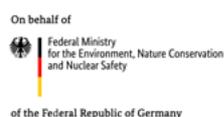


GLOBAL MONITOR 2020



Contributing Partners



Implementing partners



Knowledge and Network partners



For more information

MobiliseYourCity Secretariat, Brussels

www.mobiliseyourcity.net

email: contact@mobiliseyourcity.net

Title: "MobiliseYourCity Partnership – Global Monitor - Edition 2020"

Published and distributed: August 2020

Authors: Sasank Vemuri, Éléonore François-Jacobs, Vincent Larondelle, Mateo Gomez Jattin

Contributors – *project factsheets and data collection:*

François Carcel, Héloïse Chaumier, Anne Chaussavoine, Antoine Chèvre, Alvaro Cruz Fischer, Dominique De Longevialle, Maryna Denyschenko, Michael Engelskirchen, Ernesto Feilbogen, Julien Ferdinand, Akram Hamza, Niklas Hutz, Pablo Juica, Odile Ledésert, Miriam Monterrubio Hernandez, Maria Rosa Munoz, Otar Nemsadze, Julie Pelata, Sandra Reverdi, Linda Schill, Mathieu Verdure, Corinna Winter, Nathalie Yannic.

Copyright

This publication is subject to copyright of the MobiliseYourCity Partnership and its Contributing Partners and authors. Partial or total reproduction of this document is authorised for non-profit purposes, provided the source is acknowledged.

Disclaimer

The content presented in this document represents the opinion of the authors and is not necessarily representative of the position of the individual partners of MobiliseYourCity.

Foreword

Dear MobiliseYourCity Partners and friends,

Sustainable mobility is a lever to address multiple development challenges: we need to reach work, schools, hospitals, friends and family. Sustainable mobility ensures clean air and helps mitigate the impacts of climate change. The challenges associated with this topic nonetheless remain important and the recent COVID-19 crisis highlighted the need to accelerate the transition to sustainable mobility in cities.

In only five years since being launched at COP21 in Paris in 2015, MobiliseYourCity has established itself as the leading global Partnership for sustainable urban mobility planning, policy development, and increasing investment for sustainable transport in developing and emerging economies. The partnership approach has proven to be the best approach to address such complex issues by effectively leveraging the strengths of the different partners, by achieving scale, and by learning and adapting as we grow. The increasing recognition of the MobiliseYourCity Partnership comes from its achievements in three service areas:

Mobility planning through technical assistance for Sustainable Urban Mobility Plans (SUMPs) and National Urban Mobility Programs (NUMPs): In 2019 the Partnership completed 8 SUMPs and 3 NUMPs, which has mobilized 811 M€ in financing and is expected to improve access to public transport for over 6 million people. With ongoing work on over 40 SUMPs and NUMPs, we expect the Partnership's impacts to continue to grow.

Methodologies and capacity building: Key methodological tools and resources produced for complex environments. Across our Partnership, in 2019, 430 people have been trained through 39 workshops and trainings. With the launch of the MobiliseYourCity knowledge platform, and with the realities of working in a COVID-19 world, we hope to increase the reach of this work.

Advocacy for cities and countries to shift their approach from conventional transport planning to sustainable mobility, and for more resources to support this transition: In 2019, our contributing partner the Agence Française de Développement (AFD) added 8 M€ to further support sustainable urban mobility planning in Asia and Africa.

These results are directly in line with the expectations set during the Partnership planning phase, which speaks to the quality of the planning and encourages looking for additional resources.

While SUMPs and NUMPs are proving to be effective tools to support cities and countries in transforming urban mobility, we identify new areas in which the Partnership could increase its efforts. Looking into the future we see the need for the Partnership to extend our support to implement selected measures identified in completed SUMPs that would benefit from innovative approaches and complex institutional reforms.

MobiliseYourCity Partners are more than ever committed to supporting cities and countries taking actions to transform their mobility systems and new partners are welcome to strengthen our action.

The Secretariat team has been entirely renewed between 2019 and early 2020. We are grateful to everyone who has helped bring the Partnership to this place and are eager to take it further.

In March 2020, the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU) took on the role of chair of the MobiliseYourCity Steering Committee for the next two years. They have approved the extension of the TRANSfer project, which ensures the continuation of their support to the MobiliseYourCity partnership for this period. In addition to the head of the Secretariat, they are strengthening the Secretariat with an additional GIZ staff member.

We look forward to working together and seizing the current opportunity to accelerate the transition to sustainable mobility.

Sasank Vemuri

Coordinator of the MobiliseYourCity Partnership



Executive summary

A global Partnership leading on sustainable urban mobility

Only five years after being launched at COP21 in Paris in 2015, the MobiliseYourCity Partnership has established itself as the leading global Partnership of nearly 100 partners for sustainable urban mobility planning, policy development, and increasing investment for sustainable transport in developing and emerging economies.

The MobiliseYourCity Partnership works globally to generate knowledge, scale solutions and mobilise financial resources for sustainable mobility. Our partnership supports partner cities and countries through three main service areas:

Sustainable mobility planning

Methodologies and capacity building

Advocacy

The MobiliseYourCity contributing partners have mobilised 36 M€ to in grant financing to support our partner cities and countries in advancing sustainable urban mobility. Our main implementing partners Agence Française de Développement (AFD) is supporting 23 SUMPs and 3 NUMPs and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) is supporting 7 SUMPs and 8 NUMPs. CODATU, Cerema and ADEME and the Wuppertal Institute are also supporting cities in capacity building activities.

Thanks to the collaborative efforts of all our partners, we have already achieved results in each of our three service areas. These results are presented throughout this report and are directly in line with the expectations set during the Partnership planning phase.

Mobility planning: supporting SUMP and NUMPs

We support cities and countries through technical assistance to do Sustainable Urban Mobility Plans (SUMP) and National Urban Mobility Programs (NUMPs). In 2019 the Partnership completed 8 SUMP and 3 NUMPs, which allowed the mobilization of 811 M€ in financing and is expected to improve access to public transport for over 6 million people. With ongoing work on over 40 SUMP and NUMPs, we expect the Partnership's impacts to continue to grow and to see tangible results for sustainable mobility.

By assisting cities and countries in the planning and implementation of effective measures to decarbonize urban transport, the Partnership supports the goals set forth under the UNFCCC dialogue and many urban-related goals specified in the New Urban Agenda as well as the Sustainable Development Goals (SDGs). In particular, we contribute to the following goals:

SDG 11 "Makes cities and human settlements inclusive, safe, resilient and sustainable"

SDG 3.6 "By 2020, halve the number of deaths and injuries from road traffic accidents"

SDG 9 "Develop quality, reliable, sustainable and resilient infrastructure"

SDG 13.2 "Integrate climate change measures into national policies, strategies and planning"

SDG 17.3 "Strengthen the means of implementation and revitalise the global partnership for sustainable development"

We also support countries in meeting their Nationally Determined Contributions (NDCs) targets by reducing GHG emissions

Capacity building: developing methodologies and enabling learning

Across our Partnership, in 2019, 430 have been trained through 39 workshops and trainings. With the launch of the MobiliseYourCity knowledge platform, and with the realities of working in a COVID-19 world, we hope to increase the reach of this work.

Our communities of practice are being increasingly activated. We have seen tremendous amount of engagement in the Latin America Community of Practice and increasing demand for the Africa and Asia communities of practice.

Advocacy: encouraging a systems' transformation

Over the last five years, we have continuously advocated for cities and countries to shift their approach from conventional transport planning to sustainable mobility, and for more resources to support this transition. In 2019, ten new city partners joined The Partnership, demonstrating their commitment to decarbonize local transport while improving mobility for their citizens. The resources available to accompany our cities and countries with technical assistance increased from 28 M€ to 36 M€, thanks to additional funding lines from our contributing partner AFD to further support sustainable urban mobility planning in Asia and Africa. Additionally, we reached 1265 people through 13 conferences and other public events.

Behind the scene: life of the Partnership

The secretariat team has been entirely renewed between 2019 and early 2020 with two new positions added. We also added a new Knowledge and Network Partner, the European Cyclist Federation, to better support our cities and countries on a mobility topic of increasing importance.

Looking forward to scaling our success

As the Partnership begins to see real results of the dedication and hard work of the partners since 2015 – measured in completed SUMP and NUMP, improved capacities and mobilized finance and the promise of better, more climate-friendly mobility services for millions of people – we begin to look forward to the next five years.

In 2020 the MobiliseYourCity Partnership will prepare a strategy for how we want to evolve our service offer and operations to accompany the nearly 100 cities and countries in our Partnership. These cities and countries have committed to taking bold, ambitious actions on decarbonizing their urban transport and improving mobility for their citizens, and many are progressing well on their SUMP and NUMPs. While retaining focus on supporting sustainable mobility planning, the Partnership is looking forward to seeing how we can better support the transition to implementation.



Table of contents

1. The MobiliseYourCity Global Partnership.....	7
2. Mobility planning: supporting SUMP and NUMP.....	18
3. Capacity building: developing methodologies and enabling learning.....	22
4. Advocacy: encouraging a systems' transformation.....	26
5. Behind the scene: Life of the Partnership.....	28
6. City and Country factsheets: completed and ongoing technical assistance.....	31
6.1. Africa.....	32
6.2. Asia.....	50
6.3. Eastern Europe.....	68
6.4. Latin-America and Caribbean.....	79
7. City and Country factsheets: upcoming technical assistance.....	102



The MobiliseYourCity Global Partnership

Since being launched in December 2015 at COP 21, the MobiliseYourCity Partnership has become the leading global Partnership for sustainable urban mobility planning, policy development, and increasing investment for sustainable transport in developing and emerging economies. Our Implementing Organizations, like the Agence Française de Développement (AFD) and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), are working with cities and countries across the world to develop scalable solutions to improve mobility in complex environments.

Today, the Partnership has 58 member cities with a combined population of over 75 million people in 27 countries. Thanks to the generous contributions of the European Union, the French Ministry for the Ecological and Inclusive Transition (MTES), the German Federal Ministry for the Environment, Nature Conservation, and Nuclear Safety (BMU) and the French Facility for Global Environment (FFEM), as of February 2020, the Partnership has raised 36 M€ in grants

to support 42 cities and 13 country partners with technical assistance and project preparation, which has already mobilised additional loans for concrete sustainable urban mobility projects. With this investment we expect an additional 6 million people to have access to public transportation services.

The Partnership was founded by Agence de l'Environnement et de la Maîtrise de l'Energie (ADEME), Agence Française de Développement (AFD), Coopération pour le Développement et l'Amélioration des Transport Urbains et Périurbains (CODATU), Centre d'études et d'expertise sur les risques, l'environnement, la mobilité et l'aménagement (Cerema) and Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH. We are an international transport initiative under the UN Marrakesh Partnership for Global Climate Action.



What we aim to achieve

The MobiliseYourCity Partnership aims to empower 100 cities and 20 countries to improve urban mobility for their citizens and decarbonise transport to fight the global climate crisis.

Through the support and services we provide to our member cities and countries, our objectives are to:

Accelerate the transition to sustainable urban mobility in countries of the Global South by following the avoid-shift and improve paradigm: reducing unnecessary urban travel, encouraging the use of low-carbon and non-pollutant transport modes and stimulating the shift towards low-carbon vehicle technologies.

Foster more comprehensive, integrated and participatory urban mobility planning at both local & national levels through the development of Sustainable Urban Mobility Plans (SUMPs) and National Urban Mobility Programs (NUMPs).

Facilitate access to sustainable financing for large-scale mobility projects. We support the development of integrated, comprehensive policies and development plans for sector transformation with clear linkage to budgeting and financing concepts to increase chances of financing.

Close the investment gap for sustainable mobility. Although the Transport sector accounts for 25 % of GHG emissions, it only receives 3 % of climate financing. The MobiliseYourCity Partnership advocates for increased resources and action to support cities to decarbonise urban transport.

Our contribution to the SDGs

3

GOOD HEALTH AND WELL-BEING



GOOD HEALTH AND WELL-BEING

Ensure healthy lives and promote well-being for all at all ages.

Target

3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents.

INDUSTRY, INNOVATION AND INFRASTRUCTURE

Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.

9

INDUSTRY INNOVATION AND INFRASTRUCTURE



Targets

9.1 Develop quality, reliable, sustainable and resilient infrastructure.

9.a Facilitate sustainable and resilient infrastructure development in developing countries through enhanced FA and TA.

11

SUSTAINABLE CITIES AND COMMUNITIES



SUSTAINABLE CITIES AND COMMUNITIES

Make cities and human settlements inclusive, safe, resilient and sustainable.

Targets

11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations.

11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality.

CLIMATE ACTION

Take urgent action to combat climate change and its impacts.

13

CLIMATE ACTION



Targets

13.2 Integrate climate change measures into national policies, strategies and planning.

13.3 Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning.

17

PARTNERSHIPS FOR THE GOALS



PARTNERSHIPS FOR THE GOALS

Strengthen the means of implementation and revitalize the global partnership for sustainable development.

Targets

17.3 Mobilise additional financial resources for developing countries from multiple sources.

17.9 Enhance international support for implementing effective and targeted capacity-building in developing countries to implement all the sustainable development goals.

17.19 Enhance the global partnership for sustainable development to share knowledge, expertise, technology and financial resources, to support the achievement of the SDGs.

Our contribution to the SDGs

By assisting cities and countries in the planning and implementation of effective measures to decarbonize urban transport, the Partnership supports the goals set forth under the UNFCCC dialogue and many urban-related goals specified in the New Urban Agenda as well as the Sustainable Development Goals (SDGs). We also support countries in meeting their Nationally Determined Contributions (NDCs) targets by reducing GHG emissions.

Goal 3 - Good health and well-being

Ensure healthy lives and promote well-being for all at all ages

Targets

3.6 - By 2020, halve the number of global deaths and injuries from road traffic accidents

MobiliseYourCity Contribution

Deaths and injuries from road traffic accidents will be reduced by 33 % in Yaoundé and improved, but not yet quantified, in Douala and Santo Domingo.

Goal 9 - Industry, innovation and infrastructure

Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

Targets

9.1 - Develop quality, reliable, sustainable and resilient infrastructure

9.a - Facilitate sustainable and resilient infrastructure development in developing countries through enhanced FA and TA

MobiliseYourCity Contribution

Developing reliable, sustainable and resilient infrastructure is at the heart of the MobiliseYourCity Partnership. In just three partner cities, Douala, Yaoundé and Santo Domingo, 2 metro lines, 8 BRT corridors, 5 cable cars, and more than 21 bus corridors and 5 transport hubs will be financed through mobilised investments by the Partnership.

36 M€ in TA provided by the Partnership has leveraged 811 M€ to build quality, reliable, sustainable and resilient infrastructure. An additional 15,5 billion € in investments in infrastructure have been identified and ready to be developed.

Goal 11 - Sustainable cities and communities

Make cities and human settlements inclusive, safe, resilient and sustainable

Targets

11.2 - By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations

11.6 - By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality

MobiliseYourCity Contribution

In just three partner cities, an additional 6 million people will benefit from improved access to safe, affordable, accessible and sustainable Public Transport. MobiliseYourCity is directly supporting an additional 42 cities with a combined population of 57 million people.

In Santo Domingo, 600 K\$ have been secured for improving access to Public Transport for disabled persons. Another 600 K\$ will be invested in conducting a study to develop a tariff subsidy for the most vulnerable populations.

MobiliseYourCity contributes to improving air quality in cities. A MRV approach has been developed by the Partnership, but data is not yet available.

Goal 13 - Climate action

Take urgent action to combat climate change and its impacts

Targets

13.2 - Integrate climate change measures into national policies, strategies and planning

13.3 - Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning

MobiliseYourCity Contribution

MobiliseYourCity implementing partners have supported 10 countries integrate climate change measures into national policies through NUMPs.

Goal 17 - Partnerships for the goals

Strengthen the means of implementation and revitalize the global partnership for sustainable development

Targets

17.3 - Mobilise additional financial resources for developing countries from multiple sources

17.9 - Enhance international support for implementing effective and targeted capacity-building in developing countries to implement all the sustainable development goals

17.19 - Enhance the global partnership for sustainable development to share knowledge, expertise, technology and financial resources, to support the achievement of the SDGs

MobiliseYourCity Contribution

36 M€ in TA provided by the Partnership has already mobilized 810 M€ The Partnership is confident that at least 4 B€ will be mobilized.

MobiliseYourCity is a global partnership for sustainable development that mobilizes and shares knowledge, expertise, technology and financial resources, to support the achievement of the SDGs in 14 partner countries and 58 partner cities.

The partnership has established a knowledge platform as a particular instrument to share knowledge on sustainable mobility.



How we support cities and countries

The MobiliseYourCity Partnership supports member cities and countries through 3 main service areas. Already 36 M€ have been raised to fund projects in these three service areas.

Mobility planning through technical assistance

Technical assistance for Sustainable Urban Mobility Plans (SUMP) and National Policies and Programmes (NUMP): Our Implementing Organizations, like the Agence Française de Développement (AFD) and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), are working with cities and countries all over the world to prepare implementation ready mobility plans and finance ready projects to improve mobility in complex environments. They support national member countries to develop national urban mobility policies and investment programs (NUMPs), and member cities to develop sustainable urban mobility plans (SUMPs).

Access to finance: After receiving technical assistance, member cities and countries are supported to identify accessible and affordable financing solutions by either directly financing certain parts of the SUMPs and NUMPs in the case of our banking partners and/or linking investments to other potential financiers of mobility infrastructure and equipment.

Methodologies and capacity building through communities of practice

Tested and scalable solutions: We help share, improve and spread technical and methodological resources to develop capacity to plan, finance and implement sustainable mobility solutions through our online Knowledge Platform.

In-person and online training: We offer our members access to webinars and training to develop their skills to improve mobility in their city or country.

An online collaboration platform: To allow local partners to share their experience and get access to the latest knowledge on sustainable mobility, we are giving them the opportunity to exchange information and experiences with other cities and countries through our online social platform.

Advocacy through outreach and communication

Advocacy: We advocate for a change in how cities and countries approach mobility by using the enable-avoid-shift-and improve model (EASI), which puts people's need for connection and access at the forefront of mobility planning. Because we are convinced that this is a successful way of improving urban mobility and decarbonizing transport, we advocate for increased resources for technical assistance to scale up this approach and the financial resources to implement it. Our advocacy work is grounded in our experience in implementing this model through SUMPs and NUMPs in our member cities and countries.



We advocate for a change in how cities and countries approach mobility.



Who the Partnership brings together

The MobiliseYourCity Partnership brings together partners who are working together to support cities and countries in advancing sustainable urban mobility.

The modes of participation can be distinguished in three different partnership categories:

- City and Country Partners
- Contributing Partners
- Knowledge and Network Partners

City and country partners

The MobiliseYourCity Partnership has 58 partner cities and 14 partner countries. Our Implementing Partners are supporting 30 cities and 10 countries in preparing SUMPs and NUMPs respectively.

