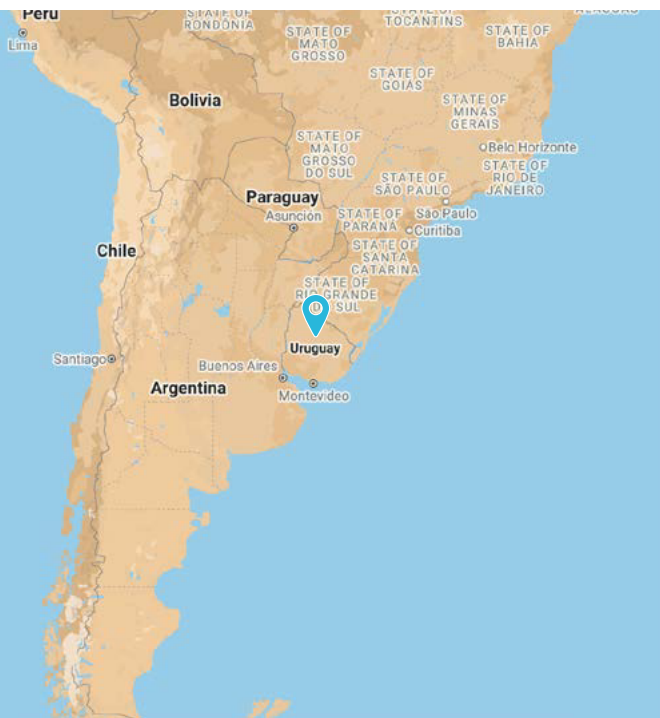


Uruguay

Partner city

Status of the project: ongoing technical assistance



Basic Information

Population: 3,387,605 | Growth rate: 0,35%

Percent of urban population: 96.1%

GDP per capita: USD 17,277

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

Annual average infrastructure expenditures as percent of GDP: 5,9%

Nationally Determined Contribution (NDC): Unquantified transport-related NDC

National GHG emissions per capita: 1.90 (tCO₂eq)

Proportion of transport-related GHG emissions: 41%

Exposure to climate change: HIGH

Context

Uruguay has a very high urbanisation index, with 95% of its population living in cities and with a sustained trend of migration from the countryside to urban centres. Urban population growth is expressed in an expansion of urban areas towards lower densities. About half of the population lives in the metropolitan area of Montevideo, Uruguay's capital. The rest of the cities are considerably smaller in population, with few counting more than 100,000 inhabitants.

Uruguay has achieved very high rates of access to public services such as water and electricity. However, in many cases, urban growth did not occur in a planned manner. This situation has caused the surge of settlements with little transport infrastructure and collective transport. Hence, transport systems often present different degrees of inefficiency, provoking lower quality and higher costs. Many users had turned towards alternatives such as motorcycles or private vehicles, even in low-income social sectors. Hand in hand with the longest period of economic growth in the country, which has now lasted 15 years, significant growth in the private vehicle fleet took place. Public transport demand has decreased and congestion and air and noise pollution in many cities, especially in Montevideo's metropolitan area, have worsened. On the other hand, as most Uruguayan cities are small, public transport is often not a viable economic option due to scale issues. In such cases, the population must resort to their own vehicles to get around, since public transport systems do not exist. This constitutes a barrier to the mobility of those people that cannot afford a motorcycle or their car.

The public transport sector is highly regulated, with Departmental Governments (GGDD) being responsible for granting public transport services and establishing the requirements for corridors and units (e.g. buses and taxis). Electric mobility has been promoted jointly through the Working Group on Energy Efficiency in Transport, led by the Ministry of Industry, Energy and Mining (MIEM) with the participation of the Ministry of Transport and Public Construction (MTOP), the Ministry of Economy and Finance (MEF), the Ministry of Housing and Territorial Planning (MVOT) and the Ministry of Environment (MA), the national public electricity company (UTE), and the Departmental Government of Montevideo (IM).

There also exist private and social groups working on urban mobility, some from business spheres and others from civil society, such as groups of bicycle users. From the private sector, public passenger transport companies and taxi drivers

actively dialogue with departmental governments and ministries in charge of urban mobility. Business groups have been a fundamental part of the implementation of the first actions to promote electric mobility in Uruguay in recent years. Several stakeholders have participated in communication instances of promotion instruments, training, knowledge of new regulations and standards, spaces for dialogue on advantages and possible barriers of electric mobility implementation.

