnosis	09.2017 – 11.2018
Goal Setting & Strategic Phase	09.2018 – 04.2019
Monitoring & Reporting - MRV	11.2017 – 06.2019
Road Map	04.2019 – 06.2019

Chances/opportunities identified

- ❖ SUMP study financed by the project owner with significant budget (~1,5 M€).
- ❖ A highly skilled local staff and up-to-date data which enable to have a proper baseline and to provide an advanced MRV – GHG approach.

Risks and risk mitigation measures

Need for coordination at the National Level on MRV – GHG approach. This need should be addressed by technical assistance to the project owner with MobiliseYourCity team support.

Results

Main achievements in 2018

- Finalisation of a comprehensive diagnosis of the current situation of Casablanca including urban mobility, socio economic features, ...
- Finalisation of data collection and dissemination of household survey results (7019 households and 22 960 persons). This document should enable the setting up of accurate baselines and the implementation a precise traffic forecast model,
- Realisation of an inception mission and delivery of training sessions with Casa Transport for the development of tool and methodology to measure and evaluate greenhouse gas emissions (“MRV-GHG approach”),
- Study tours in Lyon to observe mobility in the City, to discover the mobility observatory and the scenario approach as well as traffic modelling,
- 5 thematic workshops and results of the household survey, main findings coming from the diagnosis, development of an observatory of mobility, and formulation of scenarios.

❖ Deliverables

- Diagnosis Report,
- Household survey report.

Outlook for 2019

- Achieving the stage “Scenario building and selection of scenario” (April 2019),
- Formalization of the SUMP project (June 2019),
- Development and implementation of a MRV - GHG process and of a mobility observatory (June 2019).

Key Indicators

Outputs

Indicators	Baseline 2017	Milestone 31/12/2018	Target 2019
Progress of SUMP development (in % of progress)	0%	40%	100%
Development of an action plan with a financial strategy covering 70% of the action plan for the next 5 years (in % of progress)	0%	0%	100%
Design of a system and procedures to collect and process key information on urban mobility (incl. related GHG emissions) with help from the MobiliseYourCity Partnership (in % of progress)	0%	20%	100%
Utilisation of system and procedures to collect and process key information on urban mobility during SUMP development (in % of progress)	0%	0%	20%
Number of methodological frameworks / toolkits on NUMPs and SUMPs developed and made freely available to beneficiary partners (online or directly) <i>Nota bene: It may include SUMP approach / NUMP approach - MRV approach / Terms of references / Digital mobility strategy</i>	0	2	2
No. of local actors trained under Partnership's capacity building programmes in the city.	0	5	5

Outcomes

Indicators	Base line 2012	Target 2030
GHG emission mitigation GHG emissions from transport (public and cars)	674 kTeqCO ₂	885 kTeqCO ₂ business as usual
Modal split Share of public and non-motorised transport of total urban transport	52% (walk) 9% (public transport)	51% (walk) 9% (public transport business as usual)
Accessibility Proportion of city population that has convenient access to public transport	N/A	N/A
Safety Number of traffic fatalities (road, rail, etc.) in 2011 As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident)?	290 death & 22 800 injuries in 2016	Target to be defined

Kenitra

Key Facts



Beneficiary Partners:	Kenitra
Funding source for support:	AFD
Duration of commission:	2018-2020
Volume:	180 k€
Implementing Partner(s):	AFD



Population (2014):	Land area:	GDP per capita (2015):	Urban growth rate (2014):
430 000	76 km ²	\$ 3007 / inhabitant	1.85%

The Challenge

Kenitra is facing significant challenges related to urban mobility. As the 4th most important industrial city in Morocco and strategically located 12 km from the Atlantic Ocean, the city is currently involved in large-scale transport projects:

- The « Atlantic Free Zone » (AFZ), the largest industrial and export free zone in Africa, located 23 km east of the city and hosting industrial activities such as a major car manufacturing plant;
- The future port of Kénitra-Atlantique;
- The new highspeed railway linking Tanger to Kenitra opened in November 2018.

Kenitra is also undergoing a strong demographic and economic growth leading to significant transport problems. Most notably, the increasing number of daily travels by workers between Kenitra and the AFZ has led to traffic congestion, road safety issues and an overall under optimization of the mobility system.

The city is currently developing two strategic plans in parallel: a planning document related to urban planning (“SDAU”) and a planning document related to urban mobility (“PDU”). Meanwhile, the city of Kenitra is looking for solutions to limit traffic congestion while improving the information for commuters on other transport alternatives.

Technical Assistance

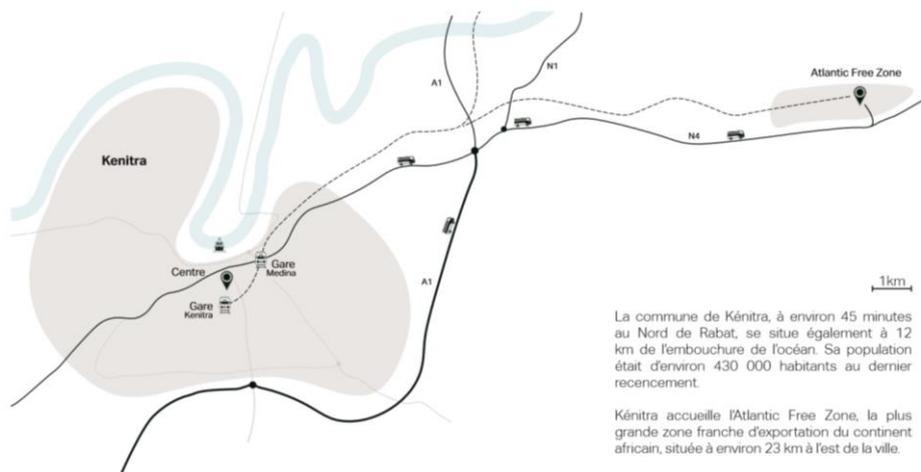
The MobiliseYourCity assistance to Kenitra is focusing on two main objectives:

- ❖ Financing and supporting the organization of Challenge Open Innovation, an event mobilizing industrial companies from AFZ, local government, and start-ups to tackle mobility issues using innovative approaches. The Challenge Open Innovation will be divided into three phases: (i) ideation and refinement of the challenges to tackle, (ii) identification in a very limited period (e.g. one week) of key operational solutions and (iii) development at least of one proof of concept. Several topics have been pre-identified such as the improvement of passenger information and the optimization of existing infrastructures.
- ❖ Reinforcing the monitoring and evaluation aspects of the ongoing development of the urban mobility plan through the development of MRV-GHG process and a mobility observatory (scope of assistance under definition). The mobility observatory will be based on the national SSMU (Urban Mobility Monitoring System) framework and MRV -GHG approach.

Chances/opportunities identified

The main success factors of MobiliseYourCity technical assistance are:

- ❖ The support by local authorities (wilaya, region, province, city,) and the identification of clear and strong political leadership to lead the project of Challenge Open Innovation,
- ❖ The commitment of the local private sector (transport companies, industrial companies), through their contribution (financial support, etc, ...), for the development of the Challenge Open Innovation,
- ❖ Selection of a relevant incubator, well-connected with the innovative ecosystem in Morocco at both regional and international levels.



Kenitra. Source: Julien Labaca

Results

Main achievements in 2018

❖ Activities

- Realisation of a mission by AFD to discuss with Kenitra's representatives about priority needs and the content of technical assistance related to urban mobility,
- Realisation of an expertise mission to elaborate the framework of the Challenge Open Innovation: context and challenges, opportunities and methodology.

❖ Deliverables

- Inception report for the organisation the Challenge Open Innovation (December 2018)

Outlook for 2019

- Validation of the institutional and financial conditions for the organisation of the Challenge Open Innovation (institutional support, financing, etc.),
- Operational preparation and realisation of the Challenge,
- Development of proofs of concept.

Oujda

Key Facts



Beneficiary Partners:	Oujda
Funding source for support:	French Facility for Global Environment (FFEM)
Duration of commission:	2 years
Implementing Partners:	AFD, Cerema, CODATU



Population (2019):	Land area:	GDP per capita	Urban growth rate (2012):
551 767	100 km ²	N/A	2%

The Challenge

Oujda is a medium-sized city and the capital of the 'Oriental' region in Northeast Morocco, near Algeria. The city's population has been increasing in recent years but is now stabilizing. Various projects are in progress or have been significantly implemented, like the highway between Fès and Oujda. Industry and tourism have significantly developed, but the regional economy is mainly agriculture-based.

❖ Urban mobility characteristics:

- In 2012, 1, 287 301 trips per day were recorded. Commuters account for 32% of the trips made by car, compared to 2.6% in 1983. By 2020, approximately 55,000 motorized trips are predicted.
- A new bus network is being structured including a high-level bus service.
- Oujda already has a SUMP, the challenge ahead is to implement it.

❖ Objectives of MobiliseYourCity technical assistance:

- Structuring the monitoring of the SUMP implementation,
- Structuring and integrating the MRV - GHG approach in urban mobility planning,
- Capacity-building in various areas, such as parking and traffic management.



Image 8: Map of Oujda

Reference: Openstreetmap



Image 15: In Oujda street

Reference: Cerema

Progress of Implementation

Initiation meeting actors	November 2017
Goal Setting	May 2018
Monitoring & Reporting – MRV - GHG	Nov 2018 – June 2019
Observatory of mobility	Nov 2018 – June 2019
Capacity Development in traffic management and funding	Nov 2018 – June 2019

Risks and risk mitigation measures

- ❖ Wide range of stakeholders with limited resources involved in the SUMP implementation process.
- ❖ GHG approach to be mitigated by technical assistance to project owner with MobiliseYourCity team support.



Capacity development

Peer-to-peer learning events
Workshops/seminars

02 workshops

Training programs

1 pilot training programme related to GHG-MRV approach

Results

Main achievements in 2018

- Signature of the convention defining the content of the technical assistance delivered by the MobiliseYourCity Partnership.

❖ Deliverables

- Development of a framework document (table with indicators on travels, vehicles, ect.) designed according to Oujda context, to be filled by local authorities.

Outlook for 2019

- Organisation of a large seminar intended for the development of local capacities on two key issues for Oujda: traffic management and transport financing,
- ❖ Ongoing expertise programmed for the definition and implementation of a local MRV-GHG approach.
- ❖ Capacity Development
- A workshop on MRV-GHG process to be designed.

Key Indicators

Outcomes

Indicators	Base line 2012	Target 2030
GHG emission mitigation GHG emissions from transport (public and cars)	N/A	N/A
Modal split Share of public and non-motorised transport of total urban transport	14% - 56% (21% TC with taxis)	23% - 47,5% (for TC there is taxis)
Accessibility Proportion of city population that has convenient access to public transport	80% of the population at 5mn from a bus stop	N/A
Safety Number of traffic fatalities (road, rail, etc.) in 2011 As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident)?	1261 55 for 100 000 inhabitants	N/A

Rabat

Key Facts



Beneficiary Partners: Al Assima (ECI) / STRS
 Funding source for support: French Facility for Global Environment (FFEM)
 Implementing Partner(s): Cerema



Population (2014):	Land area (year):	GDP per capita (2015):	Urban growth rate (N/A):
2 134 533	1910 km ²	\$3591	~1.6%

The Challenge

Rabat is the capital city of Morocco and the second largest region of the country. It is both the administrative and business center of the country.

Rabat’s agglomeration “Al Assima” includes the cities of Salé and Temara. Salé is the biggest cities among the three cities (982 163 inhabitants in 2014), followed by Rabat (577 827 inhabitants), and Temara (574 543 inhabitants). In 2024, the agglomeration’s population is expected to reach 2 549 000 inhabitants, what will result in an increase of mobility.

❖ **Urban mobility characteristics:**

- By 2024, approximately 1,924,000 motorized trips are expected,
- 2 extended tramway lines are expected. A new bus network is being structured,
- Rabat Agglomeration “Al Assima” has just launched its SUMP designing, by mandating a consultant. The future mobility plan will integrate the whole urban area, including the cities of Salé and Temara. Different challenges are emerging, such as the decision makers’ ownership, a need for resources for the transport authority, a need for capacity development for the Local Development Society’s.

Technical Assistance

Objectives of MobiliseYourCity technical assistance:

- ❖ Assisting STRS (Rabat-Salé Tramway Company) in developing Rabat/ Al-Assima SUMP in:
 - Structuring the project (governance, feedback on terms of reference),
 - Providing STRS with assistance for developing urban mobility diagnosis and vision-building modules,

- Assistance for integrating a participatory approach,
- Capacity-building (throughout the process),
- Providing technical expertise for the review of SUMP deliverables,
- Delivering expertise programme for the definition and implementation of local MRV-GHG approach, in link with national level (Rabat is one of the 3 pilot cities of this specific programme).



Image 16: Map of Rabat

Reference: Openstreetmap



Image 17: City of Rabat

Reference: Cerema



Capacity development

Seminars	Training programs	City-to-city exchanges	Study tours
00	1 Cooperation Programme Rabat-Lyon Métropole	1 Pilot Training Programme on MRV-GHG approach	1

Chances/opportunities identified

A SUMP study financed by the project owner thanks to a significant budget of ~ €2M.

Results

Main achievements in 2018

- Assistance for the development of the terms of reference for the SUMP,
- Pre-assistance for project management in the SUMP Development stage,
- MRV-GHG system was adjusted to the context of AI Assima,
- Consultant mandated to SUMP designing.

❖ **Capacity Development**

- A formation to write the terms of reference for the SUMP,
- A workshop on MRV-GHG tool

Outlook for 2019

- Kick off of the SUMP development and start of the “Inventory and diagnosis” phase,
- Ongoing specific expertise programme for the definition and implementation of a local MRV - GHG approach.

Key Indicators

The key indicators are under definition

3.2.2. Tunisia



Image 18: Bus in Tunisia

Reference: CODATU

Key Facts



Beneficiary Partner:	Ministry of Transport
Funding source for support:	FFEM, BMU-ICI
Volume:	EUR 0,3 M (FFEM), 0,1 M (Cerema) et 0,2 M (GIZ)
Implementing Partner(s):	AFD, GIZ, Cerema
Other local partners:	National Agency for Energy Conservation (ANME)



Population (year):	Land area (year):	GDP per capita (N/A):	Urban growth rate (est 2015-2020):
11,5 million	163 610 km ²	\$ 11 700	1,53%

The Challenge

Tunisia is the smallest country of North Africa and part of the Maghreb region. It shares borders with Algeria in the West, Libya in the Southeast, and the Mediterranean Sea in the North and East. In terms of infrastructure, Tunisia has seven commercial ports, and plans to build a deep-water port. It also has eight international airports, the most popular being the Tunis-Carthage airport.

The national network of railways mainly built between the late nineteenth and early twentieth century, and very little developed thereafter, is operated by the National Railway Company of Tunisia (SNCFT). Today, most of the land transport of people and goods go through the better developed roads. Today, there are four motorways centered around Tunis (the capital city); towards Sfax in the South, Bizerte in the North, Beja in the West and to Cap Bon peninsula in the East.

Many actors are involved in urban transport in Tunisia. Beyond the Ministry of Transport, the central entity responsible for planning and developing transport systems in the country, five other ministries are directly and indirectly involved in this sector. Some of these ministries have an oversight role over public agencies that are also involved in the transport and mobility sectors.

Regional and local authorities still have a limited role. Indeed, it is the regional directorates of transport, decentralized services of the ministry, which enforce the strategy of the State at the regional level. The governorates - the regional administrations - allocate taxi licenses according to quotas defined by the Ministry of Transport. Locally, municipalities implement traffic plans.

In Tunis and Sfax, public transport represents respectively 30% and 21% of the modal share of motorized trips, and loses market share each year, unlike the large European networks that have managed to reverse trends.

The public transport network of Greater Tunis is the most varied of the country with a network of Light Rail - tramway of significant capacity - an extensive network of buses and two suburban railway lines. The TGM (Tunis - la Goulette - la Marsa) is the oldest of these lines, with a first operational section in service since 1842. The main operator of urban transport is the public company TRANSTU under the supervision of the Ministry, and responsible for more than 90% of the network. Only the southern suburban line (future RFR line) is operated by the Société Nationale des Chemins de Fer Tunisiens (SNCFT) and a small part of the bus network is operated by private companies in the form of concessions.