	Partner cities	SUMPs	Partner countries	NUMPs
Target	100	60	20	13
Worldwide	58	33	14	10
Population	72 million people	47 million people		
Africa	31	12	7	2
Asia	8	6	4	3
Latin America	14	8	3	5
Eastern Europe	5	4	0	0

Table 1: Overview of local partners and projects

The MobiliseYourCity Global Partnership

Countries

- Completed technical assistance
- Ongoing technical assistance
- No technical assistance planned

Cities

- Completed technical assistance
- Ongoing technical assistance
- Upcoming technical assistance
- No technical assistance planned

Eastern Europe

Completed technical assistance

- Lviv, Ukraine
- Poltava, Ukraine
- Vinnytsia, Ukraine
- Zhytomyr, Ukraine
- Chernivtsi, Ukraine

Ongoing technical assistance

- Tblissi, Georgia

Latin-America and Caribbean

Completed technical assistance

- Peru
- Santo Domingo, Dominican Republic

Ongoing technical assistance

- Ambato, Ecuador
- Antofagasta, Chile
- Belo Horizonte, Brazil
- Chile
- Colombia
- Guadalajara, Mexico
- Ibagué, Colombia
- Uruguay
- Ecuador

Upcoming technical assistance

- Arequipa, Peru
- Baixada Santista, Brazil
- Cordoba, Argentina
- La Habana, Cuba
- Puebla, Mexico
- Teresina, Brazil
- Trujillo, Peru

Africa

Completed technical assistance

- Cameroon
- Morocco
- Douala, Cameroon
- Tunisia
- Yaounde, Cameroon

Ongoing technical assistance

- Oujda, Morocco
- Casablanca, Morocco
- Dire Dawa, Ethiopia

Upcoming technical assistance

- Al-Assima (Rabat), Morocco
- Bouaké, Ivory Coast
- Dakar, Senegal
- Dodoma, Tanzania
- Kenitra, Morocco
- Kumasi, Ghana
- Lomé, Togo
- Maputo, Mozambique

Asia

Completed technical assistance

- Philippines

Ongoing technical assistance

- Ahmedabad, India
- India
- Indonesia
- Kochi, India
- Kurunegala, Sri Lanka
- Nagpur, India
- Thailand

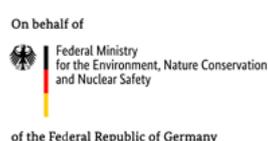
Upcoming technical assistance

- Mandalay, Myanmar
- Medan, Indonesia
- Peshawar, Pakistan

Contributing Partners

Contributing partners are either funders, implementing agencies or both. They include donors as well as not-for-profit organizations, internal financial institutions, and other implementing agencies with substantial delegated funds or own resources to support cities and countries with technical assistance. Contributing partners also includes organizations that were directly involved in founding the Partnership.

Our funds to support cities and countries come from the European Union and the governments of France and Germany.



Contributing partners	Amount
The European Union	19.5 M€
European Commission's Directorate-General for International Cooperation and Development (DG DEVCO) – EUROCLIMA+	13 M€
European Commission's Directorate-General for International Cooperation and Development (DG DEVCO) – Asian Investment Facility	3.5 M€
European Commission's Directorate-General for International Cooperation and Development (DG DEVCO) – Intra-ACP	3 M€
France	11.5 M€
Agence Française de Développement (AFD)	8 M€
French Ministry of Ecological and Solidarity-based Transition (MTES)	1.5 M€
French Facility for Global Environment (FFEM)	2 M€
Germany	5 M€
German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU)	5 M€
TOTAL	36 M€

Table 2: Funding sources for MobiliseYourCity activities.

Contributing partners facilitate the realization of activities under the Partnership through financial or in-kind contributions (significant logistics and/or human resources).

Implementing partners

Implementing partners provide our city and country partners with technical assistance to elaborate Sustainable Urban Mobility Plans and National Urban Mobility Programs.

Implementing partners	SUMPs supported	NUMPs supported	Total volume of projects
AFD	23 *	3**	24.5 M€
GIZ	7	8 **	21.6 M€ ***

Table 3: SUMP and NUMP support by implementing partners.

* 4 SUMP preparation processes are managed directly by the city partners

** Tunisia is supported both by AFD and GIZ, and is accounted twice

*** Includes a 9.1 M€ contribution from BMZ for SUMPs in Ukraine. Funding from contributing partners and implemented by GIZ reaches 12.5 M€



The Agence Française de Développement

(AFD) is the French public institution in charge of implementing France's policy in the areas of development and international solidarity. The AFD funds, supports and accelerates the transition to a fairer and more sustainable world. The AFD has already supported the development of three completed SUMPs (in Santo Domingo (Dominican Republic), and Douala and Yaounde, Cameroon) and two NUMPs (Cameroon and Tunisia). With 24.7 M€ for implementing MobiliseYourCity related activities, AFD is currently supporting the development of SUMPs and NUMPs in 23 cities and 3 countries respectively.

The Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

is Germany's leading provider of international cooperation services. As a federal enterprise, it supports the German Government in achieving its objectives in the field of international cooperation for sustainable development. GIZ is supporting the development of SUMPs and NUMPs and provides staff for the Secretariat of the Partnership. With 12.5 M€ for implementing MobiliseYourCity related activities, GIZ is currently supporting the development of SUMPs and NUMPs in 7 cities and 8 countries respectively.

On behalf of the German Federal Ministry of Economic Cooperation and Development, the GIZ has also 5 MobiliseYourCity Partner Cities in Ukraine preparing SUMPs.

ADEME is a French public agency aiming at supporting the ecological transition. It is active in the implementation of public policy in the areas of the environment, energy and sustainable development.

CEREMA is a French public institution supporting public policies, working under the authority of the French Ministry of the Ecological and Inclusive Transition and the Ministry of Territories' Cohesion and Relationship with Local and Regional Authorities.

CODATU (Cooperation for urban mobility in the developing world) is an association with an international focus which works to promote sustainable mobility policies through training activities and scientific exchanges on urban and periurban mobility. Codatu provides staff to the Secretariat of the Partnership under a convention with the AFD. They collaborate with AFD on SUMPs, NUMPs and technical assistance in several locations.

The European Bank for Reconstruction and Development (EBRD) works across three continents to further progress towards 'market-oriented economies and the promotion of private and entrepreneurial initiative'.

KfW is a German state-owned development bank, based in Frankfurt. It promotes sustainable prospects for people, companies, the environment and society. It focuses on topics in line with the UN's Sustainable Development Goals (SDGs).

Wuppertal Institute is a leading international think tank for sustainability research focused on impacts and practical application. The organisation's activities are centred on developing transformation processes aimed at shaping a climate-friendly and resource-efficient world. As part of MobiliseYourCity, the Wuppertal Institute supports the city of Belo Horizonte, Brazil, in the implementation of a pilot project.

Knowledge and Network partners

Knowledge and Network Partners are internationally or regionally operating or country-focused not-for-profit organizations, institutions, think tanks, affiliated technical assistance programs or other organizations associated with the MobiliseYourCity Partnership.



ITDP is a global organization at the forefront of innovation, using technical expertise, direct advocacy, and policy guidance to mitigate the impacts of climate change, improve air quality, and support prosperous, sustainable, and equitable cities. They have worked with over 100 cities in more than 40 nations to design and implement transport and urban development systems and policy solutions that make cities more viable, fair, and livable.

PLATFORMA is the pan-European coalition of towns and regions – and their national, EU and global associations – active in city-to-city and region-to-region development cooperation. They are a hub of expertise on European local and regional governments' international action and aim at boosting European local and regional governments' contribution to EU development cooperation policies and international frameworks.

UCLG, as a global network of cities and local, regional, and metropolitan governments and their associations, is committed to representing, defending, and amplifying the voices of local and regional governments to leave no-one and no place behind.

UN Habitat works with partners to build inclusive, safe, resilient and sustainable cities and communities. UN-Habitat promotes urbanization as a positive transformative force for people and communities, reducing inequality, discrimination and poverty.

The European Cyclists' Federation (ECF) has been the voice of European cyclists for 30 years. Representing organisations in 40 countries with over 500 000 active members, the ECF is pledged to ensure that bicycle use achieves its fullest potential so as to bring about sustainable mobility and public well-being. To achieve these aims, ECF seeks to change attitudes, policies and budget allocations at the European level. ECF stimulates and organises the exchange of information and expertise on bicycle related transport policies and strategies as well as the work of the cyclists' movement.





Mobility planning: supporting SUMP and NUMP

Our Implementing Partners, particularly the Agence Française de Développement (AFD) and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), are working with 42 cities and 13 countries all over the world to prepare implementation ready mobility plans and finance ready projects to improve mobility in complex environments. We support national member countries to develop NUMPs and member cities develop SUMP.

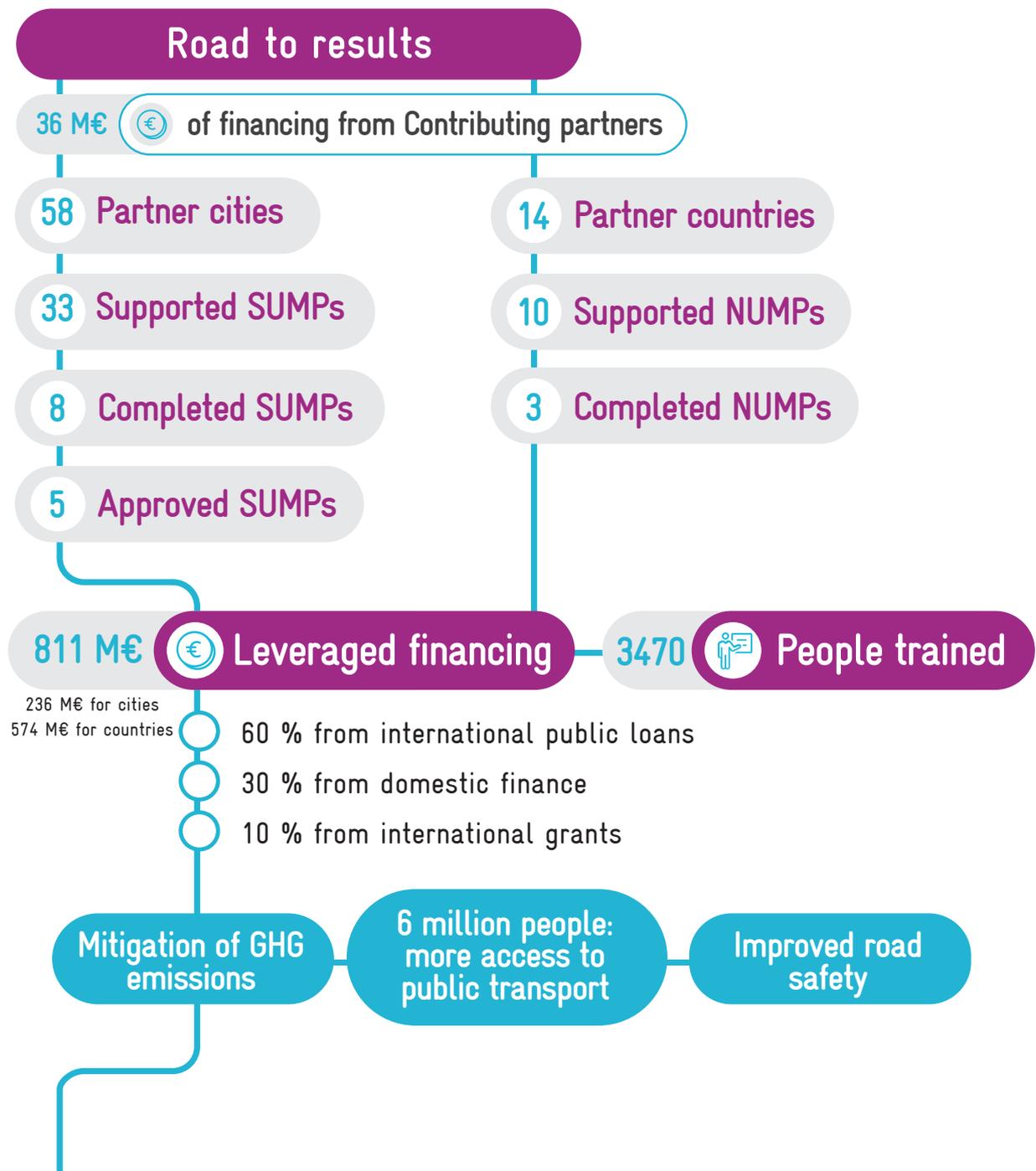
Whether specific local or national mobility issues necessitate a quick adjustment or a deep transformation, supporting and enabling sustainable change in urban mobility has complex implications for all other sectors of the society. Therefore, policies and investments must be prepared using a systemic and participatory approach.

However, the preparation process is long and requires financial and technical resources that may not be available to the local authorities. Hence, supporting the preparation of projects and policies through technical assistance is a necessary intervention to enable further implementation of adequate measures to tackle local challenges in cities and to contribute to global sustainability agendas.

In addition to SUMP, the Partnership also supports cities with designing and implementing pilot projects on various mobility topics, such as introducing low speed zones around schools and introducing e-bicycles.

A first wave of SUMP and NUMP are completed and received political endorsement

2019 was an important milestone year for the Partnership. After an average preparation period of 18 months, 8 SUMP (Chernivtsi, Douala, Lviv, Poltava, Santo Domingo, Vinnytsia, Yaoundé and Zhytomyr) and 3 NUMP were completed with the support of our Implementing Partners. For these cities and countries, this marks the end of the process of comprehensive mobility planning and project preparation and the beginning of a new phase focused on implementation.



What is a NUMP?

A National Urban Mobility Policy or Investment Programme (NUMP) 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.

What is a SUMP?

A Sustainable Urban Mobility Plan (SUMP) is a strategic plan developed in a participatory and integrated way to meet people and businesses mobility needs in cities and to harmonize and integrate existing planning approaches. It sets cities on a sustainable course regarding land use and urban mobility. Because each city is starting with a different baseline of transport plans, the MobiliseYourCity implementing partners, and city partners work together to adapt the SUMP process for local needs.

With a strong orientation to taking an Enable-Avoid-Shift-Improve approach to mobility planning, the completed SUMP have several common elements. Most of them include mass public transport lines, such as introducing or extending BRT or metro lines, improving road networks and street shaping to make walking and cycling more attractive, the renewal or increase of collective transport vehicle fleets, and institutional reforms related to public transport tariff, organisation of informal transport and paratransit, or parking policies.

SUMPs are transitioning successfully from planning to finance

Five of our Partner Cities, Douala and Yaoundé in Cameroon, Santo Domingo in Dominican Republic, and Lviv and Poltava in Ukraine, have taken the next step of adopting their SUMP and securing finance for selected measures, which puts them on track to delivering on the improved, climate friendly mobility solutions for their citizens.

Collectively these cities have secured EUR 236 million financing for a range of measures, including physical infrastructure, feasibility studies, and capacity building. They will be able to finance 2 metro lines, 8 BRT corridors, 10 trams, 150 buses and trolley buses, 5 cable cars, and more than 21 bus corridors, 6 transport hubs, stations and depots.

For example, following the adoption of Yaoundé SUMP, a feasibility and design study started in

December 2019 for the “Yaoundé Coeur de ville” project, which aims to improve mobility in the heart of the city. The AFD intends to provide 66 M€ million for the actual implementation of the project. In Santo Domingo, the EU is providing a EUR10 million grant to improve walking and cycling in the city, build capacities and to do the further details studies that are needed for mass public transportation projects. In Lviv, the IFC has approved EUR 50 million for electric trolleybuses with extended autonomous range.

NUMPs are being used to mobilize finance, identify bottlenecks to implementation and build capacities

At the national level, NUMP processes were completed in Philippines, Tunisia, Morocco and Cameroon. These NUMPs represent three main typologies of NUMPs that are generally supported by the Partnership: sectoral policies that aim to improve the framework conditions for sustainable urban mobility planning, investment programmes from the national level to assist cities in delivering sustainable urban mobility measures, or a mix of policy and investment programmes.

The Philippines NUMP is an example of an investment programme. It focuses on reducing emissions from jeepneys, a semi-formal, inefficient system of ancient, backyard-customized former army jeeps. There are well over 250,000 jeepneys in the Philippines: they count for approx. 40% of all vehicle trips and are consequently the biggest contributor of GHG emissions in the transport sector in the Philippines. The Philippines NUMP has secured 206 M€ to pilot shifting old jeepneys to modern, new “jeepney units,” which are a combination of e-jeeps and units which utilize cleaner fuels and engines. Part of the financing will also support local manufactures in producing more energy efficient vehicles.

In addition to mobilizing finance for implementation, NUMP processes are being accompanied with capacity building measures for cities in the country. Morocco was one of the first countries to join the MobiliseYourCity Partnership together with 13 partner cities. Capacity-building actions implemented by AFD facilitated the creation of MobiliseYourCity Cities Club (Club des Villes). A series of training sessions was offered by ADEME to the club of 13 Moroccan cities on MRV-GHG methodology for urban transport. The training addressed a wide range of subjects: from the global context of climate change, to the methods of implementing an MRV-GHG approach, with a focus on the question of data, urban mobility and air

quality issues. Casablanca, Oujda and Rabat have had, as pilot cities, more specific support for the implementation of an MRV-GHG system.

Financed investments are expected to contribute to the SDGs

The Partnership is demonstrating that good planning can lead to financing for impactful projects, which in turn deliver on the SDGs. An analysis of the few SUMP and NUMP with sufficient details on financed projects project that, once projects resulting from SUMP and NUMP have been completed, we can expect

to see improved to sustainable transport and decreased emissions. Specifically, at least **6 million additional people will have access to mass public transport** systems. The implementation of SUMP in Yaoundé, Douala and Santo Domingo will lead to a total savings of 0,77 MtCO₂eq by 2030 and the Philippines NUMP will potentially reduce GHG emissions by a total of 15.01 - 27.13 MtCO₂eq over ten years.

While these preliminary estimates will need to be verified again as planning moves to implementation, the initial analysis show a positive trend that the Partnership is encouraged to build on.

The path from planning to finance

36 M€ Donor contribution

- MobiliseYourCity contributing partners fund technical assistance for cities and countries to develop SUMP and NUMP.
- These plans helps our city and country partners identify the right projects or programs for their needs, and we are able to identify the **selected measures with cost estimates**.

Required investment for measures with cost estimates 9 930 M€ (NUMPs) / 5 620 M€ (SUMP)

- Having a mobility plan in place can help convince financiers to make loans, give a grant, or government agencies design a subsidy program.
- Therefore, as a direct result of the SUMP and NUMP preparation, money can be secured through **leveraged financing**.
- Associated financing** is the money gathered for investment on measures that have been prioritized in the plans but may have been previously approved.

811 M€ Leveraged finance

- This funding comes from three sources in the following approximate proportions: domestic public finance (30 %), public international loans (60 %) and grants (10 %).
- Associated finance** 2 478 M€
- In addition, **planned finance** is the finance both leveraged and associated that we have confidence will be further mobilised to enable the implementation of the completed SUMP and NUMP.
- Planned finance** 5 227 M€



Capacity building: developing methodologies and enabling learning

MobiliseYourCity's capacity development and methodology approach follows the Partnership's overall strategy by engaging at different levels of action to accelerate the transition to sustainable urban mobility:

Supporting the capacity development of institutions in member cities and countries through policy support for the development of SUMP and NUMP

Building skills of mobility practitioners and decision makers from member cities and countries through the provision of state-of-the-art methodologies and tools (SUMP and NUMP), online and in-person trainings and peer-to-peer exchange

With a view to enabling autonomy and scaling up proven solutions, we provide key guidance on how to properly develop SUMP and NUMP and set-up monitoring, reporting and verification systems that are able to measure and evaluate progress towards established sustainability goals on a regular basis. To support dissemination in our partner cities and countries, we support establishing regional communities of, which benefit from online and in-person trainings and fosters peer-to-peer exchanges. Across our Partnership, in 2019, 430 people have been trained through 39 workshops and trainings. The topics addressed ranged from NUMP and SUMP to MRV.

Over 200 participants from 12 countries joined the 3rd MobiliseYourCity Conference on Sustainable Mobility in Africa

The 3rd MobiliseYourCity Conference on Sustainable Mobility in Africa, which took place from 17 to 19 September in Yaoundé, Cameroon, was striking both in its scope and political resonance. With over 200 participants from 10 countries and 12 African cities, the conference reflected on the growing challenges of urban mobility in the countries and cities of sub-Saharan Africa and the importance of sustainable mobility planning to solve these problems. In this respect, the opening of the Conference was dedicated to the presentation of the Cameroonian NUMP and the finalized SUMP of Yaoundé and Douala, the first to be completed under the MobiliseYourCity Partnership.

