

Tunisia

Partner country

Status of the project: completed technical assistance



Basic Information

Population: 11,540,000 | Growth rate: 1.1%
 Percent of urban population: 70%
 GDP per capita: USD \$3,317
 Percentage of the population living below the national poverty lines: 15.5%
 Nationally Determined Contribution (NDC): Non-quantified transport related NDC
 National GHG emissions per capita: 2,65 (tCO₂eq)
 Proportion of transport related GHG emissions: 21%

Context

The development of the transport sector in Tunisia resembles a pathway that is common across most countries in the Global South; Tunisia is experiencing a steady rate of urbanization that is expected to result in three fourths of the population living in urban areas by 2030. A growing citizenry exerts increasing pressure to the existing urban transport infrastructure, already characterized by an inefficient public transport service that has been historically unable to satisfy the mobility demands of the urban population. These factors have resulted in an increasing motorization rate, particularly private means of transportation, and subsequently high GHG emission levels:

- Individual transport accounts for 63% of all motorised passenger journeys. This percentage stands in opposite relation to 1970s modal distribution, when public transport represented 70% of the modal share.
- The vehicle fleet has steadily increased by more than 55% between 2006 and 2015, comprising now more than 1.5 million cars.
- In 2012 the transport sector emitted 6.5 MtCO₂e, or 21% of total net GHG emissions.
- Congestion in urban areas has become a frequent problem, for example reducing average speeds to 7 km/h during rush hours in the capital city, Tunis.

Support from the Partnership

Technical Assistance: National Urban Mobility Policy and Investment Programme (NUMP)

Type of NUMP: Policy NUMP

Funded by: FFEM and BMU-ICI

Funding amount: EUR 0,3 M (FFEM), 0,1 M (Cerema) and 0,2 M (BMU-ICI)

Implemented by: GIZ, AFD, Codatu and Cerema

Local counterpart: Ministry of Transport

Finance leverage: EUR 250,000

Main purpose of the NUMP: contribute to the country's NDC and offer cities a general enabling framework for sustainable urban mobility planning

Supported activities:

With support from MobiliseYourCity's implementing partners AFD, GIZ, Cerema, and Codatu, the Tunisian Ministry of Transport began the process of developing a National Urban Mobility Policy (NUMP) after the country submitted its first NDC in 2015 and joined the Partnership in 2016. The Tunisian NUMP has a strong focus on climate change mitigation and aims to contribute to the country's NDC target of reducing carbon intensity (tCO₂e/GDP) in 2030 by 41% compared to the reference year 2010.

The Tunisian NUMP is comprehensive in nature and includes a broad package of measures to decarbonize transport, increase institutional capacities and improve the governance of the sector:

- Development of technical and institutional framework to support Tunisian cities in SUMP development
- Identification of sustainable urban mobility measures, including action plan for paratransit reform
- Establishment of national fund for urban mobility
- Establishment of National Urban Mobility Observatory
- Capacity building programme for local and national agencies
- Support to the ongoing decentralization process in the country through creation of local administrative entities

The NUMP, which included an emissions inventory, scenario modelling and definition of mitigation actions, was adopted by the national government in May 2020. The implementation of priority measures is currently undergoing with support from grant funding by AFD.

Status of implementation

Project start: 2017 Q1

Project completion: 2020 Q2

Completed outputs:

- Initial diagnostic and priority setting
- Definition of a vision and strategic orientations
- Definition of action plan, responsibilities and resources

- NUMP elaboration
- Official adoption of the NUMP by the national government
- Tunisian MRV approach
- Tunisian SUMP approach

Next expected outputs

- Support SUMP elaboration in 3 cities
- Mobilization of international experts to support the Ministry of Transport implement prioritized actions
- Preparation of framework and identification of administrative resources and competencies for the establishment of local transport authorities

NUMP key measures and cost estimates

The following table highlights the most significant measures identified in the NUMP.

Measure	Cost Estimate
Creation of structures at the local scale for urban mobility planning and management	EUR 150,000
Creation of a Central unity for technical assistance for the follow up on the SUMP's implementation	EUR 200,000
Creation of a National Urban Mobility Commission	EUR 60,000
Implementation of governance tools	EUR 50,000 (Technical Assistance)
Capacity building for the managerial staff	EUR 100,000
Integration of urban mobility programs in Engineers and urban planning studies	EUR 160,000
Information and awareness for civil society, medias and elected	EUR 100,000
Capacity buildings for operation managers, technical staff, and execution agents	EUR 50,000

Finance leverage

Financing resulting from the NUMP	Source	Amount
Grant fund	AFD	EUR 250,000

Associated financing supporting measures in the NUMP	Source	Amount
Grant fund	AFD	EUR 400,000

Indicator	Impact 2030 (SUMP vs BAU)	Baseline - 2015	Projected 2030 BAU	Projected 2030 SUMP scenario
Total annual GHG emissions (Mt CO 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 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	TOTAL: 31.4%	TOTAL: 53.6%	Unknown	TOTAL: 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 in the past year

Tunisia benefited from the realized potential of several Implementing Partners bringing their respective strengths to the project

Four MobiliseYourCity implementing partners 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.

The ownership and engagement of the Ministry of Transport was crucial for broad political buy-in

One of the greatest challenges encountered during the NUMP process has been the political backing and ownership of the other ministries. Awareness-raising activities were carried out by the design office at the Ministry of Transport, which 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 must be continued during the implementation phase of the NUMP.