❖ Key facts and trends

- Road Network: 19,300 km
- Railway Network: 2,167 km
- Motorization rate (2011): 91.2 cars / 1000 inhabitants
- Accidentology (2013): 24.4 deaths / 100k inhabitants

- Gasoline price: 0.91 US \$ / litter

Technical Assistance

In the elaboration of NUMP, a particular attention is given to

- ❖ Governance and financial mechanisms (Diagnosis and Proposals) – Implementation by AFD-FFEM,
 - ❖ Establishment of a greenhouse gas (GHG) emissions inventory and projection based on an international MRV methodology - Implementation by GIZ,
 - ❖ Capacity development – Implementation by CEREMA and GIZ.
- ❖ Strategic objectives
 - Design a strategy for urban mobility to build a national framework for the development of sustainable urban mobility at the local level,
 - Encourage reforms in the urban transport sector,
 - Develop capacities concerning SUMP and tools for monitoring GHG emissions in the sector of urban transport,
 - Create the conditions for the establishment of Organizing Transport Authorities and the development of SUMP in the main metropolitan areas (Tunis, Sfax and Sousse).
 - ❖ Operational objectives
 - Organization of workshops with local stakeholders,
 - Support to the development of a long-term strategy and a review with the Technical Committee,
 - Establishment of a National Urban Mobility Commission,
 - Establishment of a GHG emission baseline and an inventory of the urban transport sector,
 - Support the development of a National Observatory for Urban Mobility,
 - Develop SUMP Guidelines at the national level.

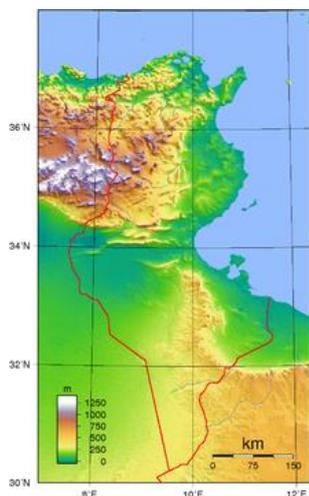


Image 19: Topography of Tunisia



Image 20: Tunis, Light Metro-System, 2017

Progress of Implementation

Initiation (“MobiliseDays”)	03.2017
Inventory & Diagnosis	04.2018 – 02.2019
Vision & Goal Setting	03.2019 – 05.2019
Institutional framework	04.2018 – 05.2019
Budgeting & Finance	04.2018 – 05.2019
Capacity Development	12.2018 – 01.2020
Monitoring & Reporting — MRV	03.2018 – 09.2018
Summary of activities and writing the NUMP	06.2019 – 11.2019
Submission of a NAMA* Urban Transport to the CCNUCC	10.2019 – 01.2020
Coordination and Management	09.2019 – 01.2020

Chances/opportunities identified

- ❖ Tunisia showed a concrete wish for implementing decentralization through the new Constitution published in 2014,
- ❖ In line with the commitments undertaken by the Tunisian Government at COP21 in Paris, urban transports are part of the Tunisia strategy for reducing GHG emissions,
- ❖ The main urban transport law (33/2004) is under review,
- ❖ The city of Sfax elaborated a SUMP-NAMA* in 2016,
- ❖ The ANME (Agence Nationale pour la Maîtrise de l’Energie) is implementing a national strategy for elaborating SUMP in large and middle cities.



Capacity development

Steering committees	Peer-to-peer learning events Workshops/seminars	Training programs
1	5	2

Results

Main achievements in 2018

- ❖ **Activities**
 - Establishment of a GHG inventory and GHG projections for the road and railroad transport sector,

- Development of a short-list of technical activities for GHG mitigation,
- Launch of the NUMP process: Launching of one workshop under the aegis of the Prime Minister (18/10/2018) and 2 workshops of the Working Group in charge of the NUMP elaboration (October

NAMA*: Nationally Appropriate Mitigation Action

- Revival of the signing process of the MobiliseYourCity Tunisia Convention following the change of Minister (December 2018),
- Launch of a diagnosis on the Observatory of Urban Mobility (December 2018),
- Elaboration of a first NAMA/NUMP Concept.

❖ Deliverables

- 2 diagnosis related to NUMP elaboration: Governance and financial mechanisms.
- GHG emission inventory and projections;
- Short-list of technical mitigation actions;
- NAMAç/NUMP Concept

❖ Capacity Development

- Launched of a diagnosis on the Observatory of Urban Mobility (December 2018).

Outlook for 2019

- Vision, Goal Setting and NUMP elaboration,
- Launch of Capacity development activities,
- Submission of a NAMA Urban Transport to the CCNUCC.

Key Indicators

Outputs

Indicators	Baseline 2016	Milestone 31/12/2017	Current value 31/12/2018	Target 2019
Progress of SUMP development (in % of progress)	1 SUMP Tunis (90%) 1 SUMP Sfax	N/A	N/A	N/A
Development of an action plans with a financial strategy covering 70% of the action plan for the next 5 years (in % of progress)	0%	0%	0%	100%

Core Activities & Results

Design of a system and procedures to collect and process key information on urban mobility (incl. related GHG emissions) with help from the MobiliseYour-City Partnership (in % of progress)	0%	0%	25% (GHG data collection system in place)	25% (Roadmap for the creation of a National Observatory of Urban Mobility)
Utilisation of system and procedures to collect and process key information on urban mobility during SUMP development (in % of progress)	0%	0%	0%	25% (Guidelines for SUMP development in Tunisia)
Number of methodological frameworks / toolkits on NUMPs and SUMPs developed and made freely available to beneficiary partners (online or directly) <i>Nota bene: It may include SUMP approach / NUMP approach - MRV approach / Terms of references / Digital mobility strategy</i>	0	0	1 (MRV approach)	3 (MRV approach, SUMP guidelines, Roadmap for the creation of a National Observatory of Urban Mobility)
No. of local actors trained under Partnership 's capacity building programmes in the city.	0	0	0	Trainings foreseen by CEREMA & GIZ but no target value defined

Outcomes

Indicators	Baseline 2018	Target 2030
GHG emission mitigation GHG emissions from transport (road and rail direct emissions)	9.2 million tonnes CO ₂ e (est. 2016)	15.3 million tonnes CO ₂ e in 2030 (BAU) & 12 million tonnes CO ₂ e in 2030 (mitigation scenario)
Modal split Share of public and non-motorised transport of total urban transport	Sfax: 29% Collective cabs 6% Public Transport & Walking *Source: APS Tramway Sfax, SYSTRASTUDI, 2019	Not defined
Accessibility Proportion of city population that has convenient access to public transport. disaggregated by age group. sex and persons with disabilities	NA	NA

Indicators	Baseline 2018	Target 2030
Safety Number of traffic fatalities (road, rail, etc.) As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident)	2017: 1.364 death related to a road accident (X/100,000)	NA



Image 21: Street in Tunisia

Reference: CODATU

3.2.3. Cameroon (Douala, Yaoundé)

Douala

Key Facts



Beneficiary Partner:	Urban Community of Douala
Funding source for support:	French Facility for Global Environment (FFEM) and IN-TRA-ACP (EU)
Duration of commission:	July 2016-Dec 2019
Volume:	EUR 0,4M€ (FFEM)
Implementing Partner(s):	AFD, CODATU (MobiliseYourCity Secretariat)
Additional private or public funding?	To be expected to finance the SUMP action plan



Population (2015):	Land area (2015):	GDP per capita (NA):	Urban growth rate (NA):
2.7 million	210 km ²	\$2,952	6%

The Challenge

Cameroon, with its 25M inhabitants, is undergoing a rapid population growth. With 52% of its population living in cities, it is the most urbanized country in Central Africa. By 2020, more than two thirds of Cameroonians will live in urban areas. The country is dominated by two major cities: Douala, the economic capital (2.7M inhabitants in 2015) and Yaoundé, the administrative capital (2.5M inhabitants in 2015).

About 80% of the trips are made by foot, despite the bad conditions and lack of walkways, and moto-taxis are the main mode of transport in the city (with different services: fixed route, on-demand etc.). Sometimes, they can carry up to 3 passengers. Taxis, mini-buses and buses also ensure people's mobility.

❖ The major challenges are:

- The urban sprawl and the recent development of informal mobility solutions (moto-taxi, mini-bus) to serve the suburban areas,
- The lack of regulation of these informal modes of transport,
- The lack of infrastructures, as well as the lack of accessibility to public transport,
- The high rate of road fatalities,
- The bad conditions of road infrastructures,
- The obsolescence of moto-taxis and mini-buses, sources of greenhouse gas emissions,
- The lack of integration between formal and informal transport,

- The high traffic congestion, the unregulated on-street parking, unregulated market activities and street vendors,
- The lack of decentralization, especially when it comes to funding.

❖ **Modal share:**

- Moto-taxis: 18.5%
- Cars and SUV: 12.22%
- Taxis: 19.8%
- Minibus: 1.61%
- Bus: 6.1%
- Other: 4.8%

Technical Assistance

❖ **Strategic objectives**

- Assessment of the implementation over the last decade of the existing urban mobility plan, developed in 2008 and 2010,
- Revision of the 2008/2010 urban mobility plans for upgrading to a SUMP (with a GHG reduction component), based on a diagnosis, updated and sound data on mobility,
- Establishment of a vision for the next 10 years, based on an action plan detailing the short term (1-2 years), mid-term (5 years) and long term (10 years) actions,
- Establishment of a realistic financing plan, with description of the sources of revenue (local/national/international).

❖ **Operational objectives**

- Organization of workshops with local stakeholders,
- Assessment of the identified ongoing projects:
 - Development of a ring road and implementation of a BRT, with the construction of a bridge over the Wouri river (Project under the aegis of the Urban Community of Douala),
 - Development of a BRT connecting the city-center and the ring-road,
 - Implementation of BRT pilot projects on 3 corridors, to be operated by SOCATUR, with last-mile connectivity ensured by the traditional sector (ongoing study by a consulting firm, under the aegis of the Prime Minister),
 - Development of a by-pass road, linking both sides of the Wouri river through a 4th bridge (ongoing study by a consulting firm, under the aegis of the Public Works Ministry)
 - Construction of a 2nd bridge over the Wouri;
 - Construction of 2 main roads, across Douala city,
 - Extension of the Republic Boulevard towards the north.

Core Activities & Results

- Improvement of the multimodal integration, passenger information and development of ITS (Intelligent Transport Systems),
- Improvement of pedestrian infrastructures,
- Development of an Urban Mobility Monitoring Center to collect and centralize all data,
- Development of training programs and exchanges with other cities.



Image 22: Map of Douala



Image 93: SOCATUR AC buses in Douala (2015)

Reference: Codatu

Progress of Implementation

Initiation (“MobiliseDays”)	June 2016
Inventory & Evaluation	January – July 2018
Goal Setting & Strategic Phase	July – November 2018
Action Plan and Funding Pattern	November – April 2019
Governance and Participatory Process	January 2018 – April 2019

Chances/opportunities identified

- ❖ Economic vitality (major port and companies),
- ❖ Existence of an Urban Mobility Plan prepared in 2008 and 2010 (action plan not yet implemented)
- ❖ 80% of walk trips and/or informal trips (bicycles),
- ❖ Stability and strong structure of the local administration (with high-level officers); excellent urban transport team in the UCD.

Risks and risk mitigation measures

- ❖ Rapid population growth (4.8% per year, 4M inhabitants by 2025),
- ❖ Flooding of road infrastructures,
- ❖ Informal settlements,
- ❖ Lack of road infrastructures in working-class areas.



Capacity development

Steering committees	Peer-to-peer learning events / Workshops/seminars	Training programs	City-to-city exchange	Study tours
3	8	2	3	3

Results

Main achievements in 2018

❖ Deliverables & Documents

- Preparation of the tender documents (review and validation by local and national counterparts),
- Launch of the tender to revise and upgrade the SUMP in Douala,
- Selection of the consultancy,
- Preparation of the consultant's intervention,
- SUMP development kick-off meeting (January),
- Launch of the work on SUMPs (15 months),
- Launch of the activities at the national level.

Outlook for 2019

- SUMP validation, according to national requirements in particular,
- Implementation of quick wins/short term actions.

Key Indicators

Outputs

Indicators	Baseline 2016	Milestone 31/12/2017	Current value 31/12/2018	Target 2020
Progress of SUMP development (in % of progress)	0	10%	70%	100%
Development of an action plan with a financial strategy covering 70% of the action plan for the next 5 years (in % of progress)	0	0	70%	100%
Design of a system and procedures to collect and process key information on urban mobility (incl. related GHG emissions) with help from the MobiliseYourCity Partnership (in % of progress)	0	0	100%	100%

Indicators	Baseline 2016	Milestone 31/12/2017	Current value 31/12/2018	Target 2020
Utilisation of system and procedures to collect and process key information on urban mobility during SUMP development (in % of progress)	0	0	100%	100%
Number of methodological frameworks / toolkits on NUMPs and SUMP developed and made freely available to beneficiary partners (online or directly) <i>NB: It may include SUMP approach / NUMP approach - MRV approach / Terms of references / Digital mobility strategy</i>	0	0	3	5
No. of local actors trained under Partnership 's capacity building programmes in the city.	0	0	50	100

Yaoundé

Key Facts



Beneficiary Partner:	Urban Community of Yaoundé
Funding source for support:	French Facility for Global Environment (FFEM) and INTRA-ACP (EU)
Duration of commission:	Intra-ACP (Dec 2017-March 2022)
Volume:	0,5 M€ (Intra-ACP)
Implementing Partner(s):	AFD, CODATU (MobiliseYourCity Secretariat)



Population (year):	Land area (year):	GDP per capita (NA):	Urban growth rate (NA):
2.5 million	108 km ²	\$3169	6%

The Challenge

Yaoundé's population is expected to grow up to 3.3M inhabitants by 2025, what will result in important challenges for urban services, urban transport being one of the first services that will be impacted. The consequential urban sprawl will require the development of additional 650 hectares of land per year.

As of today, the major mobility challenges for Yaoundé are the following:

- Urban sprawl and recent development of informal mobility solutions (moto-taxi, mini-bus) to serve the suburban areas,
- Control over urban sprawl,
- Congestion management,
- Development of a public transport network, relying on mass transit systems,
- Development of public transport infrastructures,
- Access to work, markets and educational services by public transport, walking or cycling,
- Availability of affordable transport options for all citizens,
- Air pollution, environment protection, public health and security,
- Regulation and integration of informal public transport (paratransit).

Technical Assistance

❖ Strategic objectives

- Assessment of the implementation over the last decade of the existing urban mobility plan, developed in 2010,

Core Activities & Results

- Revision of the 2010 urban mobility plan to upgrade it to a SUMP (with a greenhouse gas – GHG - emission reduction component), based on a diagnosis, along with updated and sound data on mobility,
- Establishment of a vision for the next 10 years, based on an action plan detailing the short term (1-2 years), middle term (5 years) and long term (10 years) actions,
- Establishment of a realistic financing plan, with description of the sources of revenue (local/national/international).

❖ Operational objectives

- Organization of workshops with local stakeholders,
- Assessment of the identified ongoing projects:
 - Construction of the Yaoundé-Nsimalen highway,
 - Development of the access to Olembe from the North,
 - Rehabilitation of the 5.502 road (Tradex eleveurs – Chapelle Ngoussou),
 - Rehabilitation of the 4007 road (Mvog Atangana Mballa and Mbog Mbi) and its feeders,
 - Development of Simbock intersection,
 - Rehabilitation of the access road to the Simbock International War School of Yaoundé,
 - Rehabilitation of roads in Mvog Ada neighborhood,
 - Reinforcement of the presidential itinerary from Nsimalen.
- Improvement of the multimodal integration,
- Development of an Urban Mobility Monitoring Center to collect and centralize all data,
- Development of training programs.



Image 24: Map of Cameroun



Image 25: City of Yaoundé



Capacity development

Steering committees

06

Peer-to-peer learning events / Workshops/seminars

02

Progress of Implementation

Initiation (“MobiliseDays”)	June 2016
Inventory & Evaluation	January – October 2018
Goal Setting & Strategic Phase	October 2018 – March 2019
Action Plan and Funding	March – May 2019
Governance and participatory process	January 2018 – May 2019
Articulation of the SUMP with the national strategy and support in its consolidation	March 2019

Chances/opportunities identified

- ❖ Presence of the national government in Yaoundé: involvement in the management of the city,
- ❖ Presence of a 2020 City Master Plan, prepared in 2008, with clear objectives in terms of city development and mobility planning,
- ❖ Existence of an Urban Mobility Plan prepared in 2010 (action plan not yet implemented),
- ❖ Ongoing EU study about Yaoundé’s by-pass road development.