The Conference counted with the participation of 50 personalities from various Cameroonian ministries, such as the Minister of Housing and Urban Development, but also Cameroonian mayors and other African country representatives, including the mayors of Lomé, Togo and Bouaké, Cote d'Ivoire. The Partnership's Community of Practice had also a strong presence, with 40 political and technical members participating in the event.

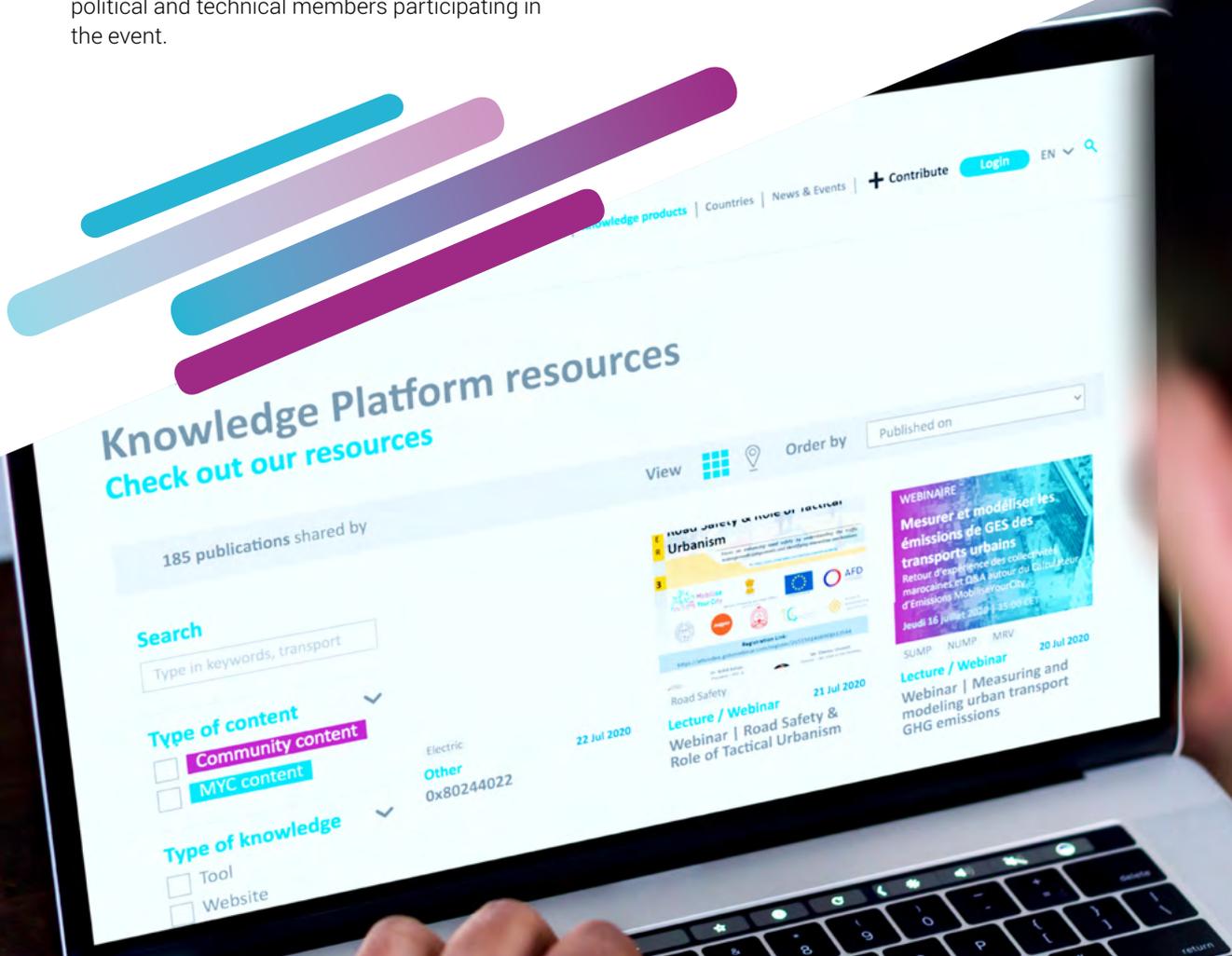
Setting up a new Knowledge Platform

The MobiliseYourCity Partnership is using digital technology to support our service areas. An online Knowledge Platform was created with the main objectives to provide information on sustainable urban mobility, capitalize on completed and ongoing work by the Partnership's members, ensure visibility of partners and actions and communicate results to donors.

These objectives support our service areas as they help us build capacity and advocate for sustainable mobility.

This Knowledge Platform is open to anyone but is mainly targeting existing members of the Partnership as well as prospective ones. It addresses primarily:

- Cities and Countries
- Program managers
- Consultants
- Donors



Currently, 182 publications have been made available in the Knowledge Platform, including core methodological documents and tools, recorded webinars, case studies and factsheets. The Knowledge Platform is being constantly updated with new relevant content available in English, French and Spanish. While MobiliseYourCity secretariat is animating and moderating the platform, anyone, after registration on the website, is free to contribute to the platform and upload documents. Likewise, anyone may download publications which have been made available on the platform.

The Knowledge Platform can be accessed here: <https://mobiliseyourcity.net/knowledge-products>.

MobiliseYourCity's Latin America Community of Practice takes collaboration online

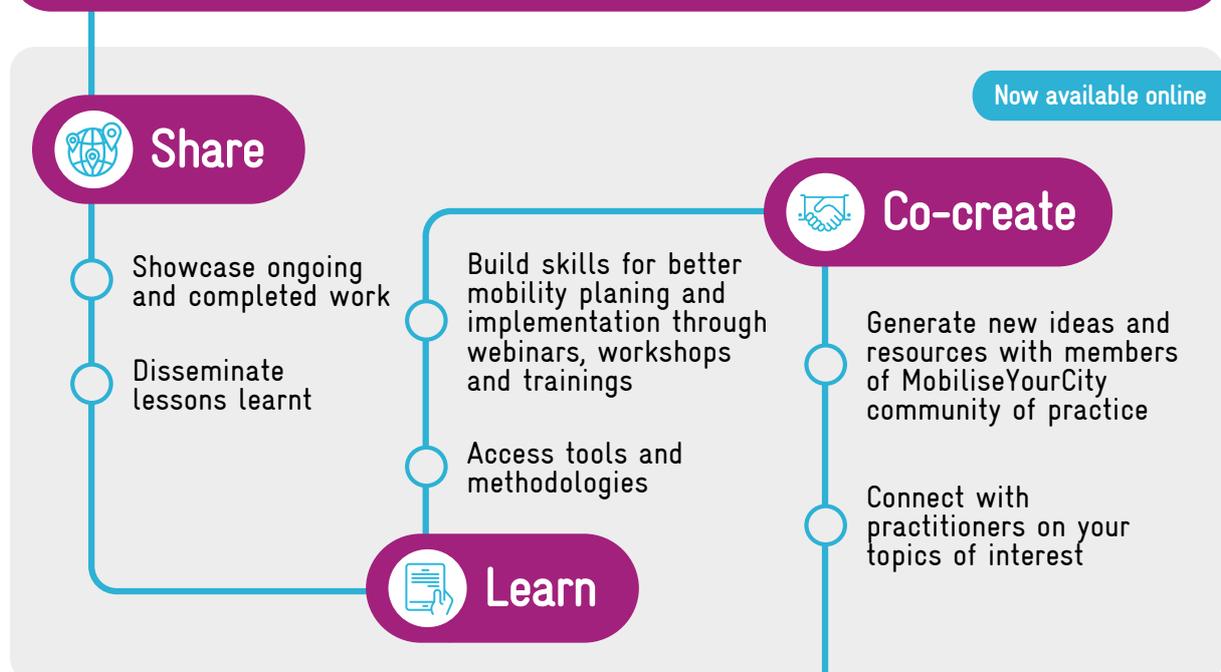


Currently, the Knowledge Platform offers a digital space for the Latin America Community of Practice to exchange and co-create on key topics related to sustainable mobility.

MobiliseYourCity's Community of Practice for Latin America was conceived under EUROCLIMA+ Urban Mobility Component to serve as the regional platform for knowledge provision and peer exchange on sustainable urban mobility. As such, the CoP aims at

Facilitating the exchange of knowledge and experiences between peers

MobiliseYourCity's Communities of Practice enable members to



Connecting public officials, academia, civil society and mobility practitioners active in the region

Contributing to the goals and implementation of the 2030 agenda and Nationally Determined Contributions

Strengthening institutional and technical capacities of national and local governments

Promoting investments in low-carbon mobility

The activities and services of the CoP are conducted in an online platform, officially launched in 2019. The platform is located in the MobiliseYourCity website under the 'MobiliseYourCity Latin America' section. The platform offers a space for communication, dialogue and training to strengthen and expand the capacities of people, local and national governments, NGOs, and other stakeholders for the planning, development, implementation and monitoring of sustainable urban mobility plans and programs.

The CoP is implemented by FLACMA – UCLG with the support of GIZ, AFD, ECLAC and UN Environment.

Currently, the Online Community of Practice for Latin America counts 242 users from 21 countries and 95 cities and 15 thematic groups ranging from accessibility, to access to finance and gender and mobility to walking.

The online Community of Practice for Latin America is available in Spanish and English and can be accessed here: https://myc.customers.tixxt.com/users/sign_in

Recorded webinars provided by the Community of Practice (e.g. SUMP development in Latin America, Combatting sexual harassment in public transport, the role of cycling in Latin America, etc.) can be available here: https://www.youtube.com/channel/UChLxr8mS7_4a0BJYti5Eduw

In 2019, the Community of Practice for Latin America participated in and supported the dissemination of 12 webinars on a variety of topics, including MRV, gender, road safety, sustainable mobility financing, transport in NDCs and transport demand management. Additionally, the CoP was present in 4 high level regional events in order to increase its visibility. For instance, to raise awareness on the importance of sustainable, low-carbon mobility to achieve

the Paris Agreement's goal of reducing climate warming to well below 2°C, MobiliseYourCity's Latin America CoP organized the session 'Leading the Way to Sustainable Cities through Urban Mobility' within the context of the Pre-COP 25 in San Jose, Costa Rica.

During the session, not only the Urban Mobility Component of EUROCLIMA+ was presented, but local partners had the opportunity to share their ongoing projects and experiences on sustainable mobility planning.

For instance, Alicia Borja, mayor of Curridabat (Costa Rica), presented the project 'Promotion and Development of Urban Cycling, which aims at promoting a shift towards non-motorized transport through the construction of new cycling infrastructure.

Also, Wilmar Gomez, general secretary of the city of Ibagué (Colombia), introduced the Assisted Pedalling Bicycle Sharing System of Ibagué, which promotes the use of bike-sharing in the centre of the city.

Mónica Solórzano, FLACMA's technical director and coordinator of the Latin America CoP, highlighted the importance of cooperation and knowledge exchange as means to support the transition towards sustainable mobility in Latin America, and invited the participants to register and become part of the regional CoP.





Advocacy: encouraging a systems' transformation

We advocate for cities and countries to change their approach to transport from a conventional transport planning and engineering approach to a sustainable mobility approach. This shift requires, among other things, to prioritizing people's needs to connect to services and other citizens over infrastructure for private motor vehicles, to decarbonize mobility solutions, and to ensure equitable access and affordability of urban services for everyone in a city. We do this by encouraging the enable-avoid-shift-and improve model (EASI) in our SUMPs and NUMPs.

Because we are convinced that this is a successful way of improving urban mobility and decarbonizing transport, we advocate for increased resources for technical assistance to scale up this approach to mobility planning and the financial resources to implement the measures that result from it. We do this to help close the investment gap for sustainable mobility.

**We advocate
for putting
people and the
planet first.**

Indeed, although the Transport sector accounts for 25 % of GHG emissions, it only receives 3 % of climate financing. The MobiliseYourCity Partnership advocates for increased resources and action to support cities to decarbonise urban transport.

With only 29 countries having specify quantitative targets for transport, we also advocate for countries to enhance their NDCs by better integrating transport solutions. Our global climate advocacy is enhanced by our active membership

in the Marrakesh Partnership for Global Climate Action and by working closely with our partners at SLOCAT.

Our advocacy work is grounded in our experience in implementing this model through SUMP and NUMP in our member cities and countries. We bring together the voices of our city and country partners to carry this message to global instances.

We met the decisionmakers where they were

In 2019, our resources to empower cities and countries increased from 28M€ to 36M€ thanks to additional funding lines from our contributing partner AFD.

In 2019, MobiliseYourCity Partners reached 1265 people by delivering on dedicated sessions, speaking on panels and moderating high-level discussions at the following key global or regional events:

International Conference on Climate Action (ICCA2019)

22-23 May 2019

6th European Conference on Sustainable Urban Mobility Plans

17-18 June 2019

Regional Climate Week Latin America and the Caribbean

19-23 August 2019

ADB Urban Transport Forum for Livable Cities, 30 September

4 October 2019

CIVITAS Forum

2-4 October 2019

Climate Chance 2019

16-18 October 2019

COP25

2-3 December 2019

The MobiliseYourCity Latin America Community of Practice sought to increase its visibility by reaching out to key stakeholders through its participation in 4 regional events in 2019:

SUM 19 – Sustainable Urban Mobility forum

20.22 February 2019

11th International Transport Congress of the Mexican Association of Mobility and Transport

30 May 2019

EUROCLIMA+ outreach event

04 October 2019

Pre-COP25

07 October 2019





Behind the scene: Life of the Partnership

Thirteen cities, two countries and one knowledge partner joined us in 2019

In the first half of the year, the 5th Steering Committee Meeting approved the membership six new cities

Belo Horizonte, Brazil

Bobo Dioulasso, Burkina Faso

Tbilisi, Georgia

Kumasi, Ghana

Trujillo, Peru

Lomé, Togo

Seven additional cities and two countries were welcomed as partners in the second half of 2019 during the 6th Steering Committee Meeting and through remote applications:

Ecuador

Colombia

Ambato, Ecuador

Cuenca, Ecuador

Dodoma, Tansania

Loja, Ecuador

Peshawar, Pakistan

Teresina, Brasil

Windhoek, Namibia

Additionally, the European Cyclist Federation was approved as a new Knowledge & Network Partner.

Resources available to support our partner cities and countries increased from 28 M€ to 36 M€ in 2019

In February and March 2019 respectively, the Board of our contributing partner AFD approved two new funding lines:

5 M€: MobiliseYourCity Asia Program, and

3 M€: MobiliseYourCity Africa Program

In addition to supporting SUMP in selected partner cities, the programs foresee the establishment of “project management units (PMUs)” as new satellite structures of the Partnership in the region, with strong interface to the Secretariat.

We streamlined the application procedure for cities and countries working with our Implementing Partners

A streamlined application process for new partner cities and countries that have been screened for technical assistance support by MobiliseYourCity Implementing Partners was approved at the 6th Steering Committee Meeting in October 2019 in Brussels.

The Secretariat recommended that the Steering Committee extend the streamlined application procedure which was being used by EUROCLIMA+ to other cities and countries being supported by Implementing Partners on MobiliseYourCity related Technical Assistance (TA) projects (i.e. support to cities and countries in preparing city and national urban mobility policies and programs).

The secretariat argued that being selected for TA support for urban or national policies and programmes by MobiliseYourCity Implementing Agencies usually involves a comprehensive and rigorous assessment. Some potential partner cities and countries have questioned the redundant processes to join a TA project and the MobiliseYourCity Partnership. A streamlined application procedure that was introduced for EUROCLIMA+ addressed this issue for a subset of partner cities.

This Streamlined procedure lowers the barrier to entry, and thereby increases the efficiency of one aspect of the Partnership. It is coherent to extend this streamlined procedure to all cities already working with implementing partners of MobiliseYourCity. The simplification aims to gather more cities in the partnership and to increase the effectiveness in aggregating and communicating impact.

The Secretariat team in Brussel is entirely new

Between May and December 2019, Markus Delfs, Coordinator, Mael Martinie, Partnership and Outreach Manager, and Sandra Laquelle, Monitoring and Evaluation Manager left the MobiliseYourCity Secretariat for other interesting professional and personal journeys.

From early 2019 to early 2020, the Secretariat Team has grown to include Sasank Vemuri as the new Coordinator of the Partnership and head of the Secretariat, Tristan Morel, Technical Advisor – Methodology and Capacity Development, Vincent Larondelle, Monitoring and Evaluation Manager, Eleonore François, Partnership and Outreach Manager, Julien Ferdinand, Communications Manager, and Mateo Gomez, Associate Mobility Expert.

The new funding provided by AFD allows for hiring four full time staff in the Secretariat as announced in the 5th Steering Committee Meeting.

Looking forward

As the Partnership begins to see real results of the dedication and hard work of the partners since 2015 – measured in completed SUMP and NUMP, improved capacities and mobilized finance and the promise of better, more climate-friendly mobility services for millions of people – we begin to look forward to the next five years.

In 2020 the MobiliseYourCity Partnership will prepare a strategy for how we want to evolve our service offer and operations to accompany the nearly 100 cities and countries in our Partnership.

These cities and countries have committed to taking bold, ambitious actions on decarbonizing their urban transport and improving mobility for their citizens, and many are progressing well on their SUMP and NUMP. While retaining focus on supporting sustainable mobility planning, the Partnership is looking forward to seeing how we can better support the transition to implementation.



