

Córdoba, Argentina

Partner country

Status of the project: ongoing technical assistance



Basic Information

Urban area: 576 km²

Population: 1,600,000 | Growth rate: +0.4%

Type of city: Region capital city

GDP per capita: USD 12,000

Modal Share:

Formal public transport: 32.2%

Walking: 27.2%

Cycling: 2.6%

Private cars: 26.1%

Private motorbikes or 2-wheelers: 5.8%

Taxis: 5%

Other: 0.3%

National GHG emissions per capita: 8.35 (tCO₂eq)

Exposure to climate change: HIGH

Context

The City of Córdoba is the capital of the Province of Córdoba and is in the centre of the territory. It is positioned in the foothills of Sierras Chicas and crossed by the Suquía river and by the La Cañada stream. The singular topography, characterized by terraces, makes it particularly challenging to implement and develop a good mobility system and infrastructure.

Córdoba has an urban area of 576 km² and an estimated population of 1,600,000 inhabitants, which makes it the second-largest city in the country after Buenos Aires. 83% of the population of the Metropolitan Area of Córdoba lives in the city of Córdoba.

The economy of the Province of Córdoba is based on services and technological activities (64% of the gross geographic product - GGP), the automotive industry (26.5% of GGP) and the primary sector (9.5% of GGP).

The city is organized by radio centric system which generates challenges for urban and mobility planning. Its population density is low (63 inhabitants/km²). However, there are sectors with a high density that do not receive basic transport services. This imbalance has existed for the last 50 years.

In the metropolitan area of Córdoba, there are 2,556,906 motorised and non-motorised trips made each day. 85.4% of these trips originate or/and end in the capital city, which reveals the importance of the city within the metropolitan area. Trips are made by 74.7% of the population, which shows a relatively high mobility rate (2.47 trips per working day) when considering the group of people who make at least one trip per day. If the entire population is taken into account, this

average drops to 1.84 trips per person per working day. Motorised modes are predominant (69.9%). In the last years, a series of actions have been encouraging the growth of individual mobility to the detriment of mass transport.

A mass transit system is in place with bus and trolleybus operated by three private firms and a public one. 70 lines compose the system, with 8 central corridors, 2 circle lines, 3 trolleybus lines, 6 district lines and 1 airport line.

There is an existing transport master plan, which was approved in 2014 and financed by CAF (Development Bank of Latin America). Its main objectives included the promotion of mass transit, the development of non-motorised transport, the promotion of the rational use of private motorised transport, the generation of new travel patterns that allow for more efficient use of the network infrastructure, greater road safety and the preservation of the environment. This master plan needs to be updated and consolidated to be validated by institutional actors as well as the community.

The *Municipalidad de Córdoba*, the local counterpart, has the mandate and responsibility to finance mass public transport infrastructure. It has the authority to borrow from international finance sources. Systems and procedures are partially in place to monitor, evaluate and report on urban matters.

The technical assistance contributes to institutional strengthening by: Facilitate spaces for exchange between the different areas of the municipality and discussions to have a common vision of mobility in the city.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: European Union

Funding amount: EUR 600,000

Implemented by: AFD through the EC+ Program

Local counterpart: Municipalidad de Córdoba

Supported activities:

- 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

Status of implementation

Project start: 2021 Q2

Expected project completion: 2023 Q1

Completed outputs:

- Finalization preliminary inform
- Forum 1

Next expected outputs

- Diagnosis and evaluation
- Definition of a vision, strategic objectives and scenario building
- Action plan, budget and funding
- Monitoring, reporting and accompanying implementation

Core impact indicators baselines

Indicator	Baseline – 2019-2022
Total annual transport related GHG emissions (Mt CO₂eq)	0,376,655 Mt CO ₂ eq
Annual transport related GHG emissions per capita (kg CO₂eq)	282.9 kg CO ₂ eq / capita
Access to public transport Proportion of the population living 500 meters or less of a public transport stop	96%
Air pollution Mean urban air pollution of particulate matter (in µg PM2.5) at road-based monitoring stations	7.21 µg/m ³ of PM2.5
Road safety Annual traffic fatalities in the urban area, per 100,000 inhabitants	4.2 fatalities / 100,000 hab
Affordability of public transport Percentage of disposable household income spent on public transport for the second quintile household income group	15.3%

Highlights in the past year

The consulting firm SAFEGE/DVDH/TRANSAMO was selected. The contract started in April and is currently in the diagnostic phase. Forum 1 was held in person, attended by people from various sectors of the city.