Risks and risk mitigation measures

- ❖ Annual population growth of 6%,
- ❖ Urban sprawl,
- ❖ Traffic congestion, Air pollution,
- ❖ Difficulties in developing infrastructures, with regards to the geography of the city (uneven ground, river system),
- ❖ Insufficient infrastructures and equipment.

Results

Main achievements in 2018

- ❖ **Deliverables & Documents**
- SUMP development kick-off meeting,

Core Activities & Results

- NUMP elaboration kick-off meeting,
- First participatory workshop gathering institutional and transport operators' representatives,
- Household survey,
- SUMP Diagnosis report,
- NUMP preliminary diagnostic and advices report,
- Second participatory workshop gathering institutional, local authorities, operators, academics, economic and civil society representatives.

Outlook for 2018

- NUMP national review seminar,
- Proposition of different scenarios and selection of the best one,
- Goal setting and strategic planning for the best scenario,
- Action plan and funding proposition for the best scenario,
- Completion of the SUMP (May 2019),
- Completion of the NUMP report (April 2019).

Key Indicators

Outputs

Indicators	Baseline 2016	Milestone 31/12/2017	Current value 31/12/2018	Target 2020
Progress of SUMP development (in % of progress)	0	0	50%	100%
Development of an action plans with a financial strategy covering 70% of the action plan for the next 5 years (in % of progress)	0		20%	100%
Design of a system and procedures to collect and process key information on urban mobility (incl. related GHG emissions) with help from the MobiliseYourCity Partnership (in % of progress)	0		10%	100%
Utilisation of system and procedures to collect and process key information on urban mobility during SUMP development (in % of progress)	0		100%	
Number of methodological frameworks / toolkits on NUMPs and SUMPs developed and made freely available to beneficiary partners (online or directly) <i>NB: It may include SUMP approach / NUMP approach - MRV approach / Terms of references / Digital mobility strategy</i>	0	1 framework for GHG emissions tool	0	2: CUBE software and strategic spreadsheet approach
No. of local actors trained under Partnership's capacity building programmes in the city.	0		0	10 to 20

Outcomes

Indicators	Base line 2018
GHG emission mitigation GHG emissions from transport	0,782 MtCO ₂ e per year
Modal split Share of public and non-motorised transport of total urban transport (in pkm -not trip)	75%
Accessibility Proportion of city population that has convenient access to public transport. disaggregated by age group. sex and persons with disabilities	very limited access to public bus
Safety Number of traffic fatalities (road, rail, etc.) As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident)	180 Pers. In 2017 0.06 for 10000 (in thousands)

3.2.4. Senegal (Dakar)

Key Facts



Beneficiary Partner:	CETUD (Conseil Exécutif des Transports Urbains de Dakar), Transport Authority of Great Dakar
Funding source for support:	French Facility for Global Environment (FFEM)
Duration of commission:	15 months
Volume:	400 000 EUR (FFEM).
Implementing Partner(s):	AFD, CODATU



Population (year):	Land area (year):	GDP per capita (2016):	Urban growth rate (2012):
3.1 million	547 km ²	\$958 (2016)	43.8% (2012)

The Challenge

The region of Great Dakar covers 25% of the country total population et 50% of its urban population but only on 0,3% of its geographic. It is estimated that the population will grow up to 5 million of inhabitants by 2030 in the area.

Walking is the most used means of transport: it amounts for 70% of total transport used during week time. On average, the current transport system is not efficient: the high number of operators and the disorganisation of the supply of mass transport lead to road congestion by cars, buses and taxis. This situation gives rise to negative externalities: traffic jam; air pollution, road insecurity, accelerated road damaging, and expensive cost of transport for households (about 25% of the food budget). This situation is getting worst with the increasing number of private vehicles.

Since 1992, Senegal has engaged in a reform of the transport sector. In 2007, a SUMP was produced in the scope of Great Dakar and several projects of mass transport have been launched. Among them, two major projects:

- In the south area: Line of Express Regional Train, between the city centre and the urban area of Diamniadio,
- In the north: BRT lane between the city center and Guédiawaye.

Technical Assistance

The objectives assigned to the consultancy in charge of developing the SUMP are as follows:

- ❖ Assess the existing urban mobility plan, developed in 2007, and its implementation over the past decade,
- ❖ Revise the 2007 urban mobility plan and develop a new Sustainable Urban Mobility Plan that:
 - Capitalizes on existing studies, plans and documents related to urban mobility in Dakar,
 - Is aligned with the Senegal Government's strategy related to urban mobility,
 - Maximizes the positive impact of the ongoing mass transport projects (TER and BRT), in terms of drawdown, intermodal connections, and ticketing,
 - Is the result of a participatory process, involving stakeholders from the public and private sectors, universities, civil society, etc.,
 - Is ready to be adopted by the Dakar transport authority (CETUD), the national government and the relevant authorities.



Image 26: Map of Senegal



Image 27: Street of Dakar

Chances/opportunities identified

- ❖ Increasing awareness in Senegal about the lack of public transport supply and its effect on air pollution and traffic congestion,
- ❖ Robust institutional framework (CETUD) with clear mandate and legitimacy to develop the new SUMP,
- ❖ Availability of recent and relevant data (recent studies have been produced about mobility patterns, mass transit transport and bus and mini-bus network).

Risks and risk mitigation measures

- ❖ Potential difficulties regarding the participatory aspect: high number of operators, role of the informal transport.



Capacity development

Training programs

2 local executives trained on the MRV - GHG methodology

Results

Main achievements in 2018

- Process of selection of the consultancy in charge of developing Dakar SUMP,
- Training of CETUD executives to MRV – GHG methodology.

❖ Deliverables & Documents

- Publication of the document presenting the terms of reference for the SUMP development. This document was produced jointly by CETUD, AFD and the MobiliseYourCity Secretariat.

Outlook for 2019

- Final selection of the consultancy,
- Launch of operations for the development of the SUMP (Diagnosis, Goal setting, etc,...).

3.3. Asia



Image 28: Bus stop in the Philippines

Reference: C. Mettke

3.3.1. India (Ahmedabad, Kochi, Nagpur)

Key Facts

	Beneficiary Partner:	Ministry of Housing and Urban Affairs (MOHUA) Cities of Ahmedabad, Kochi and Nagpur
	Funding source for support:	Asia Investment Facility (AIF)
	Duration of commission:	4 years
	Volume:	EUR 3.5 M
	Implementing Partner(s):	AFD



Population (2016):	Land area (2016):	GDP per capita (2016):	Urban growth rate (2016):
1 324 million	3,287 million km ²	\$2,264 billion	2.3 %

The Challenge

❖ Overview of the situation in the country

- 1.2 billion inhabitants in India and 40 cities with over one million inhabitants,
- India is the third global source of greenhouse gas (GHG) emissions,
- Urban population: 32.7% of total population with an annual growth rate of around 2.3 %, expected to grow from 377M urban inhabitants today to 590M in 2030.

❖ Urban mobility characteristics

- Increase in urban mobility needs, resulting from the increase in urban population,
- Lack of appropriate infrastructures and services: only 20 out of 85 cities with over 500,000 inhabitants benefit from a bus network,
- Until recently, public transport was operated with old and polluting rolling stock,
- Rapid development of mass transit systems in main cities – mostly metros.

Technical Assistance

❖ Strategic objectives

- Support three pilot cities in India (Nagpur, Kochi and Ahmedabad) in their efforts to reduce their greenhouse gas (GHG) emissions related to urban transport by implementing urban mobility plans at the local level (project-based approach),
- Support India at the national level to improve their sustainable transport policy (policy-based strategy), notably by registering the country under the United Nations Framework Convention on Climate Change (UNFCCC) Secretariat.

❖ **Operational objectives**

- Elaboration of a toolkit for sustainable and appropriated Comprehensive Mobility Plans (CMP) preparation, and definition of monitoring indicators,
- Capacity-building for Municipal Corporations and Unified Metropolitan Transport Authorities to (i) implement the toolkit in their cities, (ii) elaborate strategies for low carbon transport with city’s stakeholders, (iii) ensure these strategies are monitored through data collection, (iv) transfer the data at the national level,
- Preparation of CMP with city’s stakeholders,
- Creation of a unit or a dedicated body within Urban Local Bodies to collect data and monitor the progress of CMP implementation as a “mobility observatory”,
- Preparation of a pre-feasibility study on the identified urban transport priority corridor,
- Dissemination of investment opportunities in urban transport among the donors’ community and advice to Urban Local Bodies on climate finance access,
- Support to a national body to gather the data collected at the local level,
- Elaboration of a Transport NAMA (Nationally Appropriate Mitigation Action) document (or equivalent certification of GHG reductions) along with the Ministry of Urban Development and the Ministry for Environment and Forestry,
- Registration under UNFCCC Secretariat.



Image 29: Map of India

Reference: Google Map



Image 30: Street in India

Reference: AFD

Progress of Implementation

Initiation (“MobiliseDays”)	03.2018 – 03.2019
Recruitment of a PIU (Project Implementation Unit)	10.2018
Improved toolkit for sustainable comprehensive mobility plan	01.2019 – 09.2020
Monitoring & Reporting – MRV	01.2019 – 09.2020
Transport NAMA document	06.2019 – 09.2020
Capacity Development	01.2019 – 09.2020

Chances/opportunities identified

- ❖ Political commitment is limiting the impact of urban mobility on the environment and on air quality, as demonstrated by the National Clean Air Program, launched by the Government of India in January 2019.

Risks and risk mitigation measures

- ❖ Risk of delay linked to a change in the implementation's scheme programme formalised in 2018,
- ❖ The new implementation scheme is operational since July 2018. However, the AFD has decided to launch the MobiliseYourCity program through the organisation of MobiliseDays in Kochi and Nagpur, respectively in March and August 2018. A Project Implementation Unit (PIU), in charge of the coordination and management of the program, was recruited in October 2018. An action plan has been elaborated by the PIU and is followed by AFD, in order to avoid the increase of delays regarding the implementation calendar.



Capacity development

Peer-to-peer learning events / Workshops/seminars

1 MobiliseDays event (Kochi, Nagpur) in August 2018

Results

Main achievements in 2018

- ❖ **Policies and targets**
 - MobiliseDays organized in Kochi (March 2018),
 - MobiliseDays organized in Nagpur (August 2018),
 - Priority Action Plans identified in Kochi and Nagpur,
 - Presentation of MobiliseYourCity to the new representatives of Ahmedabad Municipal Corporation and planification of MobiliseDays workshop
 - A new implementation scheme of the program was agreed with the Government of India and with the EU, then formalised through the signature of an amendment (July 2018) to the Delegation Agreement between EU and AFD and the signature of an Implementation Agreement between MoHUA and AFD on September 6th, 2018.

❖ **Capacity Development**

- A Project Implementation Unit (PIU), in charge of the coordination and management of the program, as well as of the implementation of a capacity building program, was recruited in October 2018.

Outlook for 2019

- Organization of a MobiliseDays at the national level in Ahmedabad,
- Improvement of the toolkit for sustainable Comprehensive Mobility Plans,
- Definition of a MRV methodology,
- Review of the existing National Urban Transport Policy (NUTP), definition of a methodology to elaborate a NAMA document and recruitment of a consultant to elaborate this NAMA document,
- Definition and implementation of the Capacity Building program at national level and in each 3 cities,
- Launch of studies to improve, in the framework of a participatory process, the existing Comprehensive Mobility Plans in the 3 cities,
- Identification of a priority corridor on which a prefeasibility plan could be carried out in each of the 3 cities.

Ahmedabad

Key Facts

	Beneficiary Partner:	Ahmedabad Municipal Corporation
	Funding source for support:	Asia Investment Facility (AIF)
	Duration of commission:	4 years
	Volume:	EUR 3,5M (total amount for MobiliseYourCity India program including 3 cities and the national level)
	Implementing Partner(s):	AFD



Population (2011):	Land area (2011):	GDP per capita:	Urban growth rate (2011):
5,5 million	464 km ²	NA	4,7 %

The Challenge

❖ **Urban mobility characteristics**

- Well-developed existing public transport network: BRT & urban buses,

- Upcoming metro network (40 km) to start operation from 2019 on.

❖ Presentation of the ambition of the programme

- To strengthen integrated land-use transport planning for reducing the travel distance and time,
- To promote fare integration of public transport modes & assure last mile connectivity,
- To emphasize on-street design & management and integration in Local Area Plans,

Technical Assistance

❖ Strategic objectives

- Support the pilot city of Ahmedabad in its efforts to reduce their greenhouse gas (GHG) emissions related to urban transport by implementing urban mobility plans at a local level (project-based approach).

❖ Operational objectives

- Elaboration of a toolkit for sustainable and appropriated Comprehensive Mobility Plans (CMP) preparation, and definition of monitoring indicators,
- Capacity-building for Municipal Corporations and Unified Metropolitan Transport Authorities to (i) implement the toolkit in their cities, (ii) elaborate strategies for low carbon transport with city's stakeholders, (iii) ensuring a monitoring of the implementation of those strategies through data collection, (iv) transferring the data at the national level,
- Preparation of CMP improvements with city's stakeholders,
- Creation of a Unit or a dedicated body within Urban Local Bodies to collect data and monitor the progress of CMP implementation as a "mobility observatory".

Progress of Implementation

Initiation ("MobiliseDays")	Early 2019
Recruitment of a PIU (Project Implementation Unit)	10.2018
SUMP Improvement	01.2019 – 09.2020
Monitoring & Reporting – MRV	01.2019 – 09.2020
Prefeasibility study for a priority corridor	06.2019 – 09.2020
Capacity Development	01.2019 – 09.2020

Chances/opportunities identified

The program will start in Ahmedabad early 2019 – issues under evaluation

Risks and risk mitigation measures

- ❖ Delay in the implementation of the program,
- ❖ Project implementation unit recruited in October 2018, in charge of the elaboration and follow-up of an action plan.

Results

Main achievements in 2018

- Project Implementation Unit recruited on October 2018: a team from the consulting company UMTc, supported by ITDP as subcontractor, will be in charge of the coordination and management of the program. One full time expert will be present in Ahmedabad to implement MobiliseYourCity in this city,
- Ahmedabad Municipal Corporation has officially received the MobiliseYourCity membership certificate, certificate from the AFD on December 2018,
- MoU (Memorandum of Understanding) for implementation of the programme is under negotiation.

Outlook for 2019

- MobiliseDays to be organized in 2019,
- Elaboration and implementation of a training plan to reinforce the technical capacities of local stakeholders involved in the urban mobility field,
- Launch of studies to improve, in the framework of a participatory process, the existing Comprehensive Mobility Plan of Ahmedabad.

Kochi

Key Facts

	Beneficiary Partner:	Ministry of Housing and Urban Affairs (MOHUA) City of Kochi
	Funding source for support:	Asia Investment Facility (AIF)
	Duration of commission:	4 years

Volume: EUR 3,5M (total amount for MobiliseYourCity India program including 3 cities and the national level)

Implementing Partner(s): AFD



Population (2011):	Land area (2011):	GDP per capita (2017):	Urban growth rate (2011):
2,1 million	632 km ²	\$ 2 800	1 %

The Challenge

❖ Situation in the city

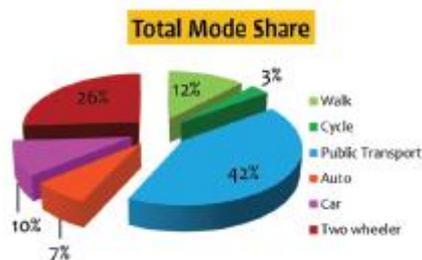
- First phase of a metro system commissioned in 2016,
- Various successful initiatives to integrate the metro with other modes of transport: smart card, agreement with Auto-rickshaw associations, NMT (Non-Motorized Track) infrastructure around the metro stations,
- Creation of a Unified Metropolitan Transport Authority (UMTA) ongoing.

❖ Mobility challenges

- Lack of appropriation of the Comprehensive Mobility Plan (CMP) by the involved stakeholders,
- Climate impact not considered by the CMP,
- Metro ridership and revenues below forecasts, mainly because of inappropriate fares and a competition with city buses,
- Data on urban mobility uncomplete and not opened.

Urban mobility characteristics:

- per capita trip rate: 1,04\$
- average trip length: 10,8km
- average trip time: 24 min (in private vehicles), 59 min (in public transport)
- average vehicle speed: 23,87 km/h



Technical Assistance

❖ Strategic objectives

- Support the pilot city of Kochi in its efforts to reduce their greenhouse gas (GHG) emissions related to urban transport by implementing urban mobility plans at local level (project-based approach).