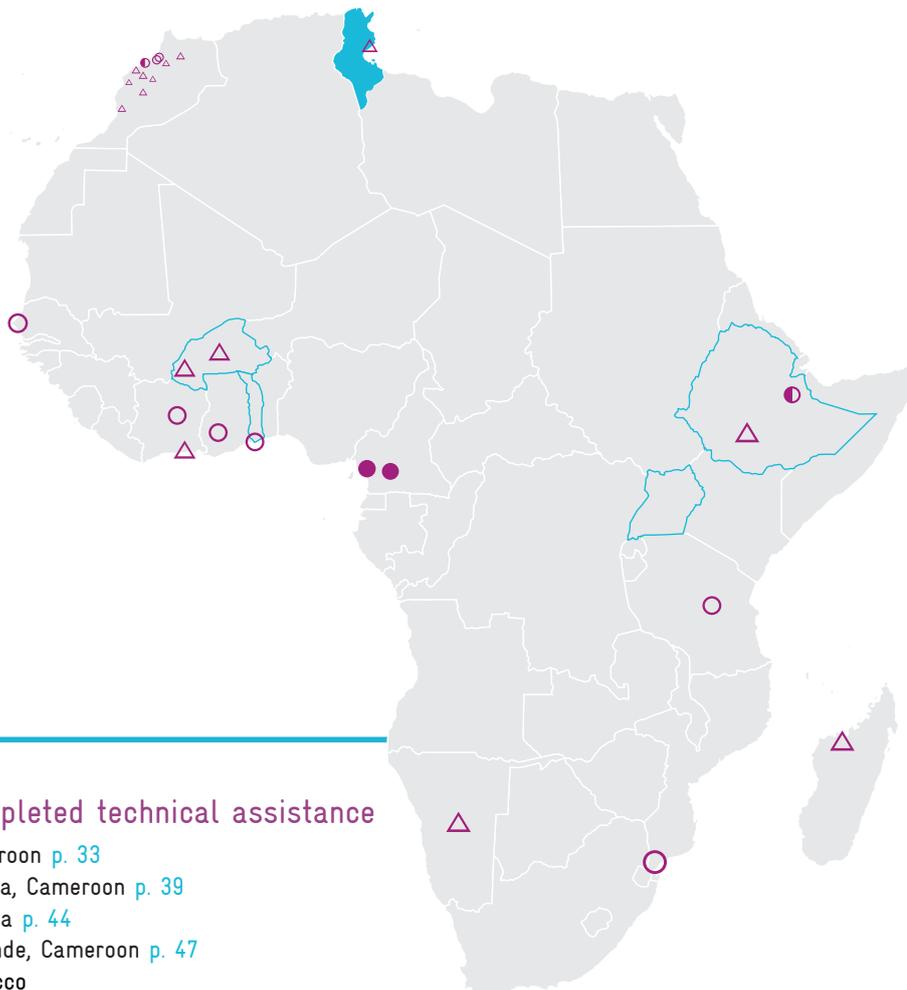
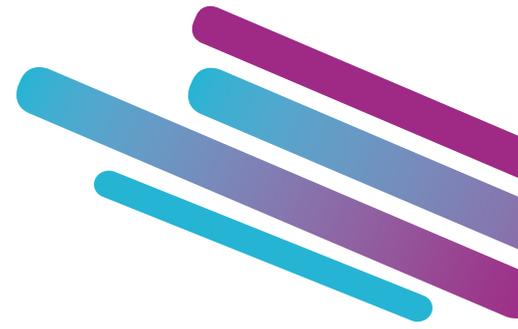


City and Country Factsheets

Completed technical assistance

Ongoing technical assistance

Africa



Completed technical assistance

Cameroon [p. 33](#)
 Douala, Cameroon [p. 39](#)
 Tunisia [p. 44](#)
 Yaounde, Cameroon [p. 47](#)
 Morocco

Ongoing technical assistance

Dire Dawa, Ethiopia [p. 38](#)
 Oujda, Morocco [p. 42](#)
 Casablanca, Morocco [p. 36](#)

Upcoming technical assistance

Al-Assima (Rabat), Morocco [p. 103](#)
 Bouaké, Ivory Coast [p. 103](#)
 Dakar, Senegal [p. 104](#)
 Dodoma, Tanzania [p. 104](#)
 Kenitra, Morocco [p. 105](#)
 Kumasi, Ghana [p. 105](#)
 Lomé, Togo [p. 106](#)
 Maputo, Mozambique [p. 106](#)

Cameroon

Partner country

Status of the project: Completed technical assistance



Context

Population: 26 428 743 | Growth rate: 2.59 %

Percent of urban population: 55 %

GDP per capita: 1 533 \$

Percentage of the population living below the national poverty lines: 69 %

Nationally Determined Contribution (NDC): no mobility/transport related NDC

The challenge

Cameroon is undergoing a rapid population growth. With 55% of the population living in cities, it is the most urbanised country in Central Africa, and it is expected that the urban population will reach 22 million by 2035. The geographical, economic, and social context of the country is complex and diversified but is largely dominated by two major cities, Douala, economical capital and Yaoundé, administrative capital.

Yet the quality and efficiency of urban mobility systems, and ultimately its performance, is not satisfactory. Growing congestion in cities and the unpredictability of traffic are of course the most visible signs of these problems. The slowness, cost and discomfort of public transport also greatly affect populations who have no other choice for their journeys. Walking is particularly neglected in Cameroonian cities. The high number of accidents and victims, often pedestrians, calls for emergency measures. Finally, Cameroon's greenhouse gas emissions from urban transport, although very low in absolute terms, could be better controlled.

In this context, and as Sustainable Urban Mobility Plans were being developed for Douala and Yaoundé, it appeared necessary for Cameroon to have a National Urban Mobility Policy (NUMP) that facilitates and guides local actions and is shared and appropriated by all actors, whether at the level of cities or the State.

The NUMP was delivered and presented in September 2019 during the MobiliseYourCity Africa Mobility Conference organized in Yaoundé.

Support from the Partnership

Technical assistance: Development of a National Urban Mobility Policy

Funded by: European Union

Implemented by: AFD through the MobiliseYourCity Africa Program

Local counterpart: Ministère de l'Habitat et du Développement Urbain

Objectives

The NUMP for Cameroon provides guidance and actions recommendations focusing on four main targets:

- reinforcement of urban mobility governance;
- increase of financing resources for urban mobility;
- restructuration and modernization and public transport;
- better use of state-of-the-art technologies for transport.

	Cost Estimate
Better integration of all actors of urban mobility	
Increase quality and quantity of spending in urban mobility	
Introduce strong axes of bus public transport in Douala and Yaoundé	
Organise and professionalise moto-taxi sector through current structures	
Organise and professionalise taxi service in main cities and encourage the development of a new offer	
Gradual improvement of vehicles	
Improve road maintenance	
Build capacity of urban communities	
Reinforce capacity at the central level	
Develop human resources and capacities at all levels	
Develop governance tools	
Develop an approach on metropolitan governance of urban mobility	
Develop IT capacities and promote pilot-projects	

Highlights from the past year

Over 200 participants from 12 countries joined the 3rd MobiliseYourCity Conference on Sustainable Mobility in Africa

The 3rd MobiliseYourCity Conference on Sustainable Mobility in Africa, which took place from 17 to 19 September in Yaoundé, Cameroon, was striking both in its scope and political resonance. With over 200 participants from 10 countries and 12 African cities, the conference reflected on the growing challenges of urban mobility in the countries and cities of sub-Saharan Africa and the importance of sustainable mobility planning to solve these problems. In this respect, the opening of the Conference was dedicated to the presentation of the Cameroonian NUMP and the finalized SUMP of Yaoundé and Douala, the first to be completed under the MobiliseYourCity Partnership.

The Conference counted with the participation of 50 personalities from various Cameroonian ministries, such as the Minister of Housing and Urban Development, but also Cameroonian mayors and other African country representatives, including the mayors of Lomé, Togo and Bouaké, Cote d'Ivoire. The Partnership's Community of Practice had also a strong presence, with 40 political and technical members participating in the event.

A joint project proposal by Douala, Yaoundé, and the city of Bordeaux, for the implementation of SUMP, gets funded by the European Union

The proposal was designed and submitted with a strong contribution from the MobiliseYourCity secretariat and funded for an amount of 4 M€, with the objective of supporting the implementation of the Sustainable Urban Mobility Plans of the Urban Communities of Douala and Yaoundé, and to improve urban mobility and its governance. Key expected results are the set-up of fully operational mobility organising authorities and a mobility observatory, improve the framework and management of informal transport, and reinforce the link between mobility and urban development.

Casablanca, Morocco

Partner city

Status of the project: Ongoing technical assistance



Local context

Area: 1 117 km²

Population: 4 047 066 | Growth rate: +0.85 %

GDP per capita: 2 832 \$ (2016)

Region capital city

The challenge

Casablanca is the largest city of Morocco and one of the largest of Maghreb. It is also considered as the economic and business capital of the country. The metropolitan area is facing exponential mobility growth with increasing traffic issues and related pollution. Since 2004, the Moroccan Government and the Municipality of Casablanca have developed a strategy to tackle these issues. The main achievement is the implementation of tramway line 1 and line 2 to develop efficient and green public transport.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: AFD

Funding amount: 150 K€

Implemented by: AFD through the project MobiliseYourCity Morocco

Local counterpart: Casa Transports

Supported Activities

The objective of the MobiliseYourCity service is to assist Casa Transports in piloting the SUMP study in order to contribute to its technical quality, its implementation, its coherence with the MobiliseYourCity orientations as well as with the different approaches at national and local level in terms of low-carbon transport planning.

Mission 1: Evaluation and assessment of the PDU 2004,

Mission 2: Data collection, surveys, and counts,

Mission 3: Realization of the diagnosis,

Mission 4: Definition of scenarios and choice of a scenario,

Mission 5: Formalization of the PDU Project,

Mission 6: Design and implementation of a mobility observatory.

Status of implementation

Project start: September 2017

Expected project completion: End 2020

Completed outputs:

Inventory and diagnosis ; goal setting and strategy development

Next expected outputs

Monitoring and Reporting – MRV; SUMP Road map

Highlights in the past year

The SUMP process contributes to the institutional strengthening

The SUMP process reinforces Casa Transports as the key technical stakeholder of urban mobility in Casablanca, on the behalf of Al Beida municipal entities (metropolitan area of Casablanca).

The support to the city of Casablanca is part of a broader strategy at national level

As part of the broader collaboration between the Kingdom of Morocco, AFD are developing urban transport networks. For example, AFD has financed the tramways in Rabat and Casablanca and is involved in their extension. As part of the MobiliseYourCity Partnership, three main actions have been developed to help scale up sustainable mobility across the country:

A high-level approach to consolidate and refine the Vision for Sustainable Urban Mobility in Moroccan Cities

A dedicated technical assistance to support all MobiliseYourCity member cities in Morocco to establish a process to model, measure, and report on urban transport related GHG emissions.

A national sustainable mobility community of practice called “Club de Ville” trimestral meeting with dedicated capacity building session

Dire Dawa, Ethiopia

Partner city

Status of the project: ongoing technical assistance



Local context

Area: 300 km²

Population: 488 871

Region capital city

The challenge

Dire Dawa has 1500 estimated annual trips per capita and no existing transport master plan. Local counterpart has mandate and responsibility to finance mass public transport infrastructure and the running cost of public transports is part of the public authority's budget.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: the European Commission

Funding amount: 550 K€

Implemented by: AFD through Intra-ACP

Local counterpart: Dire Dawa Administration mayor and Cabine Affairs Office, Finance and Economy Bureau

Supported Activities

Project implementation support of the city government, for the preparation of a SUMP.

Status of implementation

Project start: December 2019

Expected project completion: First quarter 2021

Completed outputs:

Reporting notes following missions 1 & 2

Next expected outputs:

Diagnostic phase in 2020 S1

Douala, Cameroon

Partner city

Status of the project: Completed technical assistance



Local context

Area: 923 km²

Population: 3 663 227 | Growth rate: +4.27 %

GDP per capita: 2 952 \$ (2013)

Country capital city

The challenge

Douala, a harbour city, is the economic capital of Cameroon, the main business centre and the country's largest city along with Yaoundé. The rapid population growth is putting increasing pressure on essential services, including urban transport.

Regulating and supervising urban development are major challenges for the public authorities, as a large percentage of the urban territory is subject to unsanctioned land use, associated with the isolation of working-class neighbourhoods, the lack of tertiary roads, saturation of industrial zones and growing informal settlements on often unsuitable land.

In addition to this, the lack of dialogue between the land-use planning, on the one hand, and mobility planning, on the other, exacerbates the urban transport problem. Above all, it is necessary to create the conditions for a viable integration between urban and transport planning. This diagnosis was translated into the need to initiate a planning approach that is more operational than those previously at work, in order to be able to respond to the challenges resulting from the rapid development of the metropolitan areas.

The collective transport fleet and infrastructure are outdated, and public transport companies suffer from chronic deficiency. Paratransit, and particularly moto-taxis, play an important role in the city, but it is characterized by its largely informal nature, old-polluting vehicles, and sub-optimal integration with the formal transport system. Operational inefficiencies, low service quality, GHG emissions, air pollution and compromised road safety are the results of these current conditions.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: European Commission and FFEM

Funding amount: 400 K€

Implemented by: AFD through the MobiliseYourCity Africa Program

Local counterpart: Urban Community of Douala

Finance leverage: 272 M€

Supported Activities

Organization of Mobilise Days, in conjunction with Yaoundé, to officially launch SUMP development and raise awareness.

Preparation of a Sustainable Urban Mobility Plan for Douala, with three main objectives:

Improving citizens' access to destinations, activities and services offered in Douala;

Improving the urban environment in Douala;

Renewing the governance of Douala, its mobility, and projects.

Selected SUMP measures and cost estimates

Measure	Cost Estimate
Metro Lines 1 & 2: Increase passenger capacity	480 M\$
Metro Line 2: Line extension	564 M\$
Construction of 5 BRT or LRT corridors	603 M\$
Construction of 4 aerial tramway lines	159 M\$
Creation of 5 express busway lines	1.51 M\$
Infrastructural improvement of intermunicipal networks	606 M\$
Infrastructural improvement of internal municipal networks	50 M\$
Improvement and expansion of sidewalks and cycling lanes	42 M\$
Integration of public transport modes	0.3 M\$
Implement public bike-sharing system	15 M\$
Develop 'green' corridor along the river basin	5 M\$
Provide parking areas in port zones	0.3 M\$
Integrated tariff policy	0.6 M\$
Social tariff policy	0.6 M\$
Transport demand management policy	0.6 M\$
Private vehicle fleet modernization policy	0.3 M\$
Bus fleet modernization policy	
Parking policy	0.6 M\$
Regulation of HDV transit	0.3 M\$
Design of secondary (complementary) bus network	0.3 M\$
Study on school transport services	0.3 M\$
Studies on improvement of transport demand management	1 M\$
Improve access to persons with disabilities	0.6 M\$
Improve image and attractiveness of bus system	20 M\$
Improve communications of public transport services for users	0.6 M\$
Integrate city-port interface management in national and local planning	0.3 M\$
Implement merchandise delivery and pick-up plan in port areas	0.3 M\$
Studies to support urban and transport planning integration	0.6 M\$

Finance leverage

Financing resulting from the SUMP	Source	Amount
International loan for the BRT	World Bank	220 M\$
Domestic contribution to the BRT	Government of Cameroon	50 M\$
Grant for the implementation of SUMP soft measures	European Union	2 M\$

Projected impacts

Indicator	Impact 2030	Baseline 2019	Projected 2030 BAU	Projected 2030 SUMP scenario
Expected GHG emissions reduction in a SUMP scenario against a BAU scenario. In kgCO ₂ eq per capita per year.	-15	161	174	159
Access Increase of the proportion of the population living 500 meters or less of a public transport stop.	+100 %	0 %	0 %	100 %
Modal share Increase of the modal shares of trips by public transport, walking and cycling.	+10 %	34 %	35 %	45 %

Oujda, Morocco

Partner city

Status of the project: Ongoing technical assistance



Local context

Urban area: 93 km²

Population: 494 300 | Growth rate: 3 %

GDP per capita: Approx. 2 715 €

Region capital city

The challenge

Oujda is a medium-sized city, capital of the Oriental region, located near the Algerian border. The city already has a SUMP, called *Plan d'Action en faveur de l'Energie Durable (PAED) de la Commune d'Oujda*.

This population increased significantly over the last years, but the growth is stabilizing. Various development projects are in progress or realized, like the highway between Fès and Oujda, development project targeted at industry or tourism. Still, the economy is largely agriculture-based, and the border closure since 1994 has a negative influence on the local economy, tourism, and agriculture.

Support from the Partnership

Technical Assistance: Set-up of a mobility observatory and technical assistance related to road sharing and safe walking and cycling.

Funded by: FFEM

Funding amount: unknown

Implemented by: Cerema through the MobiliseYourCity Morocco Program

Local counterpart: City council of Oujda

Supported Activities

to set-up of a mobility observatory,

to improve road sharing and safe walking and cycling

Status of implementation

Project start: May 2018

Expected project completion: End 2020

Completed outputs:

Goal Setting: 2018

Monitoring & Reporting – MRV GHG: June 2019

Mobility observatory: June 2019

Capacity Development in traffic management and funding: June 2019

Next expected outputs:

Completion of the observatory

Assistance on financing opportunities

Highlights in the past year

Capacity development in Traffic Management helps make the support concrete

One mission that yielded excellent results was traffic technical assistance, through diagnosis and technical proposals for further development. It was carried out in the form of action/training with the city's technicians. Cerema agents and city technicians travelled together through the streets concerned to identify the dysfunctions and see what improvements could be made. These were presented orally, and a report was written, then the "traffic" commission validated the proposals and even requested their spatial extension.

The seamless course of this activity contrasted with the many challenges encountered in the process of setting up mobility observatory. It shows that it is easier to work and communicate on infrastructure than on institutional reforms such as the set-up of a new data-collecting and data-managing organisation, such as the mobility observatory.

In this technical field, it is perhaps easier to show concretely what the city has to gain from changing its traffic system, unlike the observatory, which involves data and therefore power.

Tunisia

Partner country

Status of the project: Completed technical assistance



Context

Population: 11 540 000 | Growth rate: 1.1 %

Percent of urban population: 70 %

GDP per capita: 11 700 \$

Percentage of the population living below the national poverty lines: 14 %

Transport related emissions per capita: 0.6 tons per capita

GHG emissions per capita: 3 tons per capita

Nationally Determined Contribution (NDC): Quantified transport/mobility related NDC

The challenge

Tunisia is undergoing a rapid urban population growth, especially in the main cities Tunis, Sousse and Sfax. According to demographic projections the urbanisation rate should keep rising to reach a rate of around 75 % by 2030.

Due to the shortcomings of the public transport offer in terms of accessibility and quality of service, the share of collective and public transport has dropped from 70 % in the 1970s to less than 30 % today, from which about half are non-regular transport, such as taxi and shared taxi. This situation leads to an increasing use and ownership of private cars. Nevertheless, walking is the main transport mode in Tunisian cities as 36 % of the working population go to work by walk.

The main mobility related challenges in Tunisian cities are:

- Uncontrolled urbanization and peri-urbanization of cities with significant impacts on transportation needs and on the whole mobility system ;

- Insufficient public transport offer

- Increasing traffic congestion

- High rate of road fatalities;

- Poor management of resources and operations of public transports

- A weakness in governance systems linked in particular to a decentralization process that remains to be carried out.

By adopting a National Urban Mobility Policy (NUMP), the Tunisian Government wishes to review and develop the capacity of the mobility system in order to respond more sustainably to inhabitants mobility demand , while taking into account the socio-political context still in transition since the 2011 Revolution.

Support from the Partnership

Technical assistance: Development of a National Urban Mobility Policy

Funded by: FFEM and BMU-ICI

Funding amount: 0.3 M€ (FFEM), 0.1 M€ (Cerema) et 0.2 M€ (BMU-ICI)

Implemented by: GIZ, AFD, Codatu and Cerema

Local counterpart: Ministry of Transport

Objectives

The Ministry of Transport was assisted in the elaboration of the National Urban Mobility Policy and of a NAMA Transport. Particular attention was given to: governance and financial mechanisms, public transport restructuring, sustainable urban mobility, establishment of a GHG inventory and projections based on and international MRV methodology, capacity development.

Supported activities

Initial diagnostic and priority setting

Definition of a vision and strategic orientations

Definition of action plan, responsibilities, and resources

Elaboration of the NUMP

Selected NUMP measures and cost estimates

Measure	Cost Estimate
Creation of structures at the local scale for urban mobility planning and management	150 K€
Creation of a Central unity for technical assistance for the follow up on the SUMP's implementation	200 K€
Creation of a National Urban Mobility Commission	60 K€
Implementation of governance tools	50 K€ (Technical Assistance)
Capacity building for the managerial staff	100 K€
Integration of urban mobility programs in Engineers and urban planning studies	160 K€
information and awareness for Civil society, medias and elected	100 K€
Capacity buildings for operation managers, technical staff and execution agents	50 K€

Projected impacts

Indicator	Impact 2030	Baseline - 2016	Projected 2030 BAU	Projected 2030 SUMP scenario
Expected GHG emissions reduction in a SUMP scenario against a BAU scenario In tCO ₂ eq	-3 300 000 tCO ₂ eq	9 200 000 tCO ₂ eq	15 300 000 tCO ₂ eq	12 000 000 tCO ₂ eq
Access				
Increase of the proportion of the urban population living 500 meters or less of a public transport stop	Unkown	Unkown	Unknown	80 %
Modal share				
Increase of the modal shares of trips by public transport, walking and cycling	+31.4 %	53.6 %	Unknown	85 %
Road safety				
Decrease of traffic fatalities in the urban area, per 100.000 inhabitants	-50 %	55 fatalities/100 000 hab	Unknown	22 fatalities/100 000 hab

Highlights from the past year

Tunisia is working with several implementing partners to win on several fronts

Four MobiliseYourCity implementing partners have collaborated in Tunisia, bringing together the stronger qualities of every organisation, such as technical expertise in energy and public transport or institutional strengthening, allowing to implement a better NUMP in a complex institutional environment.

