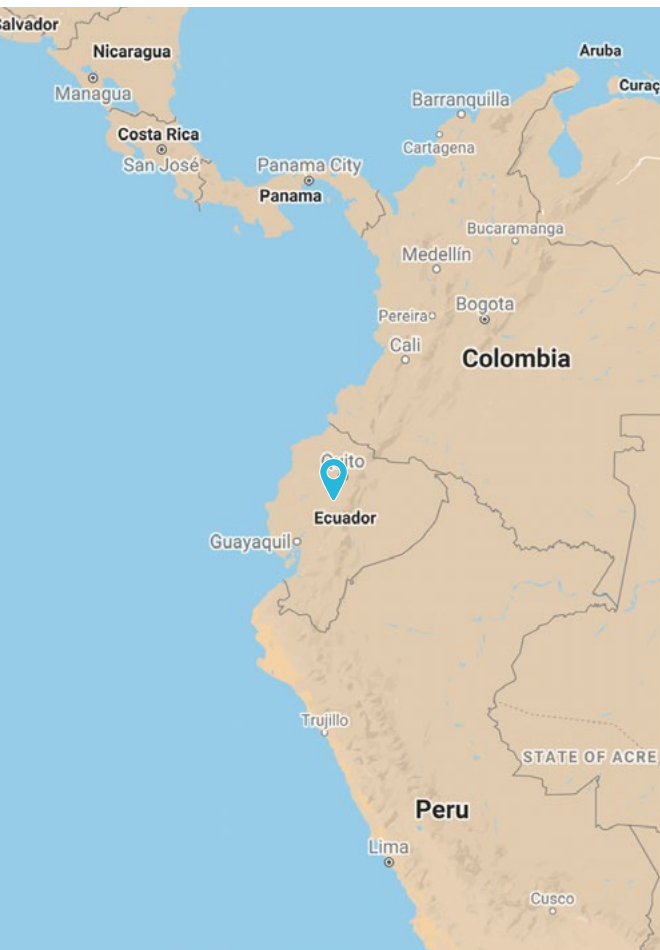


Ambato, Ecuador

Partner country

Status of the project: ongoing technical assistance



Basic Information

Urban area: 1,009 km²

Population: 329,856 | Growth rate: 0.78%

GDP per capita: USD 12,652

Modal Share

Formal public transport: 34%

Informal public transport: 1%

Walking: 12%

Cycling: 1%

Private cars: 37%

Private motorbikes or 2-wheelers: 3%

Taxis: 10%

Moto taxis: 0%

Freight vehicles: N/A

Other: 2%

National GHG emissions per capita: 3.82 (tCO₂eq)

Exposure to climate change: MEDIUM

Region capital city

Context

Ambato is the capital of the Tungurahua province. It is in a mountainous area between 2,500 and 2,750 meters above sea level. The city has a difficult topography characterized by ravines, slopes and depressions that make up several regular plains that limit urban development and especially road and transport planning. Ambato is also one of the most important urban centres in the country. Its regional and national centrality makes the city a commercial, industrial, and connecting node between the Amazon, coastal and highland regions. The benefits of being an important node have brought problems of air pollution, noise, mobility, and road safety. The rapid growth of Ambato is affecting the development of urban transport that faces problems such as traffic congestion and accidents.

In this context, there are four basic problems in mobility. The first is its rugged topography that makes it difficult to connect and use modes of transport such as bicycles. The second is a centralized urban definition, which requires that most trips be to the urban centre due to the concentration of activities, in which infrastructure and public space are insufficient to handle traffic flows. The third is the current outdated Transport and Mobility Master Plan that does not present proposals related to sustainable mobility. And, finally, the increase in private car fleet that causes noise, visual and environmental pollution, long travel times, high fuel consumption, as well as GHG emissions.

The existing mass transit system is based upon privately operated buses that grew organically with little planning. The Municipality is now interested in reconfiguring the mass transit system considering sustainable guiding principles. There is an existing transport master plan from 2013.

The private vehicle is the main mode of transport in Ambato, used by 37% of the population. The growth in private vehicle ownership is faster than the growth of the population and today the rate of car ownership is 180 cars per thousand inhabitants, while the national rate is 133 cars per thousand inhabitants.

The objective of the technical assistance in Ambato is to update the Transportation and Mobility Master Plan for Ambato Canton with a focus on sustainable mobility. It includes the optimization of existing transport systems in the regional capital city and aims at improving mobility in urban and rural areas in order to improve the citizen's quality of life. The project involves greater participation of the citizens. 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+ Programme

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: Q1 2022

Completed outputs:

- Prospective diagnostic
- Technical vision, objectives and measures proposed

Next expected outputs

- Participatory vision, objectives and measures development
- Capacity development strategy
- Draft ordinance for enforcing SUMP
- MRV follow-up tool

Core impact indicators baselines

Indicator	Baseline - 2020
Total annual transport related GHG emissions (Mt CO₂eq)	No available data yet
Annual transport related GHG emissions per capita (kg CO₂eq)	No available data yet
Air pollution Mean urban air pollution of particulate matter (in µg PM2.5) at road-based monitoring stations	7.48 µg/m ³ of PM2.5 (2021)
Road safety Annual traffic fatalities in the urban area, per 100,000 inhabitants	5.2 fatalities / 100,000 hab (2020)

Highlights

The COVID-19 pandemic has been impacting citizens' mindsets on transport, both in favour of and to the detriment of sustainable modes

On the downside, mass public transport is generally perceived as unsafe and less people is willing to ride in buses due to the perception created by the Covid restrictions. However, more people are willing to switch to sustainable transport modes despite the apparent difficulties of the terrain, due to pilot implementation of bicycle lanes and as a biosafety measure.

The Municipality, both at the technical and political levels, are engaged in the debate of sustainable mobility; expectations in the population has grown as more sustainable modes of transport are being used.