❖ Operational objectives

- Elaboration of a toolkit for sustainable and appropriated Comprehensive Mobility Plans (CMP) preparation, and definition of monitoring indicators,
- Capacity-building for Municipal Corporations and Unified Metropolitan Transport Authorities to (i) implement the toolkit in their cities, (ii) elaborate strategies for low carbon transport with city's stakeholders, (iii) ensuring a monitoring of the implementation of those strategies through data collection, (iv) transferring the data at the national level,
- Preparation of CMP improvements with city's stakeholders,
- Creation of a Unit or a dedicated body within Urban Local Bodies to collect data and monitor the progress of CMP implementation as a "mobility observatory".

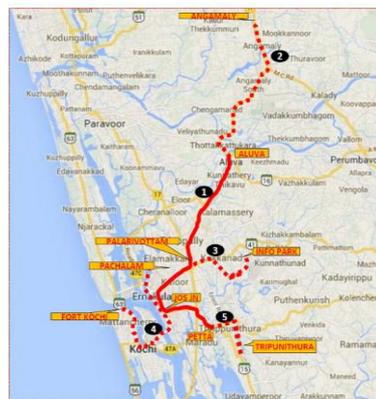


Image 31: Map of Kochi



Image 32: City of Kochi

Progress of Implementation

Initiation (“MobiliseDays”)	03.2018
Recruitment of a PIU	10.2018
SUMP Improvement	01.2019 – 09.2020
Monitoring & Reporting – MRV	01.2019 – 09.2020
Prefeasibility study for a priority corridor	06.2019 – 09.2020
Capacity Development	01.2019 – 09.2020

Chances/opportunities identified

- ❖ Broad high-level consensus around the need for an integrated system to provide a seamless mobility experience, and for a coordinated approach with urban and metropolitan planning,
- ❖ On-going updating of the State of Kerala Action Plan,
- ❖ Updated Metropolitan Master Plan at Greater Cochin Development Authority level is expected to be launched,
- ❖ De facto influence of commercial development on Kochi’s urban pattern (e.g. current investment along the bypass) illustrates the potential for private sector cooperation models ,
- ❖ Kerala Railway Development Agency has been set up post-CMP and is studying projects with strong potential impacts on Kochi e.g. ‘semi-high speed’ new N/S infrastructure crossing the city with a new alignment.

Risks and risk mitigation measures

Risks	Mitigation measures
Delay in the implementation of the program	Project implementation unit recruited in October 2018; elaboration and follow-up of an action plan
Lack of appropriation of the CMP by the local stakeholders	At least 2 participatory workshops planned in Kochi
Financial sustainability of the metro system	Proposition made to Kochi’s Authorities to work on the fare policy and financial sustainability of public transport



Capacity development

Peer-to-peer learning events / Workshops/seminars

2 days of MobiliseDays event in March 2018

Results

Main achievements in 2018

Project Implementation Unit recruited on October 2018: a team from the consulting company UMTC, supported by ITDP as subcontractor, will be in charge of the coordination and management of the program. One full time expert was present in Kochi to implement MobiliseYourCity in this city.

MobiliseDays organised in Kochi in March 2018: with the participation of main stakeholders from Kochi, a roadmap for MobiliseYourCity program, identifying priority areas, has been elaborated for Kochi.

Outlook for 2019

- Elaboration and implementation of a training plan to reinforce the technical capacities of local stakeholders involved in the field of urban mobility;
- Launch of studies to improve the existing comprehensive mobility plan of Kochi, with regards to the framework of a participatory process;
- Identification of a priority corridor on which a prefeasibility could be carried out.

Key Indicators

Outputs

Indicators	Baseline 2016	Milestone 31/12/2017	Current value 31/12/2018	Target 2019
Progress of SUMP development (in % of progress)	0%	50%	50%	60%
Development of an action plans with a financial strategy covering 70% of the action plan for the next 5 years (in % of progress)	0%	40%	40%	60%
Design of a system and procedures to collect and process key information on urban mobility (incl. related GHG emissions) with help from the MobiliseYourCity Partnership (in % of progress)	0%	0%	0%	20%
Utilisation of system and procedures to collect and process key information on urban mobility during SUMP development (in % of progress)	N/A	N/A	N/A	N/A

Indicators	Baseline 2016	Milestone 31/12/2017	Current value 31/12/2018	Target 2019
Number of methodological frameworks / toolkits on NUMPs and SUMP's developed and made freely available to beneficiary partners (online or directly) <i>Nota bene: It may include SUMP approach / NUMP approach - MRV approach / Terms of references / Digital mobility strategy</i>	1	2	2	3
No. of local actors trained under Partnership 's capacity building programmes in the city.	0	0	0	20

Nagpur

Key Facts

	Beneficiary Partner:	Nagpur Municipal Corporation via Nagpur Smart and Sustainable City Development Corporation Limited
	Funding source for support:	Asia Investment Facility (AIF)
	Duration of commission:	4 years
	Volume:	EUR 3,5M (total amount for MobiliseYourCity India program including 3 cities and the national level)
	Implementing Partner(s):	AFD



Population (2011):	Land area (2011):	GDP per capita (2017):	Urban growth rate (2011):
2,4 million	217 km ²	\$3000	1,7 %

The Challenge

❖ Situation in the city

- Two metro lines project are under construction (expected to be completed in 2019-2020),
- The city is facing a weak share of bus in public transports due to reduced number of buses and their poor condition,
- A strong fleet of auto-rickshaws (around 17 000, 55% of modal share) are registered in the area and a small fleet of e-rickshaws are present,
- Ongoing creation of a Unified Metropolitan Transport Authority (UMTA),

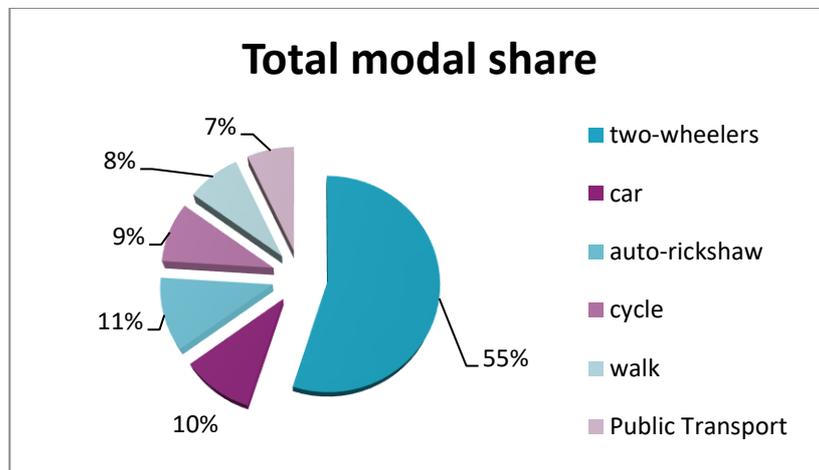
- As a Smart City, Nagpur has developed pilot projects to improve traffic management system & air quality measures,

❖ **Mobility challenges**

- Lack of appropriation of the Comprehensive Mobility Plan (CMP) by the involved stakeholders,
- Climate impact not considered by the CMP,
- Data on urban mobility are uncomplete and not freely accessible,
- Bus rationalisation and tariff increase are needed to support the financial sustainability of the metro system,
- Multi-modal integration & Parking policy have to be thought to support public mass transport service.

❖ **Urban mobility characteristics**

- average trip length on private motorised vehicle: 5.54 km,
- average trip length on public transport: 9.4 km,
- average network speed: 27 km/h.



Technical Assistance

❖ **Strategic objectives**

Support the pilot city of Nagpur in its efforts to reduce their greenhouse gas (GHG) emissions related to urban transport by implementing urban mobility plans at local level (project-based approach).

❖ **Operational objectives**

- Elaboration of a toolkit for sustainable and appropriated Comprehensive Mobility Plans (CMP) preparation, and definition of monitoring indicators,

- Capacity-building for Municipal Corporations and Unified Metropolitan Transport Authorities to (i) implement the toolkit in their cities, (ii) elaborate strategies for low carbon transport with city's stakeholders, (iii) ensuring a monitoring of the implementation of those strategies through data collection, (iv) transferring the data at the national level,
- Preparation of CMP improvements with city's stakeholders,
- Creation of a Unit or a dedicated body within Urban Local Bodies to collect data and monitor the progress of CMP implementation as a "mobility observatory".

Progress of Implementation

Initiation ("MobiliseDays")	08.2018
Recruitment of a PIU	10.2018
SUMP Improvement	01.2019 – 09.2020
Monitoring & Reporting – MRV	01.2019 – 09.2020
Prefeasibility study for a priority corridor	06.2019 – 09.2020
Capacity Development	01.2019 – 09.2020

Chances/opportunities identified

- ❖ Consensus on need for managing streets and roads of Nagpur in order to achieve the desired mobility vision, via knowledge sharing, enforced communication between institutions, public awareness & pilot activities. This shall be supported by MobiliseYourCity funds via CMP update & upgrade to SUMP,
- ❖ On-going smart cities mission pilot projects on smart mobility and intelligent traffic management & control system. MobiliseYourCity shall support the e-mobility pilot project & mobility data collection & use,
- ❖ Upcoming metro project that will structure the mass transport offer in Nagpur & support development of NMT around stations,
- ❖ Need to restructure/upgrade the urban bus services to support metro ridership,
- ❖ Consensus on the lack of parking areas and need for a finalised parking policy, to be harmonised with development of multimodal metro stations,
- ❖ Pardi Area-Based Development program is an opportunity to link transport & urban development projects in one pilot area.

Risks and risk mitigation measures

Risks	Mitigation measures
Delay in the implementation of the program	Project implementation unit recruited in October 2018; elaboration and follow-up of an action plan
Lack of appropriation of the CMP by the local stakeholders	At least 2 participatory workshops planned in Nagpur
Little enthusiasm at local level to harmonise bus public transport service	Proposition made to support the capacity building for reorganisation of bus service including feeder bus between Maha Metro & NMC



Capacity development

Peer-to-peer learning events / Workshops/seminars

2

Results

Main achievements in 2018

Project Implementation Unit recruited on October 2018: a team from the consulting company UMTC, supported by ITDP as subcontractor, will oversee the coordination and management of the program. One full time expert will be present in Nagpur to implement MobiliseYourCity in this city.

MobiliseDays organised in Nagpur in August 2018: through the participation of main stakeholders from Nagpur, a roadmap for the support-program, identifying priority areas, has been elaborated for Nagpur.

Outlook for 2019

- Elaboration and implementation of a training plan to reinforce the technical capacities of local stakeholders involved in the urban mobility field,
- Launch of studies to improve the existing Comprehensive Mobility Plan of Nagpur with regards to the framework of a participatory process,
- Identification of Pardi area as a pilot place to ameliorate area-based development integrating mobility & urban planning needs.

Key Indicators

Outputs

Indicators	Baseline 2016	Milestone 31/12/2017	Current value 31/12/2018	Target 2019
Progress of SUMP development (in % of progress)	0%	0%	50%	60%
Development of an action plans with a financial strategy covering 70% of the action plan for the next 5 years (in % of progress)	0%	0%	40%	60%
Design of a system and procedures to collect and process key information on urban mobility (incl. related GHG emissions) with help from the MobiliseYourCity Partnership (in % of progress)	0%	0%	0%	20%
Utilisation of system and procedures to collect and process key information on urban mobility during SUMP development (in % of progress)	N/A	N/A	N/A	N/A
Number of methodological frameworks / toolkits on NUMPs and SUMPs developed and made freely available to beneficiary partners (online or directly) <i>Nota bene: It may include SUMP approach / NUMP approach - MRV approach / Terms of references / Digital mobility strategy</i>	0	0	2	3
No. of local actors trained under Partnership's capacity building programmes in the city.	0	0	0	20

Outcomes

Indicators	Base line 2018	Target 2030
Air pollution GHG emissions from transport	160 000 tons/year	- 50000 tons/year
Modal split Share of public and non-motorised transport of total urban transport	24%	46%
Accessibility Proportion of city population that has convenient access to public transport. disaggregated by age group. sex and persons with disabilities	N/A	N/A

Indicators	Base line 2018	Target 2030
Safety Number of traffic fatalities (road, rail, etc.) As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident)	21 (road accidents)	0

3.3.2. Philippines



Image 33: Bus in the Philippines

Reference: C. Mettke

Key Facts



Beneficiary Partner:	Department of Transportation (DOTr)
Funding source for support:	International Climate Initiative (IKI), German Government
Duration of commission:	Until June 2019
Volume:	approx. 1M EUR
Implementing Partner(s):	GIZ

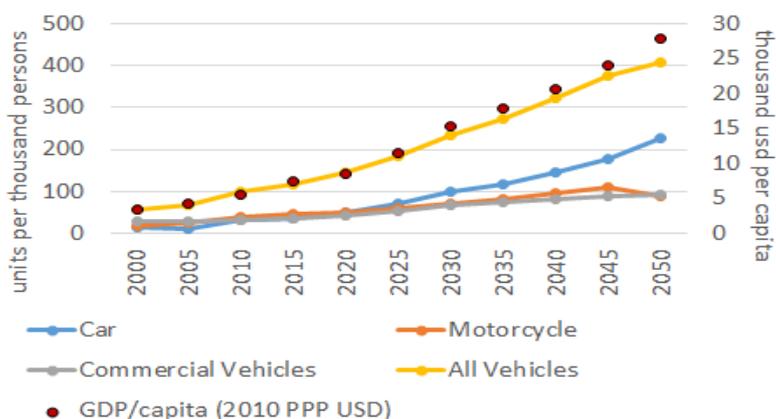


Population (2015):	Land area (2015):	GDP per capita (2017):	Urban growth rate (2016):
101 million	298,170 km ²	\$2,951.07	1.375%

The Challenge

❖ Description of the situation in the country

- Information on the population: 32% of the Philippine's population is under 15 years old, and 5% are over 65 years old. 1.57% are identified as persons with disabilities,
- One of the largest sources of air pollution and energy-related greenhouse gas (GHG) emissions in the Philippines is transport (Department of Energy, 2016), representing 34%, or 30.28 MtCO₂e of the total,
- On average, 20% of Filipinos' disposable income is spent on transport,
- Philippine GDP grew 6.9% in 2016 and 6.7% in 2017. 36.5% of the Philippines' GDP comes from Metro Manila, the capital region of the Philippines (Philippine Statistics Authority, 2017). The graph below compares vehicle growth with the GDP per capita (Clean Air Asia, 2017; Philippine Statistics Authority, 2017; LTO).