One of the greatest challenges encountered during the NUMP process has been the political backing and ownership of the other ministries. Awareness-raising work was carried out by the design office at the Ministry of Transport, which in turn conveyed the message to the various ministries and stakeholders (Ministry of Equipment and Housing, Ministry of Local Affairs, Ministry of Finance, etc.) This necessary coordination delayed the progress of the approach but was eventually fruitful and this coordination must be continued during the implementation phase of the NUMP.

Yaoundé, Cameroon

Partner city

Status of the project: **Completed technical assistance**



Local context

Area: 183 km²

Population: 4 100 000 | Growth rate: 3.5 %

GDP per capita: 1 522.70 \$ (2019)

Region capital city

The challenge

The current transport system in Yaoundé, the capital of Cameroon, is accident-prone, uncomfortable, polluting, and costly for the population. Also, the urban sprawl, the lack of walking space, and the recent development of informal mobility solutions (moto-taxi, mini-bus) to serve the suburban areas, are major challenges for this rapidly growing city. While the traffic is nevertheless still relatively fluid, congestion issues increase gradually, and the situation could dramatically worsen in a business-as-usual scenario.

Still it is possible to follow another pathway towards a more efficient transport system, and a more liveable and sustainable city, on a 5 to 15 years horizon, through better walking and road infrastructures, and through the improvement of public transport and the reorganisation of the informal transport sector.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: FFEM and the European Union

Funding amount: 350 K€

Implemented by: AFD through MobiliseYourCity SSA and MED

Local counterpart: Urban Community of Yaoundé (CUY)

Finance leverage: 68 M€

Supported Activities

Organization of Mobilise Days, in conjunction with Douala, to officially launch the assistance and raise awareness.

Preparation of a Sustainable Urban Mobility Plan for Yaoundé with four main objectives:

- Improve the efficiency of the road network;
- Ensure safer walking trips;
- Reorganize informal public transport;
- Enhance formal public transport.

Selected SUMP measures and cost estimates

Measure	Cost Estimate
Bypass roads	330 M€
Primary roads	125 M€
Secondary roads	20 M€
Intersections, access to bus stations and other road measures	80 M€
Space for pedestrians	7 M€
Public transport investment	157 M€
Reform of the taxi and moto-taxi systems	4.5 M€
Studies and reorganisation plan for bus lines	29 M€

Finance leverage

Financing resulting from the SUMP	Source	Amount
International grant for "Yaoundé Coeur de ville" project	AFD	66 M€
Grant for the implementation of SUMP soft measures	European Union	2 M€

Projected impacts

Indicator	Impact 2030	Baseline	Projected 2030 BAU	Projected 2030 SUMP scenario
Expected GHG emissions reduction in a SUMP scenario against a BAU scenario. In kgCO ₂ eq per capita per year.	-29	176	267	238
Access Increase of the proportion of the population living 500 meters or less of a public transport stop.	+30 %	not available	not available	not available
Modal share Increase of the modal shares of trips by public transport, walking and cycling.	+13 %	30 %	30 %	43 %
Road safety Decrease of traffic fatalities in the urban area, per 100.000 inhabitants	-350 fatalities	1150 fatalities	1150 fatalities	800 fatalities

Asia



Completed technical assistance
Philippines p. 63

Ongoing technical assistance
Ahmedabad, India p. 51
India p. 53
Indonesia p. 55
Kochi, India p. 57
Kurunegala, Sri Lanka p. 59
Nagpur, India p. 61
Thailand p. 66

Upcoming technical assistance
Mandalay, Myanmar p. 107
Medan, Indonesia p. 107
Peshawar, Pakistan p. 108

Ahmedabad, India

Partner city

Status of the project: Ongoing technical assistance



Local context

Urban area: 1 866 km²

Population: 7 800 000 | Growth rate: 2.54 %

GDP per capita: 2 771 \$

Region capital city

The challenge

Ahmedabad is part of the ten largest cities in India and has been since decades an important industrial and economic hub. The existing public transport network is already well developed, including BRT & urban buses and a new metro network (40 km) which has partially started operating.

The local authority is willing to strengthen integrated land-use transport planning, aiming at addressing the lack of land for public spaces, public transport utility or depots and the absence of walking and cycling infrastructure. Other important challenges to improve urban mobility are the promotion of fare integration of public transport modes and assure last mile connectivity, the reduction of the travel distance and time and the adoption of on-street design, management, and integration in Local Area Plans.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)**Funded by:** European Union**Funding amount:** Approx. 700 K€**Implemented by:** AFD through the MobiliseYourCity India Project and supported by WRI for project management and coordination**Local counterpart:** Ahmedabad Municipal Corporation

Supported Activities

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 the city 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 stakeholders

Creation of a mobility observatory

Status of implementation

Project start: October 2018

Expected project completion: Last quarter 2020

Completed outputs:

MoU signed - 21st February 2019;

'Mobilize Your City Day' - 21st and 22nd February 2019

Local Steering committee settled - 10th September 2019

Training & capacity building workshop December 2019

Next expected outputs:

'Physical integration of Interchange Stations' study

Final delivery of the SUMP

Highlights in the past year

Beyond the criteria of the least cost, a workshop to improve capacities for contracting and procurement in urban transport

As part of the SUMP process, the Ahmedabad Municipal Corporation with the support of European Union (EU), Agence Française de Développement (AFD) and Urban Mass Transit Company Pvt Ltd. (Program Implementation Unit MobiliseYourCity India) organized a two-day training workshop on "Contracting and Procurement in Urban Transportation" during December 9-10, 2019. The workshop was supported by Kochi Metro Rail Corporation, Cochin Smart Mission Limited, Kerala Motor Vehicle Department, Kochi Traffic Police, Kerala State Road Transport Corporation, and others.

The key objective of the workshop was to support an effective and well-informed planning and implementation of urban mobility initiatives with a focus on reviewing the current practices in contracts and procurement, sharing international experience, and encouraging participants to reflect on alternative paradigm to introduce efficient and innovative ways.

India

Partner country

Status of the project: Ongoing technical assistance



Context

Population: 1 352 642 280 (2018) | Growth rate: 1.1 %

Percent of urban population: 34 % (2018)

Urban population growth rate: 2.3 % (2018)

GDP per capita: 9 027 \$

Percentage of the population living below the national poverty lines: 21.9 % (2011)

GHG emissions per capita: 1.728 tons per capita (2014)

Nationally Determined Contribution (NDC): Unquantified transport/mobility related NDC

The challenge

As in many countries, road congestion, lack of parking spaces, air pollution, road accidents, etc. are perennially some of the issues faced by urban India that adversely impact the mobility needs and quality of life of its population. The complex challenges faced by the urban transport sector in India are compounded by the size and population of the country. With a federal system, effective coordination among different levels of government is essential, and sometimes challenging.

Support from the Partnership

Technical assistance: Elaboration of a climate change mitigation strategy in the urban transport sector

Funded by: EU Asia Investment Facility (AIF)

Implemented by: AFD through the MobiliseYourCity India Project

National counterpart: Ministry of Housing and Urban Affairs (MoHUA)

Objectives

Support India at the national level to improve their sustainable transport policy (policy-based strategy), notably by elaborating a Climate Change Mitigation Strategy (CCMS) that could be registered under the United Nations Framework Convention on Climate Change (UNFCCC).

Supported activities

At national level, MobiliseYourCity is assisting the Government of India (GoI), through the Ministry of Housing and Urban Affairs, in improving their sustainable urban transport policy.

Linking urban transport policies to GHG emissions reduction as part of the climate change mitigation agenda.

At local level, MobiliseYourCity is providing support to three pilot cities - Nagpur, Kochi and Ahmedabad - in their efforts to reduce GHG emissions in the urban transport sector by elaborating and implementing SUMP.

Status of implementation

Project start: September 2018

Expected project completion: December 2021

Completed outputs:

First Project Steering committee meeting

Next expected outputs

CMP toolkit upgradation work and recruitment of a consultant in charge of supporting the elaboration of the CCMS (September 2020)

National Mobilise Days (November 2020)

Indonesia

Partner country

Status of the project: Ongoing technical assistance



Context

Population: 262 787 403 | Growth rate: 0.83 %

Percent of urban population: 55 %

GDP per capita: 4 116 \$

Percentage of the population living below the national poverty lines: 4.6 %

GHG emissions per capita: 2.95 tons per capita

The challenge

Indonesia is the world's fourth most populous country, with almost 261 million people. As of 2013, Indonesia was the largest economy and largest energy consumer in the ASEAN region. The transport sector accounts for more than a quarter of total energy consumption and energy-related greenhouse gas emissions. Surprisingly for a large island state, road transport accounts for almost 90 % of transport related emissions.

Support from the Partnership

Technical assistance: Development of a National Urban Mobility Policy

Funded by: German Ministry of Environment, Nature Conservation and Nuclear Safety (BMU)

Funding amount: 14 M€

Implemented by: GIZ through the TRANSfer Program

Local counterpart: Ministry of Transportation

Objectives

GIZ consequently supports the Indonesian Ministry of Transport in GHG mitigation projects from road-based freight and passenger transport. The TRANSfer project facilitates the development of bankable mitigation actions from the rapidly growing freight transport sector. The Sustainable Urban Transport NAMA contributes to improving public transport systems in five pilot cities. An Urban Transport Fund will be established to ensure the sustainable flow of funding for urban transport improvements. Through the Bus Rapid Transit Corridor Development Project (INDOBUS), GIZ supports the planning and implementation of Bus Rapid Transit corridors with segregated bus lanes in five pilot cities.

Supported activities

GHG mitigation project from road-based freight and passenger transport.

Development of a Sustainable Urban Transport NAMA

Set-up of an Urban Transport Fund

BRT Corridor Development Project (INDOBUS) in five pilot cities

Status of implementation

Project start: 2019

Expected project completion: Last quarter 2021

Completed outputs:

N/A

Next expected outputs:

Status quo Analysis

Development of survey and modelling of transport sector emissions in the main cities of the country

Development of National Strategy for Sustainable Mobility

Highlights from the past year

Multimodal Rail Freight Transport and truck Fleet Modernisation in Java

Indonesia is among the world's biggest truck markets, with around 250.000 sales per year. By 2016, a total of more than 7 million trucks were officially registered, many of which were very old and in poor technical condition. While these many trucks represent just little more than 5 % of the road fleet, their CO2 footprint is a disproportionate 25 % of the road transport emissions. Indonesia's transport sector emits more than the entire Philippines. Railways, as a low-emission alternative, face huge difficulties in competing with road freight in terms of costs, efficiency, and political support, and rail freight has currently a marginal modal share. Rail freight barriers include the cost of double-handling, poor rail access for industrial areas and ports, lack of multimodal transport operators and services, institutions that work in silos, or the fact that rail freight currently lacks political support.

In September, the GIZ and the Indonesian Ministry of Transport kicked off the process of designing two action programmes for multimodal rail transport and for truck fleet modernisation. Starting with a workshop, a broad range of stakeholders from government, industry, state-owned enterprises, and academics contributed with their perspectives and worked out a shared understanding

Exchanging know-how on how to change Transport in Indonesia

On November 27th, a group of officials from the Government of Indonesia visited the GIZ Headquarters as part of a study tour on urban public transit to Switzerland and Germany. The bus rapid transit corridor development project (INDOBUS) and the Sustainable Urban Transport Programme Indonesia (SUTRI NAMA) had arranged the tour, which was led by two high-level officials, from the Ministry of Transport and Mr. Ikhwan Hakim, Director of Transportation of the ministry of national development and planning.

Kochi, India

Partner city

Status of the project: Ongoing technical assistance



Local context

Urban area: 632 km²

Population: 2 100 000 (2011) | Growth rate: 1 %

GDP per capita: 2 800 \$ (2017)

GHG emissions per capita: 1.7 tons (India, 2014)

Current modal share:

Motorcycle: 2.6 %, Cars: 10 %, Public bus: 42 %, Cycling: 3 %, Walking: 12 %, Other motorized: 7 %

Coastal City

The challenge

Kochi has initiated various successful initiatives to integrate the first phase of their metro, which was commissioned in 2016, with other modes of transport. The city has introduced an integrated smart card, has an agreement with rickshaw associations, and integrated metro stations with walking and cycling infrastructure. However, several challenges remain. There has been a lack of appropriation of the Comprehensive Mobility Plan (CMP) by the involved stakeholders, climate impact is not considered by the CMP, metro ridership and revenues have been below forecasts (mainly because of inappropriate fares and competition with city buses), and data on urban mobility is incomplete and not open access.

Support from the Partnership

Technical Assistance: Improve existing city mobility plan and support prefeasibility study for priority pilot project

Funded by: EU Asia Investment Facility (AIF)

Funding amount: Approx. 700 K\$

Implemented by: AFD through the MobiliseYourCity India Project and supported by WRI for project management and coordination

Local counterpart: City of Kochi

Supported Activities

Elaboration of a toolkit for the preparation of sustainable and appropriated Comprehensive Mobility Plans (CMPs), 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 the city stakeholders, (iii) ensure monitoring of the implementation of those strategies through data collection, and (iv) transfer the data at the national level;

Preparation of CMP improvements with city stakeholders: bus route rationalization study in Kochi;

Preparation of a prefeasibility for a priority pilot project: North South Green Mobility corridor in Kochi;

Creation of a dedicated unit within Urban Local Bodies to collect data and monitor the progress of CMP implementation as a "mobility observatory".

Status of implementation

Project start: October 2018

Expected project completion: December 2021

Completed outputs:

Mobilise Days (March 2018)

Diagnosis report (April 2020)

Draft final report (July 2020)

North-South Green Mobility corridor

Next expected outputs: Launch of the Bus Route rationalization study (September 2020)

Highlights in the past year

Supporting Kochi deliver 'world-class' mobility services

In 2017 the City of Kochi decided on a vision "to provide a 'world-class' mobility experience to the citizens of Kochi by establishing a planned urban transport system that is safe, reliable, universal, accessible and sustainable." The four subgoals to make this happen were to

Develop a public transit system that is accessible, efficient and effective;

Ensure safety and mobility of pedestrians and cyclists by designing streets and areas that make a more desirable;

Develop traffic and transport solutions that are economically and financially viable and environmentally sustainable; and

Develop a parking system that reduces the demand for parking.

AFD is supporting the city of Kochi achieve these goals. Specifically, support to Kochi to improve bus service and help pilot a priority pilot project, the North South Green Mobility corridor in Koch, is aimed at improving the public transit system.

Kurunegala, Sri Lanka

Partner city

Status of the project: Ongoing technical assistance

Local context

Urban area: 11 km²**Population:** 122 172 | **Growth rate:** 1.4 %**GDP per capita:** 3 853 \$*Region capital city*

The challenge

The objective of the project is the elaboration of a SUMP for the city of Kurunegala from the ground up, since there is neither an existing public mass transit system nor an existing transport master plan for the city. The local counterpart does not have the mandate or responsibility to finance mass public transport infrastructure nor the authority to borrow from international finance sources. The running costs of the collective transport system is, however, part of the public authority's budget.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)**Funded by:** AFD**Funding amount:** 400 K€**Implemented by:** AFD through MobiliseYourCity Asia**Local counterpart:** Municipality of Kurunegala

Supported Activities

MobiliseDays (35 participants)

Diagnosis workshop (32 participants)

Public Transport focus group

Scenario analysis workshop

Status of implementation

Project start: March 2019

Expected project completion: October 2020

Completed outputs:

Inception report (September 2019)

Diagnosis report (March 2020)

Scenario elaboration and comparison report (Draft, June 2020)

Next expected outputs

Scenario elaboration and comparison report (Final, August 2020)

SUMP (October 2020)

Nagpur, India

Partner city

Status of the project: Ongoing technical assistance

Local context

Urban area: 217 km²**Population:** 2 893 000 | **Growth rate:** 1.5 %**GDP per capita:** 3 000 \$**Region capital city**

The challenge

Nagpur is an important and growing political, economic, and cultural city, located in the centre of the country. As the ongoing development of a Metro will provide a new leap in public transport to counter the negative impact of the increase in private vehicle traffic and provide more sustainable mobility solution for the future, the city also faces significant issues, such as the financial sustainability of the public transport system and the very low walkability of the city which lacks pedestrian infrastructure. Beyond investment and technology, a transformation of mindset and system is required to move beyond the current reliance on individual mobility, for which increased public awareness on the benefits of a more sustainable mobility system will be critical.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)**Funded by:** European Union**Funding amount:** 700 K€**Implemented by:** AFD through the MobiliseYourCity India Programme**Local counterpart:** Nagpur Municipal Corporation via Nagpur Smart and Sustainable City Development Corporation Limited

Supported Activities

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 the city 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 stakeholders

Creation of a mobility observatory

Status of implementation

Project start: October 2018

Expected project completion: Last quarter 2020

Completed outputs:

MoU signed - August 2018

Mobilize Days – August 2018

Local steering committee and Technical task force committee settled - 7th March 2019

Training & capacity building workshop - July 2019 & December 2019

Next expected outputs:

“Transition Planning of municipal bus fleet upgrade (Diesel to Electric Buses)” study;

SUMP-Mobility database

Philippines

Partner country

Status of the project: **Completed technical assistance**



Context

Population: 109 180 815 | Growth rate: 1.55 %

Percent of urban population: 46.91 %

GDP per capita: 3 102 \$

Percentage of the population living below the national poverty lines: 16.6 %

GHG emissions per capita: 1.39 tons per capita

Nationally Determined Contribution (NDC):
Unquantified / mobility related NDC

The challenge

The Philippines faces a range of challenges constraining the ability of the country to transition towards sustainable urban mobility. These challenges include

- Outdated policies and regulations
- Insufficient collaboration among agencies and lacking capacities of public institutions
- Uncertain funding sources for sustainable urban mobility
- Limited data to monitor and properly plan walking and cycling initiatives
- Limited planning and design guidelines for walking and cycling

The Philippines Urban Mobility Programme provides mechanisms by which the national government is able to support local governments to plan schemes to build sustainable urban mobility systems.

Support from the Partnership

Technical assistance: Development of a National Urban Mobility Policy

Funded by: BMU

Funding amount: 1.5 M€

Implemented by: GIZ through the TRANSfer III Project

Local counterpart: Department of Transportation

Finance leverage: 3 403 M€

Objectives

The Philippines NUMP comprises social, environmental and economic objectives :

Social objective: 'A people-first approach that ensures inclusive, comfortable, safe and dignified access to public services';

Environmental objective: 'An urban transport system which reduces its negative impacts imposed on the environment and on public health towards healthy cities';

Economic objective: 'Efficient, affordable and economically sustainable transport, which supports economic vitality for the individual and for the city'.

