

# Mandalay, Myanmar

Partner city

Status of the project: upcoming technical assistance



## Basic Information

Urban area: 315.4 km<sup>2</sup>

Population: 1,469,193 | Growth rate: +2.1%

GDP per capita: USD 1,221 (2015)

### Modal Share

Formal public transport: 2.6%

Cycling: 21.6%

Private cars: 5.6%

Private motorbikes or 2-wheelers: 70.2%

National GHG emissions per capita: 0.31 (tCO<sub>2</sub>eq)

## Context

Mandalay is the second largest city in Myanmar and is known for being an important centre of Myanmar culture and Buddhism. Mandalay is also the main commercial and economic hub in upper Myanmar. Currently, Mandalay's area is 314.7 km<sup>2</sup> and consists of six townships, but the city is expanding toward the south where the modern international airport is located.

The population of the municipal area is about 1.4 million while the number of inhabitants at the metropolitan scale is over 1.7 million. According to the Mandalay City Development Concept Plan, by 2040 it is estimated that the population will grow to more than 3 million. The increase of the population will require a stronger offer of urban services, including mobility services.

In the past, Mandalay was known to be a city for bicycles. Today it has become a city for motorcycles, which is by far the first mode of transportation, representing around 70% of the modal share. Since the opening of the country to the global economy in 2012, car ownership has progressed rapidly. It was however starting from a very low level. Public transport remains very minimal and limited. Today, although the city is crossed by a railway track, the only mode of public transport in Mandalay is the public bus network, with 57 bus routes.

Mandalay transportation issues are mostly related to road congestion at peak hours. However, due to the rise in ownership of private motorised vehicles, traffic congestion is increasing together with road safety issues and air pollution. However, the absence of a comprehensive urban mobility plan combined with the current growth of the city are preventing major investment in the sector.

Mandalay's ambition is to develop a smart, green, and clean city, supported by an integrated and sustainable urban mobility system. Elaborating a long-term vision and strategy for sustainable mobility should allow to preserve and strengthen the quality of life. The city wants to promote the use of a comprehensive public transport system and limit the use of private vehicles.

Concretely, the City of Mandalay is preparing a Sustainable Urban Mobility Plan (SUMP) which will focus on improving accessibility to public services and amenities. The SUMP should help develop a public transport network to reduce the congestion in the city centre and to improve traffic management in general. This Plan will seek to professionalise private bus operators and provide incentives to replace the old bus fleets by low carbon vehicles.

Beyond these improvements of the public transport system, the SUMP will promote walking and cycling in the city. It will also help set up policies to improve road safety and air quality in the city.

AFD is supporting both the Mandalay City Development Council (MCDC) and Mandalay Regional Government (MRG) in their efforts to establish a sustainable urban mobility policy. The project comprises the development of a SUMP, the development of local and regional capacities, and the creation of an observatory on urban mobility data and GHG emissions.

## Support from the Partnership

**Technical Assistance:** Sustainable Urban Mobility Plan (SUMP)

**Funded by:** AFD

**Funding amount:** EUR 500,000

**Implemented by:** AFD through MobiliseYourCity Asia

**Local counterpart:** Mandalay City Development Council (MCDC)

**Supported activities:**

- Development of a SUMP for the city of Mandalay
- Creation of an Observatory on urban mobility data and GHG emissions

## Status of implementation

**Project start:** February 2021

**Expected project completion:** February 2022