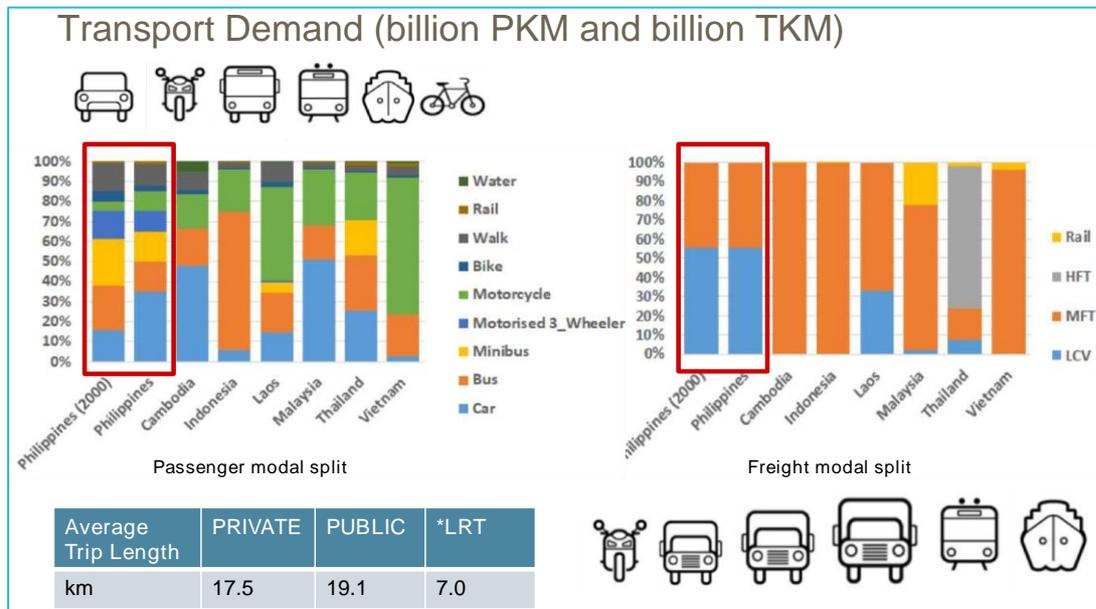
❖ Urban mobility characteristics

Core Activities & Results

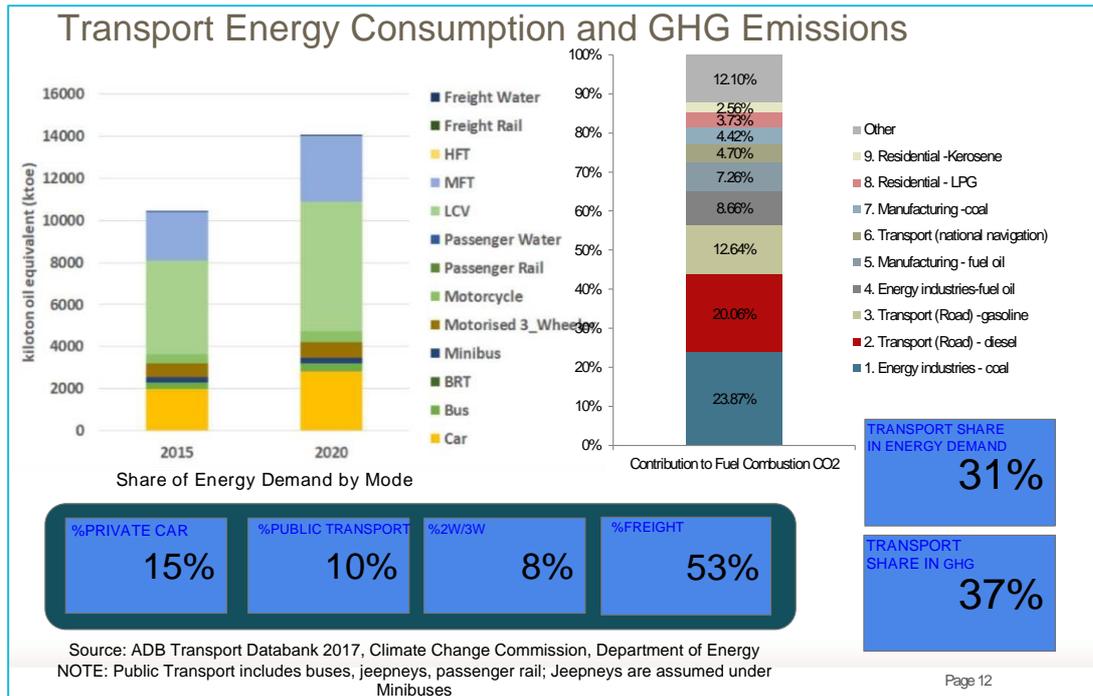
- A 2010 World Bank study estimates that deaths attributed to motor vehicle air pollution reached 6,572 in the Philippines in one year, and the 2014 JICA study estimates cost of congestion in Metro Manila alone translates to an estimated loss of 20 billion USD annually,
- A 2014 study by the Japan International Cooperation Agency (JICA) on Metro Manila and the surrounding provinces of Cavite, Laguna, Rizal and Bulacan, estimates the daily trip profile as follows:

Mode	Number of Trips	% of Total Trips	Mode	Number of Trips	% of Total Trips
Walking	10,913	30.7%	Other Private	826	2.3%
Jeepney	6,763	19.1%	Pedicab	631	1.8%
Tricycle	5,687	16.0%	Taxi	315	0.9%
Motorcycle	2,948	8.3%	Truck	270	0.8%
Car	2,894	8.2%	UV Express	261	0.7%
Bus	2,352	6.6%	Other Public	156	0.4%
Train	1,485	4.2%			

- Nationwide transport demand for passenger and freight:



■ Sectoral transport energy consumption and GHG emissions:



■ Passenger modal split:

- 17.5% private and 19.1 public
- 35% car, 10% bus, 15% minibus, 7% bike, 10% walk

■ Freight modal split:

- 55% LCV (Light Commercial Vehicle), 45% MFT

■ Sectoral transport energy consumption and GHG emissions:

- 20% of Fuel Combustion CO2 is from Transport (road) diesel and 12.64% from gasoline,
- Transport share in energy demand: 31%,
- Transport share in GHG: 37%.

Technical Assistance

❖ Strategic objectives

Draft NUMP objectives and targets have been presented to DOTr (Department of Transportation), with suggested components and interventions. GIZ will support DOTr with Urban Freight, NMT and overall strategic development of NUMP. GIZ already supported DOTr in the context of an on-going public transport reform (including a national financial support mechanism) that will be part of the NUMP. Upon discussion with the DOTr, GIZ is currently focusing on Non-Motorized Transport (walking and cycling) and Urban Freight.



Bayanihan:
NATIONAL URBAN MOBILITY PROGRAM VISION AND STRATEGY

SUPPORTED BY: ON BEHALF OF:
giz | TRANSfer | Mobilize Your City

Vision: Towards people-first cities empowered by efficient, dignified, and sustainable mobility.

Objectives

SOCIAL

A people-first approach which ensures inclusive, comfortable, safe and dignified access to public services

ENVIRONMENTAL

An urban transport system which reduces its negative impacts on the environment and on public health, towards healthy cities

ECONOMIC

An efficient, affordable and economically sustainable transport which supports economic vitality for the individual and for the city

Targets (ADJUSTED BY BASELINE STUDY)

	2025	2030
Reduce road fatalities	FROM BASELINE	FROM 2025
Increase mass transit accessibility <small>(including to express buses)</small>	XX	XX
Decrease time spent in public transportation	45 MINS	30 MINS

	2025	2030
Decrease GHG emissions per passenger km	-10%	-15%
Reduce local air pollution	FROM BASELINE	FROM 2022
Increase cycling trips	+100%	+300%

	2025	2030
Reduce national fuel expenditure	FROM BASELINE	FROM 2025
Decrease average congestion (mins/km)	6	5
Decrease % of income spent on transport	10%	8%

Themes & Components

NON-MOTORIZED TRANSPORT

Walking

Cycling

PUBLIC TRANSPORT

'New' Jeep

Bus

Rail

URBAN FREIGHT

Light Goods Vehicle

Heavy Goods Vehicle

Non-Motorized Freight

TRAVEL DEMAND MANAGEMENT

Information

Pedestrian Zones

Road User Charging

TRANSIT ORIENTED DEVELOPMENT

Land Use Planning

Land Value Capture

Urban Regeneration



Image 34: Map of the Philippines



Image 35: Urban mobility in Metro Manila relies primarily on jeepneys

Progress of Implementation

Initiation (“MobiliseDays”) – Awareness Workshop	04.2017
Coordination & Management	Ongoing
Inventory & Assessment	11.2017 – 05.2018
Vision & Goal Setting	02.2018 – 05.2018
Monitoring & Reporting	02.2019 – 09.2019
Institutional Framework	02.2019 – 09.2019
Budgeting & Finance	06.2018 – 09.2019
Capacity Development	06.2018 – 09.2019

Chances/opportunities identified

- ❖ The DOTr and other national government agencies have several ongoing initiatives related to urban mobility, including the setting of a national NMT policy, NMT projects for highly urbanised cities in Metro Manila, and transit-oriented development (TOD) for railway stations under development,
- ❖ GIZ will provide support on urban freight, including components on policy, fleet modernisation, a financing mechanism, and urban consolidation centres (similar to support is given to the Public Utility Vehicle (PUV) modernisation program),

Core Activities & Results

- ❖ NUMP can build on recent efforts on urban green freight, some of which were initiated by GIZ in partnership with the DOTr, and consultation with the National Economic and Development Authority, LGUs, and the Climate Change Commission,
- ❖ DOTr initiated inclusion of the Department of Public Works and Highways in conversation on NUMP, particularly freight,
- ❖ LGUs are empowered through the Local Government Code of 1991 and have legislative powers over urban mobility in their jurisdictions, making SUMP implementation more straightforward,
- ❖ Both national and local government agencies have expressed interest in implementing sustainable urban mobility programs in their areas.

Risks and risk mitigation measures

- ❖ LGU empowerment can also mean that they will not follow the NUMP. This risk can be mitigated through proper consultation with LGUs and relevant national government agencies (e.g., the Housing and Land Use Regulatory Board (HLURB) and the Department of Interior and Local Government (DILG)),
- ❖ Although empowered, LGUs usually do not have financial means and will likely require support from the national government to implement projects.



Image 36: Nextbike in Berlin

Reference: GIZ



Capacity development

Peer-to-peer learning events / Workshops /seminars

City-to-city exchanges

Study tours

9

1

1

Progress of Implementation

- ❖ The Department of Interior and Local Government (DILG) joined the NUMP Strategic Planning Workshop in February 2018.
- ❖ Local Government Units (LGUs), including Pasig City and Makati City in Metro Manila, were interviewed for the *Inventory and Assessment*. An urban mobility survey with 60 LGU respondents was also considered in this study.
- ❖ There are ongoing talks with Housing and Land Use Regulatory Board (HLURB) to incorporate urban mobility design into their guidelines, which LGUs follow.
- ❖ A representative from the Metropolitan Manila Development Authority (MMDA), together with two representatives from the DOTr, joined the MobiliseYourCity Community of Practice Study Tour held in Singapore, co-organized by WRI, LEDSGP, and APEC. This Study Tour was attended by 30 representatives from 11 countries, with participants from Bhutan, Chile, Indonesia, India, Mexico, the Philippines, Sri Lanka, Thailand, and Viet Nam, as well as technical speakers from Germany, Mexico, and the United States. The three-day Study Tour was packed with field trips to Singapore's Urban Redevelopment Authority (URA); TUM-CREATE, the joint research platform of the University of Technology of Munich and the Nanyang Technological University; Tower Transit, a bus operator present in Singapore, the United Kingdom, and Australia; and Grab, the largest ride-hailing service in Southeast Asia. There were also presentations from Singapore's Land Transport Authority and Green Freight Asia.
- ❖ Over 60 participants from national government, local government, the academic, and private sector from the Philippines, India, Lao PDR, Thailand, and Vietnam attended *8 Steps to Walkable Cities in Asia*, a walkability workshop conducted by the international foundation Walk21. The event was co-organised by GIZ – through the MobiliseYourCity Partnership and the Transformative Urban Mobility Initiative (TUMI) – with the DOTr. The participants included representatives from 14 local government units.

Investment Indicators

- ❖ The NUMP developed is providing support to the DOTr's Metro Manila Greenways Project:

The Metro Manila Greenways Project is a 120-kilometer greenway network that connects seven cities in Metro Manila. It is a component of the Metro Manila BRT Line 2, which has 48.6 kilometres of segregated bus lanes covering EDSA, Ortigas Center, BGC, Ayala Ave., Gil Puyat Ave., and NAIA; 63 BRT Stations; and 120 kilometres of bikeways and greenways.

Results

Main achievements in 2018

❖ Policies and targets

- Draft Vision, Objectives, and Targets have been presented to the DOTr and the National Economic and Development Authority,
- Inventory & Assessment Report and Vision Paper submitted to the DOTr.

❖ Deliverables

- Baseline and MRV Study for Urban Freight

❖ Capacity development

- NUMP Strategic Planning Workshop in February 2018,



Image 37: NUMP strategic planning workshop

- MobiliseYourCity Community of Practice Study Tour in Singapore in May 2018,
- MobiliseYourCity presentation during the Asian Development Bank Transport Forum in September 2018,
- MobiliseYourCity presentation during the Better Air Quality Conference in Kuching, Malaysia, in November 2018,
- Workshop on *State-of-the-Art Bus Operations for the Philippines* (for private sector bus and jeepney operators) in November 2018,
- Workshop on *New Bus Operating Models and Wider Bus Reform in the Philippines* (for government representatives) in November 2018,
- NUMP Final Recommendations Presentation in November 2018,
- Walk21 workshop *8 Steps to Walkable Cities in Asia* in February 2019.

Outlook for 2019

- Baseline and MRV Study for urban freight and non-motorised transport
- NUMP launch to be organised in Q3 2019

Key Indicators

Outputs

Indicators	Baseline 2016	Milestone 31/12/2017	Current value 31/12/2018	Target 2019
Progress of NUMP development (in % of progress)	N/A	10% (NUMP Awareness Day held; Philippines recognised as MobiliseYourCity Country Partner)	60% (NUMP overall vision and strategy drafted; technical studies for NMT and urban freight conducted)	75% (plans to implement NMT and urban freight actions prepared)
Development of an action plan with a financial strategy covering 70% of the action plan for the next 5 years (in % of progress)	N/A	N/A	N/A	30% (inclusion of NUMP actions in 2020 national budget and 2016-2022 Philippines Development Plan)
Design of a system and procedures to collect and process key information on urban mobility (incl. related GHG emissions) with help from the MobiliseYourCity Partnership (in % of progress)	10% (MRV study on Jeepney modernisation prepared)	10% (MRV study on Jeepney modernisation prepared)	10% (MRV study on Jeepney modernisation prepared)	70% (completion of MRV study focusing on NMT and urban freight, also considering transit, TOD, and TDM)
Utilisation of system and procedures to collect and process key information on urban mobility during NUMP development (in % of progress)	N/A	N/A	N/A	N/A

Indicators	Baseline 2016	Milestone 31/12/2017	Current value 31/12/2018	Target 2019
Number of methodological frameworks / toolkits on NUMPs developed and made freely available to beneficiary partners (online or directly) <i>Nota bene: It may include SUMP approach / NUMP approach - MRV approach / Terms of references / Digital mobility strategy</i>	N/A	N/A	N/A	20% (bus fleet renewal toolkit completed)
No. of local actors trained under Partnership's capacity building programmes in the city.	N/A	N/A	5% (Metropolitan Manila Development Authority familiar with NUMP)	40% (local government representatives familiar with NUMP, including specific concepts like NMT)

3.4. Eastern Europe (EU Neighborhood)



Image 38: European Mobility Week in Zhytomyr, Ukraine

Reference: GIZ

3.4.1. Ukraine (Lviv, Poltava, Vinnytsia, Zhytomyr)

Czernowitz

Key Facts



Project	Integrated urban development in Ukraine
Commissioned by	German Federal Ministry for Economic Cooperation and Development (BMZ) and Swiss State Secretariat for Economic Affairs (SECO)
Implemented by	GIZ
Beneficiary Partner:	The Ministry for Regional Development, Building and Housing of Ukraine
Duration of commission:	01.01.2019 – 31.10.2019
Volume:	EUR 9.100.00,00
Implementing Partner(s):	City Council Czernowitz



Population (2018):	Land area (2019):	GDP per capita:	Urban growth rate (2018):
262 727	153 km ²	N/A	+0,5%

The Challenge

The challenges for the city arise from a variety of developments. The restructuring of the economic sector after 1991 has led to an ever-decreasing number of workers in large enterprises, which has drastically changed source and destination traffic. New mobility requirements, new forms of housing and increasing fragmentation of the economic and settlement structure have made private transport grow, despite economic crises. A consistent and long-term adaptation to new circumstances has not taken place, as a result of which the entire transport system has developed over the course of time through small measures, or without a mobility overall concept. In addition to the structural change that has taken place throughout Ukrainian society, the presence of natural barriers plays a major role for Chernivtsi. The topography presents considerable challenges to necessary infrastructure measures. In addition, the historical development of the city has brought about decisions that need to be reintegrated. Perhaps the most important challenge ahead is the change in downtown traffic, which would benefit to regional traffic as well as to the connections between neighbourhoods, especially between the densely populated prefabricated housing estates in the south and the large commercial areas north of the Prut river. A mobility framework based on an inclusive consideration of the street space, on a healthy mobility behaviour, as well as the reduction of air and noise pollution, is urgently needed.