Supported activities

Status Quo Report

Visioning Workshops with national government agencies

Capacity building workshops (including study tours) with government, academia, and private sector

Selected NUMP measures and cost estimates

Measure	Cost Estimate
Develop National walking and cycling Policy	200 K€
Collect data to enable planning	300 K€
Increase dedicated staff in Department of Transportation & Local Government Units	55 M€
Increase focus on NMT in planning process	200 K€
Address lack of political support	100 K€
Continued ring-fenced funding for walking and cycling projects in HUCs	500 MK
Develop NMT guidance	200 K€
Tackle behaviors that discourage walking and cycling	5 M€
Train existing and future staff on planning for walking and cycling	1 M€
Jeepney modernization program	5 800 M€
Develop freight data collection mechanism	200 K€
Develop and implement vehicle standards	300 K€
Establish national freight operator dialogue forum	300 K€
Support consolidation and professionalization of the freight sector	300 K€
Establish a motor vehicle inspection system	340 M€
Promote and assess modern fleet pioneers	200 K€
Explore scrappage and buyback program	200 K€

Finance leverage

Financing resulting from the NUMP	Source	Amount
Public Utility Vehicle Modernization Program	Private sector investments	3.160 M€
Loans	Local development banks	36 M€
Pilot phase of Jeepney+ NAMA (equity subsidy and social support programme)		56 M€
Support for local production of public transport manufacturer	National government	150 M€
	DBP	8.140 M€

Associated financing supporting measures in the NUMP	Source	Amount
Budget for Metro Manila Greenways	National government	114 M€
Budget for Green Green program	National government	43 M€
Budget for bikeways	Metropolitan Manila Development Authority	1.1 M€
Budget for common station connecting LRT 1, MRT 3, MRT 7 and Subway	National government	49.3 M€

Projected impacts

Indicator	Impact 2030	Projected 2030 Practical NUMP scenario	Projected 2030 Optimistic NUMP scenario
Expected GHG emissions reduction in a SUMP scenario against a BAU scenario In tCO ₂ eq	-27.13 tCO ₂ eq (Optimistic scenario)	-5.6 % from BAU	-1 from BAU
	-15.01 tCO ₂ eq (Practical scenario)		
Air pollution Total Pollutant Emissions Avoided from 2020 to 2030 (accumulated tonnes over 10 years)		PM: 20397	PM: 37511
		CO: 5084	CO: 11191
		NOx: 134908	NOx: 255158
		SOx: 1366	SOx: 4055
		NMHC: 764	NMHC: 1095

Lessons Learned

Engage high-level stakeholders early on, through awareness workshops and study tours

Continuously engage with technical consultants

Relate NUMP to existing government plans and visions

Maintain good relationships with officials and staff from different agencies and tap new political partners

It helps if partners recognise the implementing agency's role for technical expertise and general collaboration

Know process for policy adoption, through continuous conversations with partners

Thailand

Partner country

Status of the project: Ongoing technical assistance



Context

Population: 68 977 400 | Growth rate: 0.25 %

Percent of urban population: 51.4 %

GDP per capita: 17 900 \$

Percentage of the population living below the national poverty lines: 7.2 %

GHG emissions per capita: 3.96 tons per capita

Nationally Determined Contribution (NDC): Quantified transport / mobility related NDC

The challenge

Air pollution and traffic congestions are conspicuous and very pernicious problems in Thai cities. Currently, freight and passenger transport emit 60 MtCO₂ annually. Thailand has committed to reduce its GHG emissions in 2030 by 20 % compared to BAU. 41 MtCO₂ emissions reduction will come from the transport sector. Thailand's NUMP represents an integrated approach to tackle the simultaneous problems of increasing traffic congestion, air pollution and GHG emissions in the urban transport sector.

Support from the Partnership

Technical assistance: Development of a National Urban Mobility Policy

Funded by: BMU

Implemented by: GIZ through the TRANSfer III Project

Local counterpart: Office of Transport and Traffic Policy and Planning (OTP), Ministry of Transport

Objectives

Development of the Thai Clean Mobility Program to reduce GHG emissions from the transport sector, reduce air pollution and promote modal shift away from motorized private to public transport.

The project is working to design the 'Thai Clean Mobility Program' which consists of three pillars:

- Congestion charging

- Set-up of a Clean Transport Fund

- Bus modernization and reform

Supported activities

Inter-ministerial agencies to create detailed design of the Thai Clean Mobility Program

Status of implementation

Project start: 2017

Expected project completion: 2022

Lessons Learned

Keep NUMP simple in order to communicate and work with partners easier.

In addition to linking the NUMP as a delivery vehicle to the NDC, it should also be linked to the current air pollution debate which had a big political momentum and can receive high level buy-in.

Ensure regular meetings with high-level stakeholders as they have proven to be successful in conveying out ideas and presenting progress.

For ownership and buy-in of partners it is important to consider their needs and plans. This resulted in a change of focus to congestion charging and bus renewal.

Eastern Europe



Completed technical assistance

- Lviv, Ukraine [p. 69](#)
- Poltava, Ukraine [p. 72](#)
- Vinnytsia, Ukraine [p. 76](#)
- Zhytomyr, Ukraine [p. 77](#)
- Chernivtsi, Ukraine

Ongoing technical assistance

- Tblissi, Georgia [p. 75](#)



Lviv, Ukraine

Partner city

Status of the project: **Completed technical assistance**



Local context

Urban area: 171.71 km²

Population: 734 000 | Growth rate: 0 %

GDP per capita: 8 668 \$

Region capital city

The challenge

Car ownership increase a lot in Lviv and traffic will become denser and denser. With the rise to be expected this situation will become intolerable and jeopardize every effort to exploit the attraction of the historic city economically. Parking is also an issue as it takes away valuable space for public and private transport as well as for pedestrians.

Since the independence in 1991 car ownership in the Ukraine increased significantly. But in 2012 there were still only 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 no doubt is far above the Ukrainian average, traffic in the city will become denser in future. On top, 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 central Lviv is difficult. With the rise to be expected this situation will become intolerable and jeopardize every effort to exploit the attraction of the historic city economically.

Far more than being impeded by moving cars the public transport and traffic in general is impeded by cars when they are not moving. Looking at the city center it is obvious that it is the parking which takes away valuable space for public and private transport as well as for pedestrians. In most of the European cities with a comparable historical center, let alone UNESCO heritage, cars are banned totally from the center. This is true for the inner cordon of world heritage area in Lviv too - at least in theory. In fact, a lot of cars circulate or stand even in this area with whatever excuse. But the historical center of high urban value and exquisite buildings in Lviv is not confined to the UNESCO boundaries.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: The German Federal Ministry for Economic Cooperation and Development (BMZ), Swiss State Secretariat for Economic Affairs (SECO)

Funding amount: 9.1 M€

Implemented by: GIZ

Local counterpart: Lviv City Council

Finance leverage: 216 M€

Supported Activities

Capacity building for designing, applying, and implementing processes and standards of integrated and sustainable urban development.

Preparation of priority infrastructure projects and implementation of small scale, low budget, and high impact investments (quick wins)

Establishment of suitable communication, coordination, and cooperation mechanisms

Status of implementation

Project start: November 2017

Expected project completion: 01 January 2016

Completed outputs:

Development of the Integrated Urban Development Concept for Lviv in close cooperation with the Chief Architect and the City Institute and in accordance with the Leipzig Charter on Sustainable European Cities.

Active involvement of the Representatives of municipal units of Lviv in the process of developing the Sustainable Urban Mobility Plan, including City Institute, Spatial Development Institute, municipal transport operator "Lvivavtodor", municipal company "Lvivelectrotrans", Department of Housing and Infrastructure, Transport office, Architecture and Urban Development Department, as well as international experts from Switzerland and Germany. Many meetings were held with residents and stakeholders.

Organisation of a comprehensive training program called "Management Competences", aimed at improving the capacity of Lviv City Council and enhancing closer cooperation between different structural units, better coordination of projects and optimization of administrative management at both vertical and horizontal levels.

Creation of the Green Line, the Demonstration Infrastructure Project is a pedestrian-bicycle connection from Sykhiv District to the city center, passing through green territories, an industrial zone and connecting buildings of Ukrainian Catholic University. The concept has been developed and working documentation is being prepared for the first section along the southwestern part of Park Ivan Pavlo II to Shuvar Market at Khutorivka.

Next expected outputs

Continue the implementation of the Integrated Urban Development Concept

Further implementation of objectives set out in the Sustainable Urban Mobility Plan, including transport solutions and urban space renovations in accordance with the principles of sustainable mobility.

Further work on implementing the Green Line as a good example of alternative connections in the city should be continued.

Selected SUMP measures and cost estimates

Measure	Cost Estimate
Implementation of e-ticketing	-
Acquisition of 10 low-floor trams	10 M€
Acquisition of 100 buses	12 M€
Acquisition of 50 trolleybuses	12 M€
New bus depot	12 M€
Reconstruction of 15 km of trolleybus catenary	13 M€
Implementation of the Ukraine Urban Road Safety Program	37.8 M€

Finance leverage

Financing resulting from the SUMP	Source	Amount
Loan leveraged through MobiliseYourCity for the implementation of SUMP infrastructure, fleet and e-ticketing measures	EBRD 1 and EIB2	59 M€
Loan for the financing of the Ukraine Urban Road Safety Program	EBRD and EIB	37,8 M€
Loan for the financing of the second phase of the Ukraine Urban Public Transport Program	EBRD and EIB	70 M€
Loan for the financing of the Lviv E-Bus project	IFC3	50 M€

Highlights in the past year

The SUMP process contributes to integrated urban development

During the last year and a half, the Integrated Urban Development Concept has been developed for Lviv in close cooperation with the Chief Architect and the City Institute and in accordance with the Leipzig Charter on Sustainable European Cities. Representatives of municipal units of Lviv have been actively involved in the process of developing the Sustainable Urban Mobility Plan, including City Institute, Spatial Development Institute, municipal transport operator "Lvivavtodor", municipal company "Lvivelectrotrans", Department of Housing and Infrastructure, Transport office, Architecture and Urban Development Department, as well as international experts from Switzerland and Germany. Many meetings were held with residents and stakeholders.

A comprehensive training program called "Management Competences" was held, aimed at improving the capacity of Lviv City Council and enhancing closer cooperation between different structural units, better coordination of projects and optimization of administrative management at both vertical and horizontal levels.

Green Line as the Demonstration Infrastructure Project is a pedestrian-bicycle connection from Sykhiv District to the city center, passing through green territories, an industrial zone and connecting buildings of Ukrainian Catholic University. The concept has been developed and working documentation is being prepared for the first section along the southwestern part of Park Ivan Pavlo II to Shubar Market at Khutorivka.

1 European Bank for Reconstruction and Development

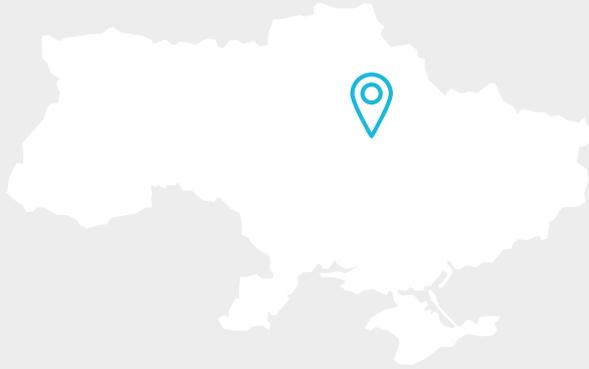
2 European Investment Bank

3 International Finance Corporation

Poltava, Ukraine

Partner city

Status of the project: **Completed technical assistance**



Local context

Urban area: 103 km³

Population: 286 649 | Growth rate: -0,5 %

GDP per capita: 4 621.31 \$

Region capital city

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. Poor quality of roads leads to huge losses - about 3 % of GDP annually, making the sector particularly needy of 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 is sometimes not bad, the quantitative and qualitative indicators of the country's overall road network are extremely low by European standards.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: The German Federal Ministry for Economic Cooperation and Development (BMZ), Swiss State Secretariat for Economic Affairs (SECO)

Funding amount: 9.1 M€

Implemented by: GIZ through the project Integrated urban development in Ukraine.

Local counterpart: Poltova City Council

Finance leverage: 10 M€

Supported Activities

- Capacity building for designing, applying, and implementing processes and standards of integrated and sustainable urban development.
- Preparation of priority infrastructure projects and implementation of small scale, low budget, and high impact investments (quick wins)
- Establishment of suitable communication, coordination, and cooperation mechanisms

Status of implementation

Project start: 2019

Expected project completion: 2023

Completed outputs:

- Purchase of 11 buses in 2019
- Preparation of an Invest project "Update of Poltava Trolleybus Park " Loan contract by EBRD. For acquisition of 40 low floor new trolleybuses and 3 traction substations.
- Creation of a working group for cycling infrastructure development was created in Poltava and meet regularly

Next expected outputs

- Make cycling more attractive by developing safe cycling lanes.

Selected SUMP measures and cost estimates

Measure	Cost Estimate
Short term acquisition of 11 buses	0.8 M€
Acquisition of 40 low floor trolleybuses and modernization of 3 traction substations	10 M€
Setup of a working group for cycling infrastructure and appointment of a cycling envoy	

Finance leverage

Financing resulting from the SUMP	Source	Amount
Loan leveraged through MobiliseYourCity	EBRD 1	10 M€

Associated financing supporting measures in the SUMP	Source	Amount
Grant for the development of the Poltava 2030 Concept	EU DG NEAR	2 M€

¹ European Bank for Reconstruction and Development

Highlights in the past year

The SUMP process contributes to improving public transport

The Poltava City council has approved a Sustainable Urban Mobility Plan for the city in July 2019. This plan defines six most priorities for the development of urban mobility. One of the SUMP priorities is the improvement of public transport. After this preparatory planning, a 10 M€ loan from the European Bank for Reconstruction and Development was allocated to the municipal enterprise Poltavaelectroautotrans for the purchase of 40 trolleybuses and the modernization of 3 traction substations. The implementation of this project will ensure compliance with energy efficiency standards and improve the living comfort of the citizens. This agreement has been enabled by the adoption of Poltava SUMP.

Another SUMP key priority is the development of cycling. Indeed, cycling should become an attractive transportation mode in Poltava, chosen by city residents for their trips with increasing frequency. A key factor for making cycling more attractive is the development of convenient and safe cycling lanes. Aiming to achieve these goals, the working group for cycling infrastructure development has been created in Poltava and meets regularly. A Cycling Envoy has been appointed by the City Council.

In March 2019, the first international forum of integrated urban development was devoted to the planning and financing of the city infrastructure. The forum was attended by representatives of 68 cities from 19 regions of Ukraine, including 11 mayors and 13 deputies. Discussions panel gathered international experts on integrated urban development and representatives of the European Investment Bank (EIB), the International Finance Corporation (IFC), the Northern Ecological Finance Corporation (NEFCO), the DFRR, the Ministry of Regional Development, Construction and Housing and Communal Services of Ukraine and representatives of the cities. Sessions were held on best practices of implemented projects in the field of urban infrastructure and covered the topics of sustainable mobility planning as well as physical, social, and blue-green infrastructure and adaptation to climate change.

Tbilisi, Georgia

Partner city

Status of the project: Ongoing technical assistance



Local context

Administrative limits: 504 km²

Population: 1 108 717 | Growth rate: 2.5 %

GDP per capita: 5 422 \$

Country capital city

The challenge

Tbilisi joined the MobiliseYourCity partnership in 2019, and is now part of a new project aiming at supporting city administrations in the South Caucasus to design, implement and further develop their urban transport systems in the frame of a participatory, sustainable, and integrated urban development. Furthermore, the project conducts a regional dialogue on urban mobility and the exchange of information regarding the content and best practices from other countries.

Support from the Partnership

Technical Assistance: Pilot project

Funded by: the German Federal Ministry for Economic Cooperation and Development (BMZ)

Funding amount: 4.8 M€

Implemented by: GIZ through the DKT – Sustainable Urban Mobility in the South Caucasus Program

Local counterpart: Ministry of Environmental Protection and Agriculture.

Supported Activities

- Support a participatory, sustainable, and integrated urban development in Tbilisi
- Conduct a regional dialogue including exchanges on best practices on urban mobility

Status of implementation

Project start: February 2020

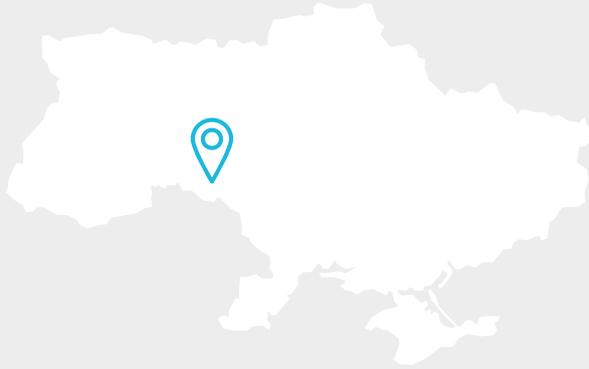
Expected project completion: January 2023

Next expected outputs: redefinition of cooperation objectives amid the global coronavirus pandemics

Vinnytsia, Ukraine

Partner city

Status of the project: **Completed technical assistance**



Local context

Urban area: 113 km²

Population: 369 900 (2018)

GDP per capita: 4 621.31 \$

Region capital city

The challenge

The city of Vinnytsia has a relatively well-structured transport network that serves most housing and employments districts and connects them with the centre. The size of the system is optimal for trams and buses, but railway and vast industrial areas represent a barrier for soft modes of transport.

Topography, hydrography, and industrial infrastructure have a strong influence on the development of the road network. Only few relations exist over the Southern Bug river. A direct connection between outer districts does not exist, and most of outer districts have low population and employment density.

The recent developments have been strongly oriented toward individual motorized traffic, and there is room for improved traffic management, profiles of the existing streets offer enough space for all different modes of transport, including cycling, and for quality urban space with tree lined avenues.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: The German Federal Ministry for Economic Cooperation and Development (BMZ), Swiss State Secretariat for Economic Affairs (SECO)

Funding amount: 9.1 M€

Implemented by: GIZ through the project Integrated urban development in Ukraine.

Local counterpart: Vinnytsia City Council

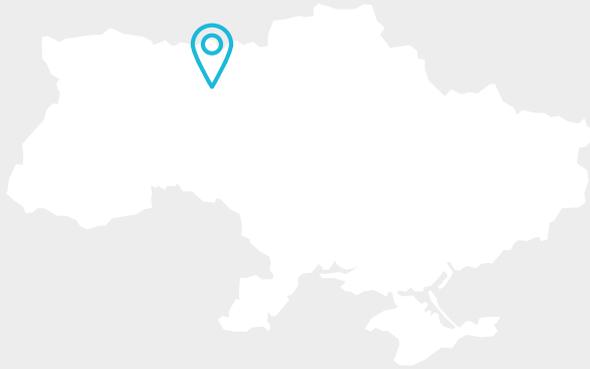
Supported activities

- Capacity building for designing, applying, and implementing processes and standards of integrated and sustainable urban development.
- Preparation of priority infrastructure projects and implementation of small scale, low budget, and high impact investments (quick wins)
- Establishment of suitable communication, coordination, and cooperation mechanisms

Zhytomyr, Ukraine

Partner city

Status of the project: **Completed technical assistance**



Local context

Metro urban area: 93 km²

Population: 264 300 (2018)

GDP per capita: 3 400 \$

Inland city

Current modal share:

Motorized vehicles: 15 %, Public transport: 46 %, Walking: 37.8 %, Cycling: 1.3 %

The challenge

During the SUMP preparation process several transport and mobility related challenges were identified. The fleet of public transport rolling stock needs to be updated. The average age of the trolleybus is 27.5 years, the tram is 32.55 years, while the standard period of operation is 10 and 15 years, respectively. Road accidents are frequent and road markings are absent on a variety of secondary roads and alleys, where it is particularly important to replenish the markings. Related to walking infrastructure in the city, Zhytomyr has a problem of narrow pedestrian walkways, which are common in residential areas. Most traffic lights have no sound equipment. The street lighting focuses only on roads, which leads to insufficient lighting on the sidewalks.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: The German Federal Ministry for Economic Cooperation and Development (BMZ), Swiss State Secretariat for Economic Affairs (SECO)

Implemented by GIZ through the project Integrated urban development in Ukraine.