Transport activities generate more than half of total energy-related GHG emissions in Uruguay. Urban electric mobility has the potential to maximise the benefits of the country's low-carbon electricity matrix. A structural transformation of the transport sector might reduce its carbon footprint and contribute to further co-benefits, such as reducing air and noise pollution. Considering that the GGDD are the leading authority for urban transport, enjoying full autonomy from the national level, policy processes have strong participation through the vertical and horizontal governance structure.

Following the structure proposed by MobiliseYourCity for National Urban Mobility Policies (NUMP), this technical assistance intends to build a holistic perspective of the overall NUMP formulation. The NUMP objective in Uruguay intends to increase access to opportunities located at urban centres through sustainable transport alternatives. From the "ready to implement" approach, the technical assistance supported policy design, implementation instruments (guides), financing mechanism for specific measures, and a capacity-building roadmap. It has also considered strategic planning, exchanging concept designs, facilitation of workshops and meetings. Specific knowledge has been provided on Transport Oriented City-Planning, e-mobility solutions, financing mechanism design.

Support from the Partnership

Technical Assistance: National Urban Mobility Policy or Program (NUMP)

Type of NUMP: Policy NUMP

Funded by: European Commission

Funding amount: EUR 1,000,000

Implemented by: GIZ through the EUROCLIMA+ Program

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

Main purpose of the NUMP

Objectives: The project aims to strengthen capacities in the planning of sustainable urban mobility and to 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: 2018 Q2

Expected project completion: 2022 Q3

Completed outputs:

- National sustainable urban mobility guide
- Participatory process with national and subnational stakeholders
- 5 Cities have been supported to move towards sustainable mobility

Next expected outputs

- National Policy document (to be launched in May 2022)
- E-mobility solutions guide (to be done in March 2022)
- Financing Mechanism (to be done in April 2022)
- Capacity building diagnosis and recommendations for a cross-cutting educational system
- Roadmap for the dissemination of policy and its implementation instruments
- Cost estimation of the policy implementation

Highlights

Uruguay has set a comprehensive vision to transform urban mobility

Uruguay's NUMP includes a 2050 vision to guarantee people's access to the opportunities offered by urban centres, enabled by environmentally, socially and economically sustainable mobility alternatives. Other components of this vision are strengthening the value of cities as places of encounter, innovation, and development. The ultimate goal of the NUMP is to contribute to improving people's quality of life through four main elements: inclusive access to the city; minimisation of environmental impacts; healthy and safe cities; and diverse and dynamic cities.

NUMP implementation foresees additional support documents and an adequate governance framework

The particular institutional complexity of Uruguay has required an additional effort in coordination. The NUMP implementation transcends the policy document and entails the creation of a National Commission for Sustainable Mobility (CIMS as its acronym in Spanish), the Sustainable Mobility Planning Guide (available at this [link](#)), the E-mobility Guide and a Financing Mechanism, and other actions. A national law will frame Uruguay's NUMP. The CIMS will lead the process to enact the law. After its adoption, the CIMS is expected to lead and coordinate the process for cities to formulate their own Sustainable Urban Mobility Plans. Among other responsibilities, the CIMS will regulate access to funds and coordinate capacity building at the local level.

Available tools for sustainable urban mobility planning need to be adapted to the local context

Introducing the "ready-to-implement" aspect of the policy required some work time alongside the counterpart to agree on a format tailored for the national regulatory framework. This "ready-to-implement" methodology came late and its inclusion into the ongoing process created some friction. However, the counterpart keeping a holistic perspective was crucial to refining the aspects covered. The early engagement of cities was important to know their specific challenges and needs for future implementation. This consultation process strengthened momentum and commitment from the whole ecosystem of stakeholders. The methodology used is key for success, as it provides enough flexibility to cover all important aspects for sustainable urban mobility planning at the national level while giving room for specific country needs and identity.

NUMP formulation processes require awareness rising and further capacity development

In general, policies promoting sustainable urban mobility must be accompanied by awareness-raising and capacity development activities. From international cooperation agencies supporting NUMP formulation processes, strategic planning is fundamental for better coordination and dealing with expectations from the local authorities.