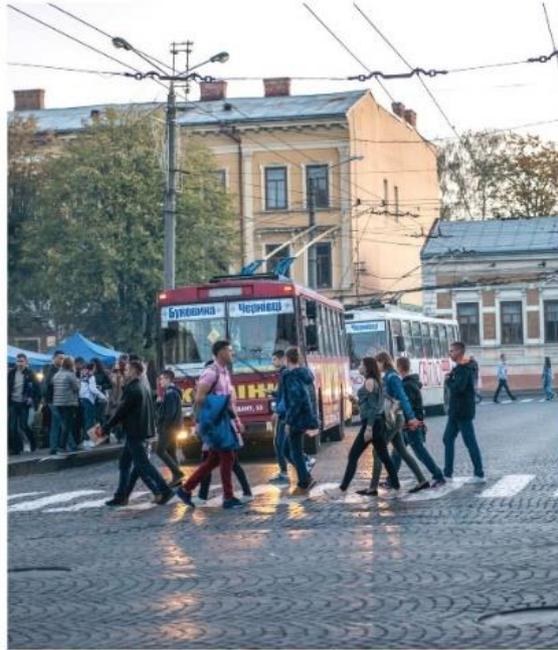


Image 39: Street of Czernowitz

Progress of Implementation

<p>Initiation (“MobiliseDays”) European Mobility Week in Czernowitz with several events dedicated to safety on the streets, bike to work, etc.</p>	16.09.2018 – 22.09.2018
<p>Inventory & Diagnosis - Analysis of the mobility system with Modalyzer App. - Development of the concept of sustainable development of transport and mobility of Chernivtsi 2030 as a part of the concept of integrated urban development of Czernowitz 2030 - Mobility Survey for transport modelling and mobility planning (collected by GfK)</p>	01.2017 – 12.2018
	01.2017 – 01.2019
	04.2018 – 01.2019

Chances/opportunities identified

- ❖ Development of SUMP with clear indicators of achievement
- ❖ Development of a budgetary program for the implementation of SUMP
- ❖ Development of other documents for the implementation of SUMP



Capacity development

Peer-to-peer learning events / Workshops /seminars	Training programs	Study tours
3	2	2

Results

Main achievements in 2018

❖ Policies and targets

- Participation of the deputy mayor in the workshop on « Sustainable Urban Mobility and Climate Change – Reducing Air Pollution by Climate-Friendly Means of Urban Transport»,
- Training for municipality’s employees at the summer school CanAction “Street design for quality urban environment and mobility” (July 2018),
- Presentation of transport modelling in Ukraine (organized by consultancy).

Outlook for 2019

- Development of transport models for Czernowitz with an optimisation of the public transport network based on SUMP.

Lviv

Key Facts



Project	Integrated urban development in Ukraine
Commissioned by:	German Federal Ministry for Economic Cooperation and Development (BMZ) and Swiss State Secretariat for Economic Affairs (SECO)
Implemented by	GIZ
Beneficiary Partner:	The Ministry for Regional Development, Building and Housing of Ukraine
Duration of commission:	01.01.2016 – 31.10.2019

Volume: EUR 9,100,000
 Implementing Partner(s): Lviv City Council



Population (2015):	Land area:	GDP per capita (2013):
728.545 (2015)	171,01 km ²	\$3120

The Challenge

Since the independence in 1991 car ownership in Ukraine increased significantly. In 2012 there were 220 motor vehicles per 1000 inhabitants, excluding motorcycles and other two wheeled vehicles, compared to 580 in Poland or 588 in Germany. Although the figure for Lviv is far above the Ukrainian average, traffic in the city will become denser in the future. Furthermore, the UNESCO world heritage area will attract more visitors when tourists will no longer be deterred by the political insecurities. Already today, the traffic situation in the city-centre of Lviv is difficult. With the rise in traffic to be expected, this situation will become intolerable and jeopardize every economic effort to exploit the attraction of the historic center.

Public transport and traffic are in general impeded by cars. Looking at the city centre it is obvious that parkings are taking away valuable space from public and private transports as well as for pedestrians. In most of the European cities with a comparable historical centre labelled as UNESCO heritage, cars are totally banned from the centre. This is supposed to be the case in the inner cordon of world heritage area in Lviv , nevertheless lot of cars circulate or stand in this area.



Image 40: Map of Lviv



Image 41: Picture of Lviv street

Reference: GIZ



Capacity development

Workshops/seminars

02

Progress of Implementation

Inventory & Diagnosis	07.2018 – 05.2019
Goal Setting & Strategic Phase	12.2018 – 04.2019
Monitoring & Reporting - MRV	07.209 – 08.2019
Transport technologies	06.2019 – 07.2019
Capacity Development	01.2019 – 09.2019
Institutional framework	05.2019 – 07.2019
Budgeting & Finance	08.2019 – 09.2019

Results

Main achievements in 2018

❖ Policies and targets

- GHG emissions reduction target approved,
- Implementation of Action Plan for transport development in Lviv until 2020.

❖ Deliverables

- Development of documents on urban mobility in the country, on urban mobility planning processes and on advancement of the national strategy for urban mobility.

Outlook for 2019

- Implementation of SUMP

Key Indicators

Outputs

Indicators	Baseline 2016	Milestone 31/12/2017	Current value 31/12/2018	Target 2019
Progress of SUMP development (in % of progress)	0%	0%	10%	100%
Development of an action plans with a financial strategy covering 70% of the action plan for the next 5 years (in % of progress)	0%		0%	100%
Design of a system and procedures to collect and process key information on urban mobility (incl. related GHG emissions) with help from the MobiliseYourCity Partnership (in % of progress)	0%	0%	0%	70%
Utilisation of system and procedures to collect and process key information on urban mobility during SUMP development (in % of progress)	0%	0%	20%	100%
Number of methodological frameworks / toolkits on NUMPs and SUMPs developed and made freely available to beneficiary partners (online or directly) <i>Nota bene: It may include SUMP approach / NUMP approach - MRV approach / Terms of references / Digital mobility strategy</i>	N/A	N/A	N/A	N/A
No. of local actors trained under Partnership's capacity building programmes in the city.	N/A	N/A	N/A	N/A

Poltava

Key Facts



Project	Integrated urban development in Ukraine
Commissioned by	German Federal Ministry for Economic Cooperation and Development (BMZ) and Swiss State Secretariat for Economic Affairs (SECO)
Implemented by	GIZ
Beneficiary Partner:	The Ministry for Regional Development, Building and Housing of Ukraine
Duration of commission:	01.01.2016 – 31.10.2019
Volume:	EUR 9,100,000
Implementing Partner(s):	City Council Poltava



Population (2018):	Land area (2018):	GDP per capita	Urban growth rate:
288.355	103,5 km ²	NA	NA

The Challenge

The poor quality of Ukrainian roads came into focus during the dramatic increase in the number of motor vehicles in the country in the early 2000s. Today, less than 2% of Ukraine's road network can be considered high quality and modern, while more than 50% fails to meet even basic criteria. The poor quality of roads leads to huge losses - about 3% of GDP annually, making the sector particularly in need for heavy investment. Ukraine steadily receives one of the world's lowest scores for quality of roads in the Global Competitiveness Index. Although assessments of the country's quality of roads by business leaders in certain regions are sometimes not bad, the quantitative and qualitative indicators of the country's overall road network are extremely low by European standards.



Image 42: Map of Poltava



Image 43: Street of Poltava



Capacity development

Steering committees	Peer-to-peer learning events / Workshops/seminars	Training programs	City-to-city exchanges	Study tours
2	8	1	2	1

Progress of Implementation

<p>Initiation (“MobiliseDays”)</p> <ul style="list-style-type: none"> • Participation to the European Mobility Week • Pilot project on the study of the tolerant attitude of Poltava citizens and city visitors to people with disabilities, for example, parking places equipped for persons with disabilities. • Cycling sightseeing tour to the Poltava battlefield • Workshop on mapping green corridors • Trolleybus city tour in frames of Maysternya mista festival • Exhibition of fuel free vehicles in frames of Maysternya mista festival • Transport training on “Children as a traffic participants” 	09.2018
--	---------

<p>Inventory & Diagnosis</p> <ul style="list-style-type: none"> • Modal Split survey with Modalyzer app • Mobility data required for transport modelling and mobility planning was collected by the consultancy or by the contractor (GfK) and processed, including Mobility Survey, Public Transport Counts, Passenger interviews and Traffic Counts. • The Mobility survey results have been processed; the received data were used for traffic modelling. A presentation has been prepared and handled to the stakeholders and presented in the framework of “Maisternya mista”. Passenger survey results were processed in order to calibrate the transport model. 	<p>01.17/10.17</p> <p>2018</p> <p>2018</p>
<p>Goal Setting & Strategic Phase</p> <ul style="list-style-type: none"> • City priorities for Sustainable Urban Mobility have been defined: (i) Strengthening the role of public transport; (ii) Traffic safety; (iii) Walking and public space, Cycling, Parking management and (iv) Intelligent Transport Systems. • Diagnosis of the current state of mobility for each priority has been carried out and discussed with key stakeholders. Based on the discussion and the feedback received from the stakeholders, the current situation was updated. • Goals for Sustainable Urban Mobility were defined and approved per each city priority by means of an interactive stakeholder participatory approach within the format of Goal Setting Workshops. Indicators had been developed and approved to quantify the degree of achievement of defined Sustainable Urban Mobility goals. Overall eight workshops were held, 21 goals and 69 indicators were developed. • An extensive list of actions was developed based on the revision of all current documents and programs in Poltava (e.g. City General Plan, City development Strategy, Action plan for sustainable energy, Cycling concept), draft of the ISEK Plan, results of the public meetings and consultations with stakeholders, and technical contribution of the consultants. • The defined actions were grouped into a complex list of measures for the SUMP implementation that has been developed in line with the KonSULT (the Knowledgebase on Sustainable Urban Land use and Transport) Policy Guidebook. 	<p>02.18/12.18</p>
<p>Monitoring & Reporting – MRV</p> <p>The SUMP monitoring system that has been developed includes gender specific indicators (% of women cycling), environment sustainability indicators (CO2 emissions from public transport) and socially inclusive indicators (% of the population that lives within 500 m accessibility to transport).</p>	<p>2018</p>

<p>Transport technologies</p> <p>The Transport model was developed, and the three development scenarios were tested as well as a business as usual scenario. The results have been presented to the Deputy Mayor and included into the SUMP draft that was distributed among all departments of the City Administration. It is planned to hold a city-wide to discuss the SUMP</p>	<p>06.18/10.18</p>
<p>Capacity Development</p> <ul style="list-style-type: none"> • Training Needs Assessment was conducted by consultancy, and Capacity development program was developed and approved by the Steering Committee. Six activities either training or workshops were carried out • Study tour to Georgia for 1 representative of Poltava city council - participation in practical workshop Connective cities (infrastructure and eco-friendly transport system issue) • Participation of 2 representatives of Poltava city council in summer school CANaction Urban mobility • Participation of 1 representative of Poltava city council in Velo Forum (Bike movement development in city of Ivano-Frankivsk) • Participation of 2 representatives of Poltava city council and Institute of City Development in Urban Integrated Academy (City of Kirovograd). 	<p>06.18/10.18</p>
<p>Institutional framework</p> <p>The mobility plan that is being developed includes institutional mobility measures, in particular recommendations for the remodelling of the organisational structure.</p>	<p>2018</p>

Chances/opportunities identified

On March 29, 2018 a draft agreement on preparation of credit financing from the European Bank for Reconstruction and Development for the renewal of Poltava trolleybus park was signed by the mayor of Poltava and bank representatives.

In October - December 2018 a comprehensive expertise of the eligibility of the city of Poltava to purchase the new trolleybuses took place. The Consultancy company has developed a feasibility study for the project of the modernisation and improvement of public transport infrastructure in Poltava. The feasibility study considers that the long-term loan financing of EBRD will reach 10 million euro.

In Summer 2018 took place the fact mission ordered by KfW. This mission intended to verify the eligibility of Poltava to serve earlier discussed loan for the acquisition of new energy efficient public transport park in frames of the “Energy efficiency in Municipalities” program.

Risks and risk mitigation measures

- ❖ Anticipated change of political authorities may influence the flow of SUMP implementation.

Results

Main achievements in 2018

❖ Deliverables

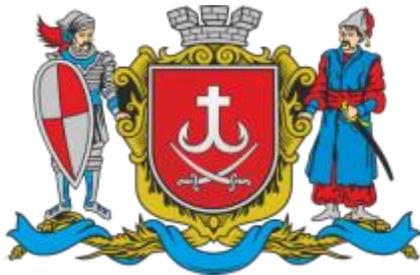
- Steering Committee (narrow circle of decision makers) and Task Force (wide circle of stakeholders) for SUMP was established. 6 working groups with main stakeholders setting the priorities and goals of the SUMP were held,
- The mobility strategy is being developed in line with the European Standards for mobility planning. The mobility goals that have been developed for Poltava city promote climatic stability and prioritise public transport, cycling, walking, and traffic safety. The SUMP is accomplished but should still undergo a final presentation to the public and local authorities in 2019,
- The transport model was developed in order to test different scenarios of system efficiency. In particular, the developed scenarios include the option of “business as usual” and three scenarios that consider different options regarding access to financial resources and organizational capacities,
- The shift towards reversed mobility pyramid (walking, cycling, public transport, cars) has been accepted and is being implemented,
- Traffic Safety is recognised as a top priority for the city, cooperation with local police continuously improves. The training for local police was proposed and is planned to be implemented,
- The discussion about unified mobility and municipal services system has been started and will allow improvement of control and management as well as the visibility of municipal services.

Outlook for 2019

- The reorganisation of Poltava public transport route network has been proposed and an action plan has been developed. Public transport scenarios are being modelled and depending on the final decision of Poltava city council, the ultimate scenario will be used to prepare new improved route network and new tendering documents for transport carriers,
- Sustainable Urban Mobility Plan for Poltava will be refined by consultancy according to the earlier received comments from the transport department of Poltava city council and task force groups. The SUMP of Poltava was publicly presented during the Mobility Forum in March 2019. The official adoption of the SUMP by Poltava city council is expected in April 2019,
- An infrastructure project for brand new Lazurna street main road construction is being developed under the consultancy supervision. In February 2019, 2 working groups of architects accomplish their draft project design proposals for the mentioned Infrastructure project. It will be presented to the public, and the jury session will select the best proposals which will be then deeply elaborated by consultancy. The documentation for tender procedure for the implementation of the project is expected in April 2019,
- Continuation of the cooperation with EBRD and KfW on purchasing of new trolleybus fleet and traction stations and another equipment with the aim to reduce energy consumption and greenhouse gas (GHG) emissions from transport

Vinnytsia

Key Facts



Project:	Integrated urban development in Ukraine
Commissioned by:	German Federal Ministry for Economic Cooperation and Development (BMZ) and Swiss State Secretariat for Economic Affairs (SECO)
Implemented by:	GIZ
Beneficiary Partner:	The Ministry for Regional Development, Building and Housing of Ukraine
Duration of commission:	01.01.2016 – 31.10.2019
Volume:	EUR 9,100,000
Implementing Partner(s):	City Council Vinnytsia



Population (2018):	Land area:	GDP per capita (2013):	Urban growth rate:
369,900	113,2 km ²	\$ 2790	NA

The Challenge

Topography, hydrography and industrial infrastructure have a strong influence on the development of the road network. There are only a few links across the Southern Bug River and there is no direct connection between the center and the outer districts. However, most of the outer districts have a low population and a low employment density. The railway, as well as the industrial areas are cutting off some historical routes, which causes a big problem for soft mode mobility.

The network is currently structured around the type of vehicles used rather than based on the demand, generating a concentration of vehicles along the main corridors. Nevertheless, it is a well-structured network that serves most residential and employment districts and connects them to the center. The size of the system is optimal for trams and buses (max. 5 km from the center, offering good running conditions: max. 15-20 min for a journey to the center).

An extended street network was developed during various city extensions in the past, structuring the city's urban areas and traffic flow. Today, the city is structured to meet the needs of individual motorized vehicles. However, there is a high potential for improved traffic management, and the existing streets offer enough space for all modes of transport (including bicycle) and a high-quality urban space with tree-lined avenues.

Technical Assistance

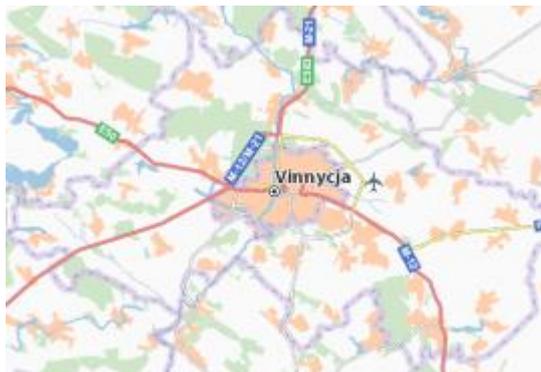


Image 44: Street of Vinnytsia



Image 45: Street of Vinnytsia



Capacity development

Peer-to-peer learning events /
Workshops/seminars

07

Training programs

2

City-to-city exchanges

06

Study tours

01

Results

Main achievements of 2018

- In 2018, greenhouse gas (GHG) emissions represented 1513,7 thousand tons of CO₂ (without emissions of private transport),
- Compared to 2017 (in comparable conditions), emissions decreased by 21,4 thousand tons of CO₂ (1,39%).