Local counterpart: City Council Zhytomyr

Supported activities

Capacity building for designing, applying, and implementing processes and standards of integrated and sustainable urban development.

Preparation of priority infrastructure projects and implementation of small scale, low budget, and high impact investments (quick wins)

Establishment of suitable communication, coordination, and cooperation mechanisms

Selected SUMP measures and cost estimates

Measure	Cost Estimate
Reconstruction of central streets and sidewalks (in progress 2019 -2020)	Not available
Envoy for bicycle transport is needed within the structure of the city administration	Not available
Further work on the concept of changes of Sobornyi and Peremohy squares, elaboration of feasibility studies, looking for funding	Not available

Finance leverage

Financing resulting from the SUMP	Source	Amount
Trolley buses are being procured	EBRD	10 M€

Highlights in the past year

The SUMP process supported strengthening institutions

The process of elaboration of SUMP highlighted the importance of including various stakeholders into the working group meeting. The mid management personnel of the city administration gained a lot of knowledge in the area of SUMP elaboration. The top management changed after the approval of SUMP, but the document became helpful for the new deputy mayor to get into the know of what is at the strategic level.

Final SUMP included wide range of key measures

The key measures of the Sustainable mobility plan of the city of Zhytomyr are the creation of a centralised management system for the public transport network and a unified dispatch system, reorganisation of the route network, creation of dedicated public transport lanes, arrangement of road infrastructure for traffic calming measures, construction of safety islands and installation of bollards, creation and reconstruction of pedestrian infrastructure, construction of safe cycling infrastructure, development of the concept on parking management, creation of transfer hubs and others.

Special attention was paid to the monitoring system

The SUMP included a monitoring system was proposed and developed in order to measure the level of achievement of the set goals, monitoring tools together with recommendations for further data collection and analysis were developed, and basic indicators for 2018 were identified.

Pop-up public space was tested

The project organized an urban event "Parking of Soborniy" within European Mobility Week. For two days in September 2019, the part of Soborniy Square, which is under the territory of planning of the infrastructure project, was transformed into public space. The territory was divided into several areas through zoning: active sports, park area and information area. Direct dialogue with visitors and participants allowed to discuss the planning solutions of winners of the architectural competition. Besides, 287 signatures were collected in support of the square transformation. Park area offered activities arranged by local NGOs.

Latin-America and Caribbean



3 countries and 13 cities are being supported through the Euroclima+ Program



Ambato, Ecuador

Partner city

Status of the project: Ongoing technical assistance



Local context

Urban area: 1 009 km²

Population: 178 000 | Growth rate: 0.78 %

GDP per capita: 1 265 \$

Region capital city



The challenge

The objective of the project in Ambato, Ecuador, is to update the Transportation and Mobility Master Plan for Ambato Canton with emphasis on the generation of sustainable mobility. This includes the optimization of existing transport systems in the regional capital city and aims at improving mobility in urban as well as in rural areas in order to improve the citizen's quality of life. The participation of citizens is increased through the validation of sustainable urban mobility plans. Additionally, the project is strengthening institutions by building capacity to implement the Master Plan and its future updates.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: European Commission

Funding amount: EUR 500 000

Implemented by: GIZ through the EUROCLIMA+ Program

Local counterpart: Decentralised Autonomous Government Municipality of Ambato – Directorate of Transit, Transportation and Mobility

Supported Activities

- Optimisation of the Transport systems
- Update of the Transportation and Mobility Master Plan for the Canton of Ambato
- Development of a specific portfolio of mitigation programmes and projects in urban mobility, demand management for private transport, improvement of public transport, and promotion of active transport.

Status of implementation

Project start: Q2 2018

Expected project completion: Q3 2021

Next expected outputs:

- Preparation & Analysis Phase: Tender for remaining phases of the SUMP development

Highlights in the past year

Ambato moves toward sustainable urban mobility

Within the framework agreement signed between the Municipal Decentralised Autonomous Government of Ambato and GIZ, the workshop "Ambato towards sustainable urban mobility" was organised in April 2019 with the participation of 50 people from the public sector, private sector, transport operators, citizen groups and associations of people with reduced mobility.

The purpose of the workshop was to inform about what this municipal project entails and to jointly develop a vision of where Ambato's mobility should go in the future. For this, diverse group dynamics were organised to identify the challenges that must be faced and opportunities for Ambato to achieve this innovative vision.

Antofagasta, Chile

Partner city

Status of the project: Ongoing technical assistance



Local context

Urban area: 30 718 km²

Population: 388 545 | Growth rate: 2 %

GDP per capita: 47 000 \$

Region capital city



The challenge

Antofagasta is a harbour city with an existing mass transit system and a transport master plan.

The objective of the project is to strengthen the existing transport plan by incorporating sustainability criteria and a financing structure for a specific package of projects.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan

Funded by: European Union

Funding amount: 500 K€

Implemented by: GIZ through the EUROCLIMA+ Program

Local counterpart: Regional government of Antofagasta

Supported Activities

- Incorporate environmental goals in the Mobility Plan.
- Support the integration of various modes of transport and improve existing roadways.
- Formalise the Regional Roundtable for Sustainable Mobility.
- Train regional and municipal government officials.
- Promote citizen empowerment and provide access to spaces for making investment decisions.

Status of implementation

Project start: May 2018

Expected project completion: First quarter 2021

Completed outputs:

- Signature of a MoU between the Intendente of Antofagasta and GIZ ;
- Status quo analysis including emissions inventory ;
- Communicational and participatory strategy, web-based and presential.

Next expected outputs:

- Service contract for strategic development (vision, objectives, indicators, and targets) and planning (identification of measures, prioritization, and financing scheme) of the SUMP ;
- implementation of a mobility observatory.

Highlights in the past year

The SUMP process contributes to the institutional strengthening

Technical assistance for the development of the SUMP has strengthened the institutional framework in the city mainly through the facilitation of dialogue and agreements from a multisectoral (dialogue between the transport sector, urban planning, environment and energy, mainly) and multilevel (dialogue between the regional and local levels) perspective. It has also strengthened citizen and stakeholder's participation, introducing new and innovative channels of communication with the community.

In addition, technical assistance has enabled the transfer of capacities to the Regional Government, strengthening the recently created Transport and Infrastructure Division, which will be responsible for implementing the SUMP in the future, with knowledge on sustainable mobility, gender perspective, MRV, multimodality, among others.

Belo Horizonte, Brasil

Partner city

Status of the project: Ongoing technical assistance



Local context

Urban area: 14 420 km²

Population: 5 700 000 | Growth rate: 1.05 %

GHG per capita: 1,76 tCO₂eq / year

Region capital city

The challenge

Belo Horizonte has a series of plans (Master Plan, PlanMob-BH, Belo Horizonte – a Smart City, etc.) and policies in place that are reviewed and monitored on a regular basis to help guide the urban development of the city. Belo Horizonte has already made important progress towards sustainability and in the medium and long run Belo Horizonte envisions becoming an example of smart and sustainable urban development for Brazil and Latin America.

Nevertheless, road transport is responsible for 53% of greenhouse gas emissions in Belo Horizonte and could reach 6 million tons of CO₂ emission by 2030.

With regard to mobility, Belo Horizonte has an innovative Sustainable Urban Mobility Plan (2010, reviewed in 2016), called PlanMob-BH, with comprehensive measures related to eight strategic areas : (1) active mobility, (2) collective mobility, (3) motorized individual mobility, (4) traffic calming and circulation, (5) urban logistics, (6) sustainable city, (7) universal accessibility, and (8) management, supervision and operation. Each strategic intervention is complemented by actions and indicators for short (2020), medium (2025) and long-term (2030) planning horizons.

Support from the Partnership

Technical Assistance: Pilot Project development

Funded by: BMU through the International Climate Initiative (IKI)

Funding amount: EUR 100 000

Implemented by: the Wuppertal Institut and UN-Habitat through the project Urban Pathways which is ongoing (2017-2021)

Local counterpart: Belo Horizonte Transport and Traffic Company (BHTRANS)

Supported Activities

Establishment of a partnership with the city of Bremen, Germany, which helps Belo Horizonte implement a Zone 30 and a “bicycle street”. The Zone 30 pilot-project foresees a wide deployment of vertical and horizontal signalling, reallocation and repositioning of parking spaces to provide the reduction of the speed, and, enlargement of sidewalks with the creation of small areas of coexistence for pedestrians with the insertion of urban furniture. Beyond the immediate mobility related issues, Belo Horizonte also recognises these measures as an opportunity to revitalise the downtown area and enhance the quality of life by creating pedestrianised streets and giving the space back to people from cars.

Status of implementation

Project start: 2017

Expected project completion: 2021

Completed outputs:

- Implementation of Zone 30 in Cachoeirinha neighbourhood

Next expected outputs

Highlights in the past year

Belo Horizonte implements its first zone 30 in the Cachoeirinha neighbourhood

In April 2019, Belo Horizonte implemented the first temporary Zone 30 around schools in one pilot neighbourhood. This intervention triggered a positive reaction among the residents of the area and had a great impact on the local media. Moreover, it contributed significantly to reduce people’s resistance against the execution of projects of this nature at the city level.

The action, which was carried out with the active participation of the community, included not only a 30 km/h speed limit, through signs and regulations, but also the extension of sidewalks and public space by inserting urban furniture and painting the pavement. These combined measures helped reclaim the public space that was previously assigned to cars and added a physical barrier that will prevent car drivers from speeding, promoting greater safety for all.

The Sustainability and Environment Coordinator of BHTRANS, Eveline Trevisan, explains that it is necessary to include urban design measures in the implementation of Zones 30, so that drivers understand that they are entering a different area, where the safety and comfort of pedestrians are the priority.

Chile

Non-Member Country with Technical Assistance

Status of the project: Ongoing technical assistance



Context

Population: 18 050 000 (2018) | Growth rate: 1.45 %

Percent of urban population: 87.8 %

GDP per capita: 16 522 \$

Percentage of the population living below the national poverty lines: 10.9 %

Transport related emissions per capita: 1.6 tons per capita

GHG emissions per capita: 5.1 tons per capita

Nationally Determined Contribution (NDC):
Quantified transport / mobility related NDC



The challenge

The urban transport sector contributes significantly to Chile's GHG emissions inventory. Chile's NUMP aims at filling a structural gap based on the absence of a comprehensive and orienting strategy at the national level that guides and supports the country's mitigation actions in the urban transport sector.

Support from the Partnership

Technical assistance: Development of a National Urban Mobility Policy

Funded by: European Commission

Funding amount: 1 M€

Implemented by: GIZ through the EUROCLIMA+ Program

Local counterpart: Ministry of Transportation and Communications

Objectives: Develop a National Sustainable Mobility Strategy that will guide, institutionalise and finance through a specific programme, Regional Sustainable Mobility – Plans for meeting Chile's Nationally Determined Contribution (NDC)

Supported activities:

- NUMP Workshop (27-28 March 2019 in Quito, Ecuador)
- NUMP Workshop (17-21 February 2020 in Bogota, Colombia)
- Various NUMP Chile roundtable meetings

Status of implementation

Project start: November 2018

Expected project completion: June 2021

Completed outputs:

- Status quo analysis and series of multisectoral workshops for building a common understanding of the urban mobility situation, including mobility challenges and current actions being implemented by 7 sectoral ministries. The project gained political support, including increasing ambition regarding NDC commitment by the Ministry of Environment (due to COP25)
- During the first quarter of 2020, the Status quo Analysis of mobility in the country was completed

Next expected outputs

- Development of survey and modelling of transport sector emissions in the main cities of the country
- Development of National Strategy for Sustainable Mobility (vision, objectives, goals and general measures)

Highlights from the past year

The NUMP process for Chile is integrated well in the EUROCLIMA+ activities in the region

As part of the capacity building program offered by the EUROCLIMA+ program, two Chilean counterparts attended a NUMP Workshop in Quito, Ecuador in March 2019 and in Bogota, Colombia in February 2020.

Chile has participated in the ECLAC's Conference of Cities for Latin America, the Latin American Climate Change Week and the BMU supported Transport and Climate Change Week in Berlin.

The NUMP process is strengthening institutions in Chile

Technical assistance for the development of the NUMP has strengthened the institutional framework in the city mainly through the facilitation of dialogue and agreements from a multisectoral (dialogue between the transport sector, urban planning, environment and energy) and multilevel (dialogue between the regional and local levels) perspective. It has also strengthened citizen and stakeholder participation, introducing new and innovative channels of communication with the community.

Additionally, the process is facilitating the linkage of transport and mobility planning with Chile's NDC and further international agreements.

Colombia

Partner country

Status of the project: Ongoing technical assistance



Context

Population: 50 662 678 (2020) | Growth rate: 0.8%

Percent of urban population: 77.1 %

GDP per capita: 16 264 \$

Percentage of the population living below the national poverty lines: 27 %

GHG emissions per capita: 3.75 tons per capita

Nationally Determined Contribution (NDC):
Unquantified transport / mobility related NDC

The challenge

Buses play an important role in Colombia's transport landscape. However, given the increasing urban population densities and the deteriorating air quality (23 % of Bogota's local air pollution is generated by buses), the bus systems' various configurations – from small feeder buses to bi-articulated high frequency buses – together present an untapped potential for providing access to clean urban mobility.

Support from the Partnership

Technical assistance: Development of a National Urban Mobility Policy

Funded by: BMU

Funding amount: 1 M€

Implemented by: GIZ through the TRANSfer III project

Local counterpart: Ministry of Transportation

Objectives: The TRANSfer project is developing a National E-Bus Promotion Program that comprises a technical and financial design, and MRV system and a steering structure.

Supported activities

- E-bus workshop in Cali, Colombia (24-25 February 2020, 70 participants from cities, Ministry of Transportation and academia)
- Support to the governance of the recently established inter-ministerial Roundtable for Sustainable Transport

Status of implementation

Project start: November 2019

Expected project completion: June 2021

Completed outputs:

- Financial Study on E-Buses in Colombia
- Pre-Feasibility Study

Next expected outputs

- Design of MRV system
- Establishment of government structure
- Assessment of regulatory and capacity building needs of e-bus operation
- Structuring of E-Mobility fund
- Technical design of program

Highlights from the past year

Building capacities for electric mobility

The latest Colombian National Development Plan for the first time allows national co-financing of up to 70% for clean technologies in massive transport systems. Additionally, the Colombian Government established an increasing quota stating that by 2035 100 % of the new buses that are to be incorporated into public transport systems need to be electric.

To help the industry make the most of this government support, GIZ offered an E-Bus Workshop for 70 mobility experts, academics and decision makers from eleven Colombian cities in Cali in February 2020. The participants analysed appropriate scenarios to accelerate electric vehicle technology in public transport systems and discussed the motivations, requirements, challenges and advances in electric mobility.

Guadalajara, Mexico

Non-Member City with Technical Assistance

Status of the project: Ongoing technical assistance



Local context

Urban area: 151 km²

Population: 4 865 122 | Growth rate: 1.2 %

GDP per capita: 7 991 \$

Region capital city



The challenge

The objective of this project is to improve the Integrated Plan for Sustainable Urban Mobility in the Guadalajara Metropolitan Area (AMG) to achieve coordination in mobility planning between the 9 municipalities that comprise it, by including various modes of accessible, economic, efficient and safe transport.

The city counts with an existing mass transit system and a transport master plan. However, the local administration does not have the mandate to finance mass transit infrastructure. The running costs of the collective transport system is part of the public authority's budget.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP) and Pilot Project

Funded by: European Commission

Funding amount: 600 K€

Implemented by: GIZ through the EUROCLIMA+ Program

Local counterpart: Metropolitan Planning Institute for the Guadalajara's Metropolitan Area (IMEPLAN)

Supported Activities

- MobiliseDays (February 2019)
- SUMP Workshop (February 2020)

Status of implementation

Project start: Q2 2018

Expected project completion: Q4 2020

Completed outputs:

- Status quo analysis (November 2019 – January 2020)
- Urban cargo logistics (January 2020)
- Financial mechanisms (January – February 2020)
- Development of SUMP strategy – co-creating vision and objectives (April – May 2020)

Next expected outputs

- Integrated SUMP for the AMG
- Pilot Project: Mobile application for obtaining new information on citizen mobility patterns (origin – destination data)

Highlights in the past year

Institutional strengthening and improved access to information

While developing a SUMP in the Guadalajara Metropolitan Area, the SUMP process contributed to institutional strengthening in the area by involving several main institutions and stakeholders in technical assistance, such as the Metropolitan Mobility Board, the Mobility and Transportation Institute of Jalisco or other committees and universities, thus strengthening the capacities of the IMEPLAN team and the municipal representatives.

The SUMP development also fostered the increased participation of the general public on mobility issues and promoted the exchange between citizens and public officials by including civil society networks and NGO's in the development process.

Besides developing a Sustainable Urban Mobility Plan, another pilot project included the development of a mobile application for obtaining new information on mobility patterns of citizens by collecting origin and destination data. The collected data can further help to enhance the sustainability of the mobility system of the entire Metropolitan Area of Guadalajara through the improved access to information.

Ibagué, Colombia

Partner city

Status of the project: Ongoing technical assistance



Local context

Urban area: 56.8 km²

Population: 529 635 | Growth rate: 0.69 %

GDP per capita: 5 024 \$

Region capital city



The challenge

The project implemented by GIZ through the EUROCLIMA+ Program consists in a pilot plan for the implementation of a sharing system for assisted pedalling bicycles for the city of Ibagué. The shared use system will have five stations and 135 bicycles across the city centre. The strategic objective of the project is to increase the number of residents and circulating populations in the city centre using shared pedalling bicycles, thus promoting the general use of cycling as main mode of transportation. Additionally, the pilot project aims to build capacities for sustainable mobility of public authorities. Ensuring the sustainability of the initiative by developing a strategic planning document and developing a business model that combines the involvement and financing of the public and private sectors will be important steps of the project.

Support from the Partnership

Technical Assistance: Pilot Project

Funded by: European Commission

Funding amount: 500 K€

Implemented by: GIZ through the EUROCLIMA+ Program

Local counterpart: Ibagué Municipality

Supported Activities

- Formulation of a pilot plan
- Development of a strategic planning document that ensures the sustainability of the initiative.
- Capacity building of public authorities for sustainable mobility planning

Status of implementation

Project start: Q2 2019

Expected project completion: Q4 2020

Next expected outputs

- Launch of Pilot Project

Highlights in the past year

Supporting Ibague's plan to promote the use of cycling

Ibague's pilot project supports and complements the ongoing efforts of the Municipality to increase the use of cycling as a main mode of transportation for Ibague's citizens. The bike-sharing system will benefit from the recently expanded cycling road network, consisting in an additional 48 km of cycling lanes, of which 5 km are illuminated using 100 % solar power.

Peru

Non-Member Country with Technical Assistance

Status of the project: **Completed technical assistance**



Context

Population: 31 989 256 | Growth rate: 1.7 %

Percent of urban population: 77.9 %

GDP per capita: 6 941 \$

Percentage of the population living below the national poverty lines: 20.5 %

GHG emissions per capita: 2.052 tons per capita

Nationally Determined Contribution (NDC): Quantified transport / mobility related NDC

The challenge

In Peru, transport represents 40 % of the GHG emissions from the energy sector. What is more, urban mobility is characterised by high social costs, such as health problems, fatal accidents, and considerable loss of productivity due to congestion. These negative effects are on the rise due to the country's economic growth.

Worldwide, in terms of air pollution Peru is ranked 21st (28 PM_{2.5} µg / m³) amongst the most polluting countries, according to the 2018 World Air Quality Report.

Support from the Partnership

Technical assistance: Development of a National Urban Mobility Policy

Funded by: BMU

Implemented by: GIZ through the TRANSfer III Project

Local counterpart: Ministry of Transport and Communications

Objectives

The objective of Peru's National Urban Transport Policy is to provide cities with safe, reliable, inclusive and accessible transport systems, with high-quality standards, institutionally coordinated, and financially, economic and environmentally successful. Its main action lines include:

- Improvement of efficiency, safety and sustainability of passenger transport
- Improvement of governance of passenger and freight transport
- Development of public transport infrastructure
- Satisfy mobility needs of the population

Status of implementation

Expected project completion: NUMP enacted in March 2019

Completed outputs:

- Adoption of the NUMP in March 2019

Lessons Learned

- The policy-making process must involve all stakeholders from the very beginning. This is especially important for the local and regional governments since they are the levels responsible of implementation
- Have a multi-disciplinary team for the elaboration of the policy, especially including transport experts with in-depth knowledge of public management and administration and specialists to comply with provisions when developing a national policy
- Make sure to involve senior management (especially Ministers) in order to guarantee political ownership

Santo Domingo, Dominican Republic

Partner city

Status of the project: **Completed technical assistance**



Local context

Urban area: 91.08 km²

Population: 2 900 000 | Growth rate: 2.42 %

GDP per capita: 15 946 \$

State capital city

The challenge

Santo Domingo is the administrative, economic, and political capital of Dominican Republic, and represents one third of the total country population. With a projection of 4 million inhabitants in 2030, Santo Domingo is a dynamic fast-growing city.

The current system of transportation in the City of Santo Domingo has been mostly the result of a historically unregulated, uneven, and rapid urbanization. The results are vastly different levels of service, socio-economic activities, and quality of life across the city's municipalities. The starkest differences can be observed between the city centre – the 'National District' – and its periphery, the latter being particularly affected by the lack of public services, including formal public transport.

The objective is to build an integrated transport system that is sustainable, accessible, and attractive to all citizens and encourages collective and active modes of transport.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: the European Commission

Funding amount: 550 K\$

Implemented by: AFD through MobiliseYourCity Africa Caribbean Pacific

Local counterpart: INTRANT

Supported Activities

- Support for the expansion of various modes of transport, especially of the mass transit system, and improvement of existing roadways.
- Alignment of institutional, technical, and financial conditions to implement a sustainable urban mobility system.
- Development of several policy reforms, including tariff policies, demand management and fleet modernization policies.
- Improvement of land value and quality of the urban environment
- 33% increased access of Santo Domingo citizens to public transportation (before: 10%) by 2030.
- 8% increase in total trips taken by public transport (before: 36%, expected: 44%) by 2030.
- 30% reduction of GHG emissions in comparison to no existing SUMP by 2030.

Selected SUMP measures and cost estimates

Measure	Cost Estimate
Metro Lines 1 & 2: Increase passenger capacity	480 M\$
Metro Line 2: Line extension	564 M\$
Construction of 5 BRT or LRT corridors	603 M\$
Construction of 4 aerial tramway lines	159 M\$
Creation of 5 express busway lines	1,5 M\$
Infrastructural improvement of intermunicipal networks	606 M\$
Infrastructural improvement of internal municipal networks	50 M\$
Improvement and expansion of sidewalks and cycling lanes	42 M\$
Integration of public transport modes	0.3 M\$
Implement public bike-sharing system	15 M\$
Develop 'green' corridor along the river basin	M\$
Provide parking areas in port zones	0.3 M\$
Design of secondary (complementary) bus network	0.3 M\$
Study on school transport services	0.3 M\$
Studies on improvement of transport demand management	1 M\$
Improve access to persons with disabilities	0.6 M\$
Improve image and attractiveness of bus system	20 M\$
Improve communications of public transport services for users	06 M\$
Integrate city-port interface management in national and local planning	0.3 M\$

Measure	Cost Estimate
Implement merchandise delivery and pick-up plan in port areas	0.3 M\$
Studies to support urban and transport planning integration	0.6 M\$
Integrated tariff policy	0.6 M\$
Social tariff policy	0.6 M\$
Transport demand management policy	0.6 M\$
Private vehicle fleet modernization policy	0.3 M\$
Bus fleet modernization policy	
Parking policy	0.6 M\$
Regulation of HDV transit	0.3 M\$

Finance leverage

Financing resulting from the SUMP	Source	Amount
(implemented AFD) for NMT	EU CIF facility	5 M€
(implemented AFD) for SUMP Governance	EU CIF facility	5 M€

Associated financing supporting measures in the SUMP	Source	Amount
International loan for the extension of the metro line 1	AFD	135 M€
Domestic public contribution for the extension of the metro line 1	National government	110 M€

Projected impacts

Indicator	Impact 2030	Baseline - 2018	Projected 2030 BAU	Projected 2030 SUMP scenario
Expected GHG emissions reduction in a SUMP scenario against a BAU scenario	-530 000 tCO ₂ eq	428 kgO ₂ eq per capita	428 kgO ₂ eq per capita	428 kgO ₂ eq per capita
Access: Increase of the proportion of the population living 500 meters or less of a public transport stop	+ 33 %	10 %	10 %	43 %
Modal share: Increase of the modal shares of trips by public transport, walking and cycling	+ 8 %	36 %	36 %	44 %

Highlights in the past year

The creation of a state level transport authority opens a new perspective for urban mobility governance and management

The recently created road transport authority, INTRANT, will reduce institutional fragmentation by centralizing regulatory and planning functions. This will contribute to improved cooperation between the sector's strategic, tactical, and operational levels.

The leading role of INTRANT in the development and implementation of the SUMP will help channel and leverage additional financial resources from private, public, and international stakeholders for the implementation phase.

Not only is the new institutional arrangement in the sector a necessary step for building capacity and rationalizing authority. Moreover, the SUMP process offers itself as a great learning opportunity.

Uruguay

Non-Member Country with Technical Assistance

Status of the project: Ongoing technical assistance



Context

Population: 3 387 605 | Growth rate: 0.35 %

Percent of urban population: 96.1 %

GDP per capita: 17 277 \$

Percentage of the population living below the national poverty lines: 8.1 %

Transport related emissions per capita: 0.79 tons per capita

GHG emissions per capita: 1.90 tons per capita

Nationally Determined Contribution (NDC):
Unquantified transport / mobility related NDC

The challenge

More than half of total energy-related GHG emissions are generated by the transport sector in Uruguay. Urban electric mobility has the potential to maximize the benefits of the country's very low-carbon electricity matrix, thus facilitating a structural transformation of the transport sector in order to reduce the sector's carbon footprint and contribute to further co-benefits, such as reducing air and noise pollution.

Support from the Partnership

Technical assistance: Development of a National Urban Mobility Policy

Funded by: European Commission

Funding amount: 1 M€

Implemented by: GIZ through the EUROCLIMA+ Program

Local counterpart: Ministry of Industry, Energy and Mining; National Energy Directorate; Climate Change Division of the Ministry of Housing, Territorial Planning and Environment

Objectives

The project aims to strengthen capacities in the planning of sustainable urban mobility and lay the foundations for a national program to promote electric urban mobility that includes the development of technical, regulatory and financial mechanisms.

Supported activities

- Incorporation of e-mobility into territorial planning instruments
- Development of standards and regulations for new technologies
- Development of financial tools to promote and accelerate public and private investment for vehicle fleet electrification
- Capacity building and institutional strengthening for public and private actors to facilitate vehicular electrification

Status of implementation

Project start: Q2 2018

Expected project completion: Q3 2020

Next expected outputs

- E-mobility NUMP
- Technical guide for incorporating criteria on Sustainable Urban Mobility into urban planning
- Regulatory instruments and standards for electric vehicles in urban areas

Lessons learned

- There is a lot of interest from involved government departments, which can be used to ensure political commitment and financial support at an early stage.
- Strengthen exchange and involvement of different government departments while supporting them in the generation of information, definition and plans along the way.
- Local involvement is important and local training will be crucial for the success of the continuation of the local plans.
- Previous reform of electricity generation system is an important leverage for electric mobility.



City and Country Factsheets

Upcoming technical assistance

Al-Assima (Rabat), Morocco

Partner city

Status of the project: Upcoming technical assistance



Local context

Area: 1 910 km²

Population: 2 134 533

GDP per capita: 8 600 \$ (Morocco)

State capital city

Costal area

Primate city

Support of a **SUMP process**, managed by the Secretariat for *Intercommunal Cooperation Al-Assima* (ECIAA) and the Tramway Society of Rabat-Salé (STRS)

Replacement of the former mobility plan of Rabat and integration of entire urban area, including the cities of Salé and Temara.

Self-funded by local partner with 1.5 M€ budget

Implemented by Cerema through MobiliseYourCity Morocco

Expected start: tbd

Bouaké, Ivory Coast

Partner city

Status of the project: Upcoming technical assistance



Local context

Area: 120 km²

Population: 2 134 533

GDP per capita: 800 000 | Growth rate: +3 %

Region capital city

Support of a **SUMP process** for the city of Bouaké.

Funded by European Commission through a 350 K€ grant.

Implemented by AFD and CODATU through the Intra-ACP Program.

Expected start: 2020 Q4.

Expected delivery: 2021.

Dakar, Senegal

Status of the project: Upcoming technical assistance

Partner city



Local context

Area: 550 km²

Population: 3 215 255 | Growth rate: +2.63 %

GDP per capita: 2 566 \$

Annual trips per capita: 1 225

National capital city / Harbour city

Existing transport master plan

Existing public mass transport system

Support of a **SUMP process** for the city of Dakar, managed by the local mobility authority, *Conseil Exécutif des Transports Urbains de Dakar* (CETUD).

Funded by **FFEM** through a 400 K€ grant.

Implemented by **AFD**.

Update the existing urban mobility plan into a SUMP which:

- Capitalises on existing studies, plans and documents
- Is aligned with the national urban mobility strategy
- Is the result of a participatory process
- Is ready to be adopted by the CETUD and the relevant authorities

Dodoma, Tanzania

Status of the project: Upcoming technical assistance

Partner city



Local context

Area: 2 576 km²

Population: 410 956 | Growth rate: +2.1 %

GDP per capita: 3 200 \$ (Tanzania)

State capital city

Secondary city

Support of a **SUMP process** for the city of Dodoma, managed by the City Council of Dodoma.

Funded by **AFD** through a 350 K€ grant.

Implemented by **AFD** through MobiliseYourCity SSA and MED.

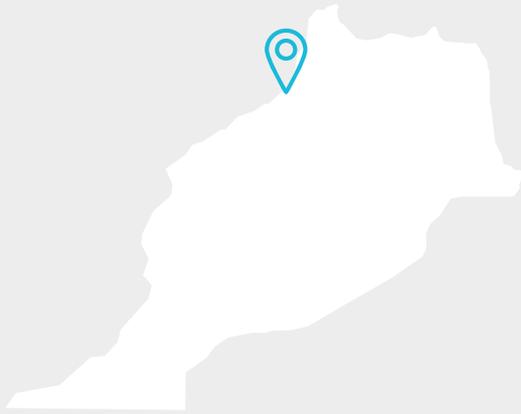
Expected start: Q4 2020.

Expected delivery: Q3 2022.

Kenitra, Morocco

Partner city

Status of the project: Upcoming technical assistance



Local context

Area: 76 km²

Population: 430 000 | Growth rate: +1.85 K

GDP per capita: 3 007 \$

Harbour city and industrial hub

High importance of the Atlantic Free Zone for mobility

A transport master plan has been under construction since 2013

Local counterpart does not have authority to finance mass public transport

Support to implementation of a **pilot project**, the Open Innovation Challenge, mobilising the local municipality and governorate, industrial companies from the Atlantic Free Zone, largest industrial and export free zone in Africa, and start-ups.

The goal of the challenge is to tackle mobility issues using innovative approaches. Several topics have been pre-identified such as the improvement of passenger information and the optimization of existing infrastructures.

Funded by AFD through a 180 K€ grant.

Implemented by AFD through MobiliseYourCity Morocco.

Expected start: October 2020.

Expected end delivery: Q1 2021 .

Kumasi, Ghana

Partner city

Status of the project: Upcoming technical assistance



Local context

Area: 2 603 km²

Population: 3 348 000 | Growth rate: +4.43%

GDP per capita: 4 700 \$ (Ghana)

Region capital city, primate city

Support of a **SUMP process** for the city of Kumasi, managed by the *Municipality of Kumasi Metropolitan Assembly (KMA)*, with the aim of **reducing GHG emissions** and **improving the quality of urban life**.

Funded by AFD through a 500 € grant.

Implemented by AFD and CODATU.

Expected start of project: 2020 Q3.

Lomé, Togo

Partner city

Status of the project: Upcoming technical assistance



Local context

Area: 333 km²

Population: 1 477 660

GDP per capita: 1 700 \$ (Togo)

National capital city

Harbour city

Existing transport master plan

Support of a **SUMP process** for the city of Lomé, managed by the national government.

Funded by AFD.

Implemented by AFD and CODATU.

Expected start of project: support remains to be confirmed depending on the evolution of the local institutional context, in particular with regard to elections and appointment of new governor.

Maputo, Mozambique

Partner city

Status of the project: Upcoming technical assistance



Local context

Area: 2 200 km²

Population: 3 158 000 | Growth rate: +4.8 %

GDP per capita: 1 376 \$

Annual trips per capita: 600 (2012)

National capital city

Existing transport master plan

No existing public mass transport system

SUMP for Maputo Metropolitan Area, managed by the local transport authority, *Agencia metropolitana de transportes de Maputo* (AMT).

Funded by AFD.

Implemented by AFD and CODATU.

Expected start of project: 2020 Q3.

Expected end report delivery: 2021 Q4.

Mandalay, Myanmar

Partner city

Status of the project: Upcoming technical assistance



Local context

Urban area: 164.84 km²

Population: 1 726 889 | Growth rate: +2.5 %

GDP per capita: 6 300 \$ (Myanmar)

Regional capital city

Support of a **SUMP** process for the city of Mandalay, managed by *Mandalay City Development Council (MCDC) and Mandalay Regional Government (MRG)*.

Funded by **AFD**.

Implemented by **AFD** through MobiliseYourCity Asia.

Medan, Indonesia

Partner city

Status of the project: Upcoming technical assistance



Local context

Urban area: 1 991.1 km²

Population: 4 601 565 | Growth rate: +1.09 %

GDP per capita: 12 400 \$

Regional capital city

Support of a **SUMP** process for the city of Medan.

Funded by the **AFD**.

Implemented by **AFD** through MobiliseYourCity Asia.

Peshawar, Pakistan

Partner city

Status of the project: Upcoming technical assistance



Local context

Urban area: 1 217 km²

Population: 4 269 079 | Growth rate: +3.29 %

GDP per capita: 5 400 \$ (Pakistan)

Support of a **SUMP** process for the city of Peshawar.

Funded by AFD.

Implemented by AFD through MobiliseYourCity Asia.

Arequipa, Peru

Partner city

Status of the project: Upcoming technical assistance



Local context

Urban area: 550 km²

Population: 3 215 255

GDP per capita: 2 566 \$

National capital city / Harbour city

Existing transport master plan

Existing public mass transport system

Support of a **SUMP process** for the city of Arequipa, managed by the local mobility authority, Consejo Ejecutivo de Transportes Urbanos de Arequipa (CETUA)

Funded by **FFEM** through a 400 K€ grant

Implemented by **AFD**.

Update the existing urban mobility plan into a SUMP which:

- Capitalises on existing studies, plans and documents
- Is aligned with the national urban mobility strategy
- Is the result of a participatory process
- Is ready to be adopted by the CETUA and the relevant authorities

Baixada Santista, Brazil

Partner city

Status of the project: Upcoming technical assistance



Local context

Urban area: 2 422 km²

Population: 1 892 314 | Growth rate: +1.24 %

GDP per capita: 16 771 \$

Regional capital city

Coastal / harbour city

Support of a **SUMP process** for the city of Baixada Santista, managed by Baixada Santista Metropolitan Agency (AGEM)

Main products:

- Regional Urban Mobility and Logistics Plan which guides actions and investments for the short (2020), medium (2026) and long-term (2030)

Funded by the **European Commission** through a 500 K€ grant

Implemented by **AFD** through the EUROCLIMA+ Program

Expected start: 2020 Q4.

Expected delivery: 2022 Q1.

Córdoba, Argentina

Partner city

Status of the project: Upcoming technical assistance



Local context

Urban area: 650 km²

Population: 1 900 000 | Growth rate: +0.4 %

GDP per capita: 12 000 \$

Annual trips per capita: 671.6 (2009)

Regional capital city

Primate city



Support of a **SUMP process** for the city of Córdoba, managed by the Municipality of Córdoba.

Main products:

- SUMP for Córdoba
- Updated origin / destination survey
- Study of the city's central area to propose structuring actions for the transformation into a low-emissions area

- Prediction model of current and future mobility scenarios, including short, medium, and long-term strategies
- Technical document on mitigation and emissions reduction of SUMP implementation

Funded by the European Commission through a 600 K€ grant

Implemented by AFD through the EUROCLIMA+ Program

Expected start: 2020 Q4

La Habana, Cuba

Partner city

Status of the project: Upcoming technical assistance



Local context

Urban area: 728 26 km²

Population: 2 140 423 | Growth rate: +0.16 %

GDP per capita: 8 821.82 \$

State capital city

Harbour city



Support of a **SUMP process and implementation of a pilot project** for the city of La Habana, managed by the General Directorate of Provincial Transport of La Habana (DGTPH)

Main products:

- SUMP for La Habana
- Pilot project designed and executed for the Galiano area and Curita Park

- Creation of a laboratory for sustainable urban mobility in the facilities of the DGTPH
- Guidelines for the transformation of urban spaces towards achieving sustainable urban mobility

Funded by the European Commission through a 700 K€ grant

Implemented by AFD through the EUROCLIMA+ Program.

Puebla, Mexico

Partner city

Status of the project: Upcoming technical assistance



Local context

Urban area: 689.87 km²

Population: 3 195 000 | Growth rate: 1.59 %

GDP per capita: 12 184 \$

Region capital city



Support of a **pilot project** for the city of Puebla, managed by the Secretary of Mobility of Puebla.

Main results:

- Construction of a bicycle parking lot for 200 bicycles in the 'Margaritas' BRT station

- Construction of a 1.5 km bike lane on the street 'Calle 11 Sur' to improve access to the 'Margaritas' BRT station

Funded by the European Commission through a 500 K€ grant

Implemented by AFD through the EUROCLIMA+ Program

Teresina, Brazil

Partner city

Status of the project: Upcoming technical assistance



Local context

Urban area: 1 755 km²

Population: 1 021 229 | Growth rate: 1.21 %

GDP per capita: 6 729 £

Region capital city



Implementation of a **pilot project** for the city of Teresina, managed by the Secretary of Planning and Coordination (SEMPPLAN).

Main products:

- Installation of blockchain platform and promotion of usage by stakeholders involved in the Teresina transport system
- Implementation of a public transport governance system based on co-management and the opening of data and processes whereby the municipality, companies, users and the treasury interact in a collaborative way

Funded by the European Commission through a 500 K€ grant.

Implemented by AFD through the EUROCLIMA+ Program.

Expected start: 2020 Q1

Expected delivery: 2021 Q1

Trujillo, Peru

Partner city

Status of the project: Upcoming technical assistance



Local context

Urban area: 1 769 km²

Population: 865 000 | Growth rate: 1.65%

GDP per capita: USD \$ 6 941 (Peru)

Region capital city

Secondary city

Coastal city

Support of a **SUMP** process for the city of Trujillo, managed by the Ministry of Transport and Communications (MTC).

Funded by BMZ.

Implemented by GIZ through the DKT1 Program.