❖ Results

- Ongoing work on the preparation of the transport model of the city Vinnytsia together with the consultancy,
- A new bus route (n°17) has been organised.

❖ Investments

- The volume of investment in 2018 in the field of transport:
 - Modernisation of 10 tram cars. Spending – 1,4 million UAH,
 - Modernisation of 2 tram cars “VinWay”. Spending– 22 million UAH,
 - Modernisation of 30 trolley bus. Spending– 7,8 million UAH,
 - Modernisation of 4 trolley bus. Spending– 2,5 million UAH,

Core Activities & Results

- 1 electro bus Skywell was purchased. Spending– 9 million UAH,
- 2 new traffic lights were constructed. Spending – 0.63 million UAH (Ukrainian Hryvnia).

❖ Facilities development

- Implementation of municipal cycling service and development of bicycle infrastructure in the city.

Outlook for 2019

- Reconstruction of the Zamostyanska street with the renovations of tram tracks (2 turn),
- Reconstruction of tram tracks on Soborna street,
- Renewing of tram tracks on Batozka street,
- Finalisation of the construction of a new traction substation №19, overhaul of the build of a traction substation №3 to improve the reliability of urban electric transport,
- Build new traffic light.

Zhytomyr

Key Facts



Project	Integrated urban development in Ukraine
Commissioned by	German Federal Ministry for Economic Cooperation and Development (BMZ) and Swiss State Secretariat for Economic Affairs (SECO)
Implemented by	GIZ
Beneficiary Partner:	The Ministry for Regional Development, Building and Housing of Ukraine
Duration of commission:	01.01.2016 – 31.10.2019
Volume:	EUR 9,100,000
Implementing Partner(s):	City Council Zhytomyr



Population (2018):	Land area:	GDP per capita (2013):	Urban growth rate:
266,900	60,83 km ²	2538	NA

The Challenge

Poor quality is a common problem seen in every component of Ukraine's transportation infrastructure. The situation is aggravated by insufficient interaction between the various sectors of the transport industry, low investment, an outdated regulatory system and ageing fixed assets. With this combination of problems, transport infrastructures cannot support sustainable economic development and ensure the global competitiveness of the city.

The second half of the 2000s saw a sharp increase in the number of automobiles in Ukraine. Over the first decade of the millennium, the number of motor vehicles grew up by 22%, with the average annual growth rate exceeding 140,000 automobiles. The peak was in 2007 and 2008, with an annual growth rate of 12%, or 900,000 cars. Car ownership indicators in Ukraine, however, are still low in comparison to other countries: three times lower than in Poland and four times lower than in Spain, which is big, but not the richest EU country.



Image 46: Map of Zhytomyr

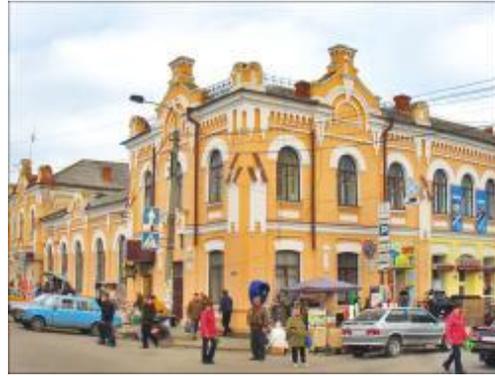


Image 47: Street of Zhytomyr



Capacity development

Steering committees	Peer-to-peer learning events / Workshops/seminars	Training programs	City-to-city exchanges	Study tours
2	6	6	6	2

Progress of Implementation

Initiation (“MobiliseDays”) - Second Urban Mobility Forum	10.2017
Inventory & Diagnosis - Modal split survey with Modalyzer app	02.2017 – 10.2017
Goal Setting & Strategic Phase	02.2018 – Not defined
Capacity Development	05.2016 – 10.2018
Institutional framework (ISEK and SUMP ready)	05.2016 – 12.2018

Chances/opportunities identified

- ❖ On 28th of March 2018 Draft Law No. 5364 “On amendments to some legislative acts of Ukraine regarding the reform in the field of Parking vehicles” was signed by the President of Ukraine.
- ❖ On 2nd of March 2018 Zhytomyr Trolleybus Project was published: the “Zhytomyr Tram and Trolleybus Company” has applied for a loan from the European Bank for Reconstruction and Development to finance the renewal of Company’s trolleybuses fleet and modernisation of selected infrastructures. The proposed project has a total estimated cost of EUR 12.5 million.

Results

Main achievements in 2018

- Numerous working group meetings for defining and setting up priorities, goals, indicators, measures, etc. were carried out,
- Participation events like Maisternia mista (urban workshop) and the European mobility week were held. Within European Mobility Week a survey of cyclists was conducted, and a public discussion was held in the central pedestrian street of the city,
- Sustainable urban mobility plan for Zhytomyr city was developed together with the consultancy company,
- Transport model of Zhytomyr city is being developed and upgraded based on the results of surveys,
- Capacity development trainings on multicriteria analysis of infrastructure projects, integrated planning, traffic demand modelling and management, etc. were carried out,
- Tender documents for infrastructure project are being developed and an architecture contest started.

Outlook for 2019

- Adoption of SUMP by the city council,
- Setting of a working group for the implementation of the SUMP,
- Urban and transport planning of the territories of two central squares – Cathedral and Victory squares.

Key Indicators

Outputs

Indicators	Baseline 2016	Milestone 31/12/2017	Current value 31/12/2018	Target 2019
Progress of SUMP development (in % of progress)	N/A	N/A	100% (1 st draft created)	Adopted by the city council
Development of an action plans with a financial strategy covering 70% of the action plan for the next 5 years (in % of progress)	N/A	N/A	N/A	50%
Design of a system and procedures to collect and process key information on urban mobility (incl. related GHG emissions) with help from the MobiliseYourCity Partnership (in % of progress)	N/A	N/A	90% (As part of SUMP monitoring system)	N/A
Utilisation of system and procedures to collect and process key information on urban mobility during SUMP development (in % of progress)	N/A	N/A	100%	100%

Indicators	Baseline 2016	Milestone 31/12/2017	Current value 31/12/2018	Target 2019
Number of methodological frameworks / toolkits on NUMPs and SUMP developed and made freely available to beneficiary partners (online or directly) <i>Nota bene: It may include SUMP approach / NUMP approach - MRV approach / Terms of references / Digital mobility strategy</i>	N/A	N/A	SUMP approach	SUMP approach
No. of local actors trained under Partnership's capacity building programmes in the city.	N/A	N/A	36	20

Outcomes

Indicators	Base line 2018	Target 2030
Air pollution GHG emissions from transport	CO ₂ : 184,468 tons per year	N/A
Modal split Share of public and non-motorised transport of total urban transport	85%	N/A
Accessibility Proportion of city population that has convenient access to public transport. disaggregated by age group. sex and persons with disabilities	96% - has 500 m access to PuT	96% has barrier-free access to PuT
Safety Number of traffic fatalities (road, rail, etc.) As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident)	0,006. (in thousands) – no statistics from hospitals	N/A



Image 48: European Mobility Week in Zhymotyr, Ukraine

Reference: GIZ

3.4.2. Western Balkan

Main Achievement 2018

“Sustainable Urban Mobility in SEE (South East Europe) Countries – Cities from SEE together towards sustainable and energy efficient transport” is the name of the project launched in December 2017 by the GIZ Open Regional Fund for South-East Europe – Energy Efficiency (ORF-EE). The project, which is financed by BMZ, is implemented in partnership with capital cities and other large SEE cities, and in collaboration with all sector relevant stakeholders - political and civil sector. Partners are supported through networks in developing energy efficient and climate friendly sustainable mobility solutions. Activities such as peer-to-peer know-how transfer, development of SUMP guidelines, mentoring and coaching, including support to cities in developing Sustainable Urban Development Plans, are the focus of this regional project. Activities are in line with the EU Energy Strategy 2030, as well as the UN Sustainable Development Goals (in particular, Goal 11 - Energy Efficient Cities and Municipalities and Goal 13 Climate Protection).

During March – September 2018, one of the key project activities, was the organisation of a series of regional trainings on SUMP. Over 150 participants, representing around 80 cities and municipalities from SEE took part in it. Trainings were organised in close cooperation with Associations of municipalities, who are the main connecting-partner between the local level and national level in respective countries.

Several project partners (Sarajevo, Skopje, Podgorica) actively took part in the EU Mobility week (16.-22.09) and have organised plenty of events in their cities, such as bike-tours, movie-nights, PR campaigns, round tables etc. The main objective was to promote and raise awareness on urban mobility solutions under the common slogan “Mix and Move”.

The regional commonly agreed methodology for guidelines, also called “Roadmap to sustainable urban mobility in SEE countries” was developed. The publication of these guidelines in all country respective language should be in progress.

More at: <https://balkangreenenergynews.com/category/giz-orf-ee/>

Main Achievement 2019:

Following the successful implementation of a first phase, the GIZ Open Regional Fund for South-East Europe (SEE) – Energy Efficiency (ORF-EE), funded by the German Federal Ministry for Economic Cooperation and Development is implementing the second phase of the “Sustainable Urban Mobility in SEE Countries - Cities Together towards Sustainable and Energy Efficient Transport”. Strengthening and expanding the cooperation within and between the transnationally operating networks – the Network of Energy Efficient Capital Cities and Cities in SEE and the Network of Municipal Associations from SEE, as well as the provision of direct support to capital cities on the development of SUMPs is the main focus of the ORF-EE.

The capital cities of Tirana (Albania), Sarajevo (Bosnia and Herzegovina), Podgorica (Montenegro) and Belgrade (Serbia) will receive direct support in the development of a SUMP while the support in

Core Activities & Results

Pristina (Kosovo*) and Skopje (North Macedonia) will focus on the implementation of activities in the field of sustainable urban mobility. Small-scale demonstration projects are foreseen to be implemented in all capital cities as well as in smaller- and medium sized cities throughout the region.

Through the Network of Municipal Associations from SEE, ORF-EE is reaching out to smaller municipalities in SEE partner countries, promoting sustainable urban mobility and building up local expertise in order to enable municipalities to follow a more sustainable approach to urban mobility planning.

In Tirana, Sarajevo and Podgorica, SUMP working groups have been established and are currently at different steps in the phase of rational and transparent goal setting. Strong emphasis is placed on the participatory process and the engagement of all different stakeholder groups as well as actively engaging citizens to participate in the SUMP development through different activities and channels. The finalisation is expected in the first half of 2020.

Further information are available on: <https://balkangreenenergynews.com/category/giz-orf-ee/>

Kosovo: This designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ opinion on the Kosovo declaration of independence.*



Image 49: Launch of the GIZ Regional Project on Sustainable Urban Mobility in SEE Countries. Skopje, Macedonia, 12.12. 2017

3.5. Latin America & Caribbean



Image 50: Train transfer in Costa Rica

3.5.1. Dominican Republic (Santo Domingo)

Key Facts

	Title:	Sustainable Urban Mobility Plan in Santo Domingo
	Funding source for support:	EU INTRA-ACP, European Commission, together with Fonds Français pour l'Environnement Mondial, French Government
	Duration of commission:	1 year
	Volume:	EUR 500,000
	Implementing Partner(s):	AFD
	Beneficiary (counterpart):	Partner Instituto Nacional del Transporte Terrestre (INTRAN)



Population (year):	Land area (year):	GDP per capital:	Urban growth rate:
3.4 million	1300 km ²	\$9700	N/A

The Challenge

Located in the Caribbean region, Santo Domingo is the administrative, economic and political capital of Dominican Republic. With a population estimated at over 3.5 million inhabitants, representing one third of the country’s total population, and with a projection of 4.4 million by 2030, Santo Domingo will see exponential demographic growth. The lack of urban planning and the omnipotence of motorized vehicles has resulted in a very difficult mobility situation for its inhabitants. The city is now facing real mobility challenges with congestion that has grown exponentially in the past few years. These issues are worsened by an obsolete vehicle fleet (75% of the vehicles are over 15 years old), a lack of parking spaces, and by a defective drainage system in a country regularly affected by severe weather events.

The public transport system relies largely on informal shared taxis (carro-conchos), with an estimated fleet of 19,000 units. In 2004, the Government established a strategy for MRT development, and built its first metro line in 2008 and a second in 2012. The MRT system has been highly successful and now represents almost 20% modal share of the public transport system.

In this context, the main challenges in terms of mobility identified by Dominican authorities are the following: (i) lack of a formal integrated public transport system, (ii) absence of mobility planning & integration with land use, (iii) lack of regulation of private vehicle parking, (iv) insufficient policies and promotion of NMT, (v) lack of intelligent transport system to control and regulate the traffic.

Technical Assistance

Following the organization of MobiliseDays in October 2017 and the objectives of the MobiliseYour-City support program, the authorities of the Dominican Republic require:

- The Elaboration of a Sustainable Urban Mobility Plan for Greater Santo Domingo, which aims to develop the conditions to:
 - Ensure all citizens are offered transport options that enable access to key destinations and services,
 - Improve safety and security,
 - Reduce air and noise pollution, greenhouse gas emissions and energy consumption,
 - Improve the efficiency and cost-effectiveness of the transport of persons and goods,
 - Contribute to enhancing the attractiveness and quality of the urban environment and urban design for the benefits of citizens, the economy and society as a whole.



Image 51: Map of Great Santo Domingo



Image 52: Street of Santo Domingo

Reference: Codatu

Progress of Implementation

Initiation: Application & MobiliseDays	10.20117– 03.2018
Inventory & Evaluation	03.2018 – 08.2018
Goal Setting & Measure Planning	09.2018 – 12.2018
Plan validation	12.2018 – 03.2019
Implementation, Monitoring & Validation	03.2019 – Not defined

❖ Past & future milestones

- MobiliseDays in Santo Domingo: 10/2017,
- First mission of consultant team in Santo Domingo & First Steering Committee for the SUMP: 22/03/2018,

- Next mission of consultant team (Inventory & Evaluation): April 2018.

Chances/opportunities identified

- ❖ Strong political support: urban mobility is a priority for Dominican Government,
- ❖ New Law 63-17 on Transport approved in 02/2017.

Risks and risk mitigation measures

- ❖ Ensure smooth articulation and coordination with all the 5 municipalities composing the great Santo Domingo in the process of the SUMP elaboration.



Capacity development

Workshops/seminars



Results

Main achievements in 2018

❖ MobiliseDays

- 3 days of participative seminars, organized by AFD and INTRANT, with support of CODATU, in October 2017.

❖ Deliverables

- 1 SUMP for Santo Domingo (in progress),
- 1 Methodological framework for GHG emissions tools.

❖ Investment

- 1 potential project identified for future investment (Santo Domingo Metro Line 1 strengthening project – AFD loan / 100M€).

Outlook for 2019

- Prospects / operational objectives,
- The AFD appraisal of financing for Santo Domingo Metro Line 1 strengthening project (100M€),
- The AFD is considering seeking EU CIF funds to support the implementation of measures and actions from (i) Santo Domingo SUMP and (ii) the national urban mobility strategy developed by INTRANT.
- ❖ key events
 - Steering Committee SUMP – Stage 2: Diagnostic presentation: July 2018,
 - Steering Committee SUMP – Stage 3: Goal setting & measure planning presentation: Oct. 2018,

- Steering Committee SUMP – Stage 4: Plan validation: March 2019.

3.5.2. Latin America.

Key Facts

Title:	Regional Climate Change and Environmental Sustainability Programme with Latin America (EUROCLIMA+) / Program Component “Resource Efficiency in an Urban Environment”
Funding source for support:	European Commission, together with the German Federal Ministry for Economic Cooperation and Development (BMZ)
Duration of commission:	2016-2020
Volume:	EUR 10,000,000
Implementing Partner(s):	GIZ, AFD



The EUROCLIMA+ program promotes environmentally sustainable and climate-resilient development in 18 Latin American countries. EUROCLIMA+ provides technical and financial support to aid the development and implementation of climate change adaptation and mitigation policies; it also facilitates regional policy dialogue and climate action in six sectors, including urban mobility. Through the urban mobility component, EUROCLIMA+ supports the development of National Urban Mobility Policies and Programs (NUMP), Sustainable Urban Mobility Plans (SUMP) and pilot projects in selected partner countries and cities. The kick-off event took place in August 2017 in Lima. For the selection of beneficiaries, a call for proposals was launched in late November 2017 with a set of selection criteria (e.g. relevance of the proposed activities for emission reductions, sustainability of the proposed activities, potential regional impact, etc.). EUROCLIMA+ uses MobiliseYourCity’s technical knowledge and methodologies for the development of NUMPs and SUMPs.

The urban mobility component also includes the establishment of a community of practice for the region with the purpose of strengthening knowledge exchange and interaction among regional and international practitioners and decision-makers. The Community of Practice will work in close cooperation with MobiliseYourCity on NUMPs and SUMPs, with UN Environment on Electric Mobility and with the Economic Commission for Latin America and the Caribbean (ECLAC) on Financing. The community of practice will promote synergies and the dissemination of best practices as well as links to the global community through MobiliseYourCity.

EUROCLIMA+ is funded by the European Union and the German Government. Five European agencies are implementing EUROCLIMA+; the implementing agencies for the urban mobility component are GIZ and AFD.



Image 53: Welcoming of Ambato a Euroclima+ city in the MobiliseYourCity Partnership, 10.2019

Reference: GIZ

4. International Outreach, Dialogue & Peer-to-Peer Learning in 2018

3.1. ADB Forum 2018, Manila



Image 54: Group picture at ADB Forum

The GIZ TRANSfer team from the Philippines shared its experiences on MobiliseYourCity and NUMP during the Asian Development Bank (ADB) Transport Forum held in Metro Manila, Philippines on 14 September 2018. It was a ½ day NUMP workshop, with approx. 50 participants from member countries of ADB, focusing on institutional set-up and financing during the workshop. AFD provided additional input about MobiliseYourCity during the event.

4.2. WUF 9 – Kuala Lumpur – February

The MobiliseYourCity Secretariat was present in Kuala Lumpur to actively attend the **9th Edition of the Global Urban Forum**, an international conference organised every two years by UN Habitat aiming at gathering urban actors from all around the world and to present the implementation of the

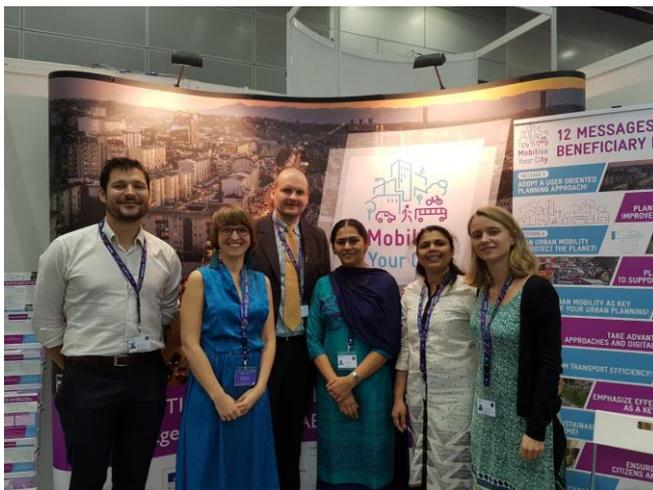


Image 55: Group Picture at WUF 9

Reference: MobiliseYourCity Secretariat

New Urban Agenda. This event was the occasion to reaffirm the MobiliseYourCity commitment in the context of the New Urban Agenda and that improving urban mobility

goes beyond reducing greenhouse gas (GHG) emissions, it also enables the improvement of life conditions in cities and to bridge urban development with urban mobility planning.

The Secretariat, reinforced by the CODATU, held a stall around which numerous visitors rushed. Amongst them, MobiliseYourCity city and country's partner representatives

(Cameroon, Morocco, India), potential new beneficiary partners (Botswana, Fidji, Gambia, Ghana, Kenya, Mali, Pakistan, Nigeria), academia, students, private enterprises or individuals.

Secretariat members intervened many times during some events specially organised by and for MobiliseYourCity, or at the occasion of events organised by the international community of sustainable transport.

Associating the Ateliers de Cergy, MobiliseYourCity and the Urban Community of Douala, the event organised on the French Pavilion met with great success, linking together urban development and urban mobility planification in Douala.

3.3. SUMP Conference – Nicosia (Cyprus) – May 14th to 15th



Image 56: 5th European Conference on SUMP

The 5th European Conference on Sustainable Urban Mobility Plans (SUMP) took place on 14-15 May in Nicosia, Cyprus.

This annual event for all those involved in putting the SUMP concept into practice serves as a forum for policy makers, practitioners and experts across Europe to network and debate key issues on sustainable urban mobility planning. In line with the European Commission having dedicated the year 2018 to the promotion of multimodality, the theme of the 5th edition was “Planning for multimodal cities”.

Discussions revolved around (i) the overarching policy framework for SUMPs, (ii) the revision of the European Commission’s SUMP guidelines, (iii) the implementation and roll-out of SUMPs and (iv) the local and regional context conditions.

A session co-organised by MobiliseYourCity was dedicated to Eastern Europe. Representatives from Tirana, Sarajevo, Hradec Kralove, Budapest, Pristina, Palanga, Skopje, Podgrica, Belgrade and Lviv presented the reasons leading their city to engage in the topic of SUMPs, the key measures envisioned and the main challenges for implementation of SUMPs.

Another session was animated by the GoSUMP project to present the projects of the « Med Urban Transports” Community and to transfer their innovative planning approaches from Mediterranean area.

3.4. Climate Chance Africa – Abidjan (Ivory Coast) – June 28th and 29th

The ambition of this third edition of the Climate Chance summit was to bring together the community of non-state actors from all over Africa (communities, companies, NGOs, unions, the scientific community, young people ...) engaged in the fight against climate change and their associated networks. Ten African action coalitions met in thematic workshops to highlight good practices, inspiring climate action projects in Africa, and worked on operational thematic roadmaps for the African context.

As a continuation of Climate Chance 2017, the Secretariat organised a seminar prior to this summit to bring together members of the MobiliseYourCity Africa Community of practice. This seminar helped to strengthen the capacities of the beneficiary partners on a key method of sustainable transport planning: the MRV (Monitoring, Reporting and Verification) approach on greenhouse gas (GHG) emissions. Experts have intervened to train the representatives of the cities and beneficiary countries on this subject and to present the greenhouse gas emissions calculation tool which is under development and will be available in the coming months to be used by the beneficiary cities of the Partnership.



Image 57: Workshop during the Climate Chance Africa Summit

Reference: MobiliseYourCity Secretariat

Throughout the day, the 25 participants from Cameroon, Senegal, Togo, Tunisia, Morocco, Burkina Faso and Ivory Coast have adopted the approach proposed by MobiliseYourCity to measure greenhouse gas emissions in urban mobility in order to better understand this important topic and implement it in their respective cities / countries.

3.5 European Development Days - Brussels (Belgium) – June 5th and 6th



Image 58: EDD 2018

Reference: MobiliseYourCity Secretariat

The 2018 edition of the EDDs (the EU Commission Flagship event on Sustainable Development) was focused on Women and Development. At this occasion, the MobiliseYourCity team presented the Partnership, and in particular its activities undertaken to ensure equal access for all to public transport, which include specific actions oriented towards accessibility to mobility by women.

MobiliseYourCity held a joint stand together with other development partners, which offered opportunity for valuable exchange about sustainable urban mobility & gender topics with several hundred participants during the two event days.

3.6. Transport & Climate Change Week – Berlin (Germany) – September 24th to 28th



Image 59: MYC meeting on SUMP circle

Highlighting the importance of transport to limit global warming, the second **Transport and Climate Change Week** (including the “Climate Action in Mobility” Conference) organized by the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU), and facilitated by GIZ in collaboration

with Wuppertal Institute, fostered knowledge exchange and high-level contacts between 180 transport colleagues from all over the world (20 countries). To fight climate change together, transport colleagues especially from developing and emerging economies gathered in Berlin to discuss ways on how to change transport for the better. Series of workshops gave participants the opportunity to learn and actively exchange on very practical topics, such as mobility events, citizen participation, data gathering... This was also the opportunity for the MobiliseYourCity Secretariat to organize a dedicated meeting on “SUMP circle” to exchange on good practices regarding the elaboration of Sustainable Urban Mobility Plans among beneficiary partners from various countries and cities from Latin America, Africa, Asia and Eastern Europe.

3.7. Africités – Marrakech (Morocco) – November 20th to 24th

The 8th Africités Summit was organised by United Local Government and Cities of Africa (CGLU), in collaboration with the Moroccan Communal Council Presidents Association (AMPCC) and the Association for Moroccan Regions (ARM), supported by the Kingdom of Morocco Home Secretary.



Image 60: Africités Summit 2018

Reference: MobiliseYourCity Secretariat

The Africités Summit is the most important dialogue platform in Africa regarding decentralisation, local governance, and local and territorial communities' contributions to integration and development for Africa.

The participation scope was unexpected: 8300 attendees representing more than 77 countries, including 53 African countries and around 3000 local officials, maires and territorial communities' leaders.

The theme of this edition was « Transition towards sustainable cities and territories, the role of territorial communities in Africa ». Three special days were organised around Migration, Climate, and Urban planification issues. The Climate Day insisted on the need for territorial communities to commit to the implementation of the Nationally Determined Contributions (NDCs) according to the Paris Agreement on climate change.

The Urban Planning Day emphasised the urban planification as a basic tool for transition towards sustainable cities and territories. It also reminded the importance of implementing urban agencies to follow up the urbanisation dynamics, as well as implementing a framework to enable dialogue between all the actors in order to define the urban space rules of use and allocation with respect for ecological constraints.

On November 21st, MobiliseYourCity Morocco program representatives participated to the round table exchanges about “the Sustainable Mobility Revolution”. MobiliseYourCity was also present to

represented by Mohammed N’GADI, Chief of Urban Mobility and Transports Division (DDUT) to debate on “Local Strategies to enable Access to Transport and Mobility for All”.

Furthermore, the Africités Summit 2018 pointed out two key actors without whom transition towards sustainable cities and territories wouldn’t be possible in Africa: women and young people.

To conclude, the Summit was the occasion to sign a cooperation agreement between the city of Yaoundé (Cameroon) and Marrakech to promote the sharing of expertise for urban development plans between the two cities.

3.8. COP 24 – Katowice (Poland) – December 5th to 14th



Image 61: Event MobiliseYourCity hosted on the French Pavilion. From l. to r.: R. Dantec, L. Gronsvald, C. Gracy, A. Costa, P. Potemski, M. Martinie. Reference M. Boyer

Organised by the United Nations Framework Conference on Climate Change (UNFCCC), the **24th Conference of Parties (COP24)** took place from 3 to 14 December 2018 in Katowice Poland, under the presidency of Poland.

The MobiliseYourCity Partnership is actively engaged since COP 21 in the climate action by supporting emerging and developing cities and countries in their efforts to reduce gas emissions of urban mobility through a sustainable urban mobility planification. The year again, the Partnership, through its Secretariat and partners,

joined its forces to the international community for carbon free transports under the leadership of SLoCaT Partnership (Sustainable Low Carbon Transport).

The COP 24 was the occasion to remind that more than a quarter of total emission and energy wastes are due to goods and people freight and most of them are due to urban transport. The Partnership representatives seized the opportunity during their various interventions to highlight the crucial role of urban mobility planning at the local level and the importance of assisting it at the national level to contribute to reduce substantially greenhouse gas (GHG) emissions.

3.9 KfW Development Finance Forum – Frankfurt (Germany) - December 18th and 19th



Image 62: KfW Development Finance Forum

The Development Finance Forum is KfW Development Bank's most important annual event that each time focuses on a current topic related to development cooperation. This year it was about sustainable mobility. The meeting was entitled "Getting on the Right Track – The Future of Urban Mobility" and took place on 18 and 19 December at KfW in Frankfurt. Around 200

experts from all over the world attended the congress. In the industrialised countries, the discussion is already in full swing, while in the developing countries it is only just beginning. With

the Development Finance Forum, KfW sought to give this debate additional impetus.

The key concepts included expansion of public transport, electromobility, car sharing, mobility apps, expansion of non-motorised transport and integrated urban planning. MobiliseYourCity Secretariat was present to meet partners and present the Partnership and its latest

5. Management & Coordination

5.1. Budget and Contributions

Grant-programs explicitly connected with the Partnership

Programs financially contributing to both, in-country technical assistance under the MobiliseYourCity brand umbrella, and overarching coordination & management of the Partnership.

Table 1: Grant-programs connected with the Partnership

Funding Source	Funding Line	Implementing Agency	Budget (M€)	Period	Scope
European Commission (DG DEVCO) with French contribution	EU Asian Investment Facility (AIF)	AFD	3.5	07/2017 – 2020	3 SUMPs India
European Commission (DG DEVCO) with French contribution	EU Intra-ACP	AFD	3	12/2017 – 02/2022	<ul style="list-style-type: none"> ❖ Methodological advancement of the Partnership ❖ Advancement & Monitoring Evaluation ❖ 1 SUMP in Yaoundé (Cameroon) ❖ 1 SUMP in Grand Santo Domingo (Dominican Republic) ❖ 2 SUMP to be further specified ❖ Miscellaneous regional capacity development (“Community of Practice for ACP region”)

Core Activities & Results

Funding Source	Funding Line	Implementing Agency	Budget (M€)	Period	Scope
France	French Facility for Global Environment (FFEM)	AFD	2	10/2016 – 12/2019	<ul style="list-style-type: none"> ❖ Partnership Management & Coordination ❖ 4 SUMP Morocco ❖ 1 NUMP Morocco ❖ 1 SUMP in Douala (Cameroon) ❖ 1 SUMP in Dakar (Senegal) <p>Miscellaneous regional capacity development (“Community of Practice for francophone Africa”)</p>
France (Ministère de la Transition écologique et solidaire)	n.a.	ADEME, Cerema	Approx. 1.5	Annual allocations	<ul style="list-style-type: none"> ❖ Methodical advancement of the Partnership ❖ Selected advisory support related to sustainable urban Mobility and GHG quantification in francophone Africa and Latin America
Germany (Federal Ministry for the Environment, Nature, Conservation, and Nuclear Safety, BMU)	International Climate Initiative (IKI)	GIZ	4.0	01/2017 – 03/2021	<ul style="list-style-type: none"> ❖ Partnership management & Coordination ❖ Methodological advancement of the Partnership ❖ 4 NUMP Philippines, Thailand, Colombia, Tunisia ❖ Miscellaneous capacity development
TOTAL			14.0		

Affiliated Programs

Affiliated Programs may use the MobiliseYourCity Partnership’s methodical tools, knowledge products, its Community of Practice, outreach & capacity development activities, as well as aggregated results monitoring, without financially contributing to its overarching coordination & management.

Table 2: Affiliated programs

Funding Source	Funding Line	Implementing Agency	Budget (M€)	Period	Scope
European Commission (DG DEVCO) with French & German contribution	EUROCLIMA+	AFD, GIZ	13 (only urban mobility component)	9/2016 – 12/2019	<ul style="list-style-type: none"> ❖ 7 SUMPs in Latin America to be further specified ❖ 2 NUNPs in Latin America to be further specified ❖ Miscellaneous regional capacity development (“Community of Practice for Latin America)
Germany (Federal Ministry for Economic Cooperation and Development, BMZ), co-financed by Swiss (State Secretariat for Economic Affairs, SECO)	SUMP in Ukraine (bilateral activities)	GIZ	9.1	1/2016 – 10/2019	<ul style="list-style-type: none"> ❖ 5 SUMP in Ukraine
Germany (Federal Ministry for Economic Cooperation and Development, BMZ)	Open Regional Fund for Energy Efficiency	GIZ	3.5	12/2017 – 04/2020	<ul style="list-style-type: none"> ❖ 6 SUMP in Balkan countries ❖ Miscellaneous regional capacity development (“Community of Practice for Balkan Region)
TOTAL			25.6		

5.2. The MobiliseYourCity Secretariat Team



Sasank Vemuri: Partnership Coordinator (from May 2019)



Sandra Laquelle: Monitoring & Evaluation Manager



Maël Martinie: Partnership & Outreach Manager



Michael Engelskirchen: Operations in Latin America



Tristan Morel: Methodology & Capacity Development Technical Advisor

Technical assistance rendered in beneficiary countries and cities under the MobiliseYourCity Partnership umbrella is coordinated by:

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