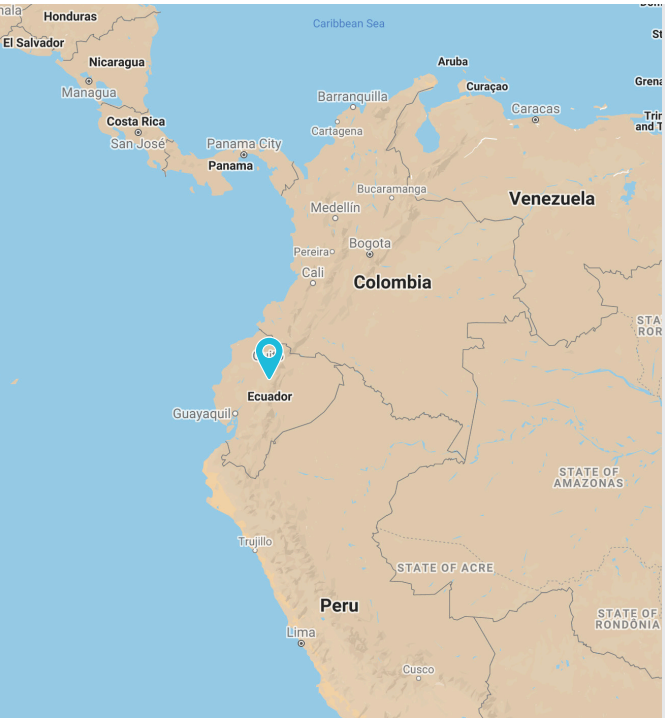
Ecuador

Partner country

Status of the project: **Ongoing technical assistance**



Basic Information

Population: **17,084,358** | Growth rate: **1.8%**

Percentage of urban population: **64%**

GDP per capita: **USD 6,346**

Percentage of the population living below the national poverty lines: **21.5%**

Annual average infrastructure expenditures as percentage of GDP: **1.63%**

Nationally Determined Contribution (NDC): **general e-mobility transport related NDC**

National GHG emissions per capita: **2.43 (tCO_2eq)**

Proportion of transport related GHG emissions: **21%**

Exposure to climate change: **MEDIUM**

Context

Ecuador is located on the west coast of South America with apopulation of 17 million people of which 64% live in urban areas, especially Quito, Guayaquil and Cuenca. The Andes range divides the country in three main geographical regions: the Coast, the Sierra, and the Amazon. Between 2009 and 2015 the Multidimensional Poverty Index fell 10.2%, meaning that 1.9 million Ecuadorians overcame poverty in that period. The Gini Coefficient index, which measures income inequality, is 0.447%. Apart from the oil industry, other important economic activities include manufacturing, retail, construction, agriculture, and services.

The lack of planning instruments has caused a scattered urban expansion in the country. The rapid urban settlement process led to the creation of vulnerable urban zones. As of 2018, transport sector GHG emission share was 48.5% of the total energy-related emissions in Ecuador. Road transport accounts for 94.4% of the total transport demand. The most widely used services in the country are buses, trolleybuses, and taxis. The three main Ecuadorian cities have implemented low-carbon mass transit projects: Quito has a 22-km metro line, Guayaquil implemented a 4-km cable car, and Cuenca operates a 11-km tramway. Some other Autonomous Decentralised Governments have undertaken other actions on sustainable mobility including electromobility and active modes.

The Ministry of Transport and Public Works (MTOP for its acronym in Spanish) is the governing entity of the National Multimodal Transport System comprising road, air, sea, and non-motorised transport. Its vision is to formulate, implement and evaluate policies, regulations, plans, programs and projects that guarantee a safe and competitive transport network, minimising environmental impact and contributing to the social and economic development of the country. In turn, the Autonomous Decentralised Governments are responsible for planning, regulating, and controlling land transport, transit, road safety, commercial and collective transport services, among others.

The objective of this project is to define a national strategy for low carbon mobility applicable to all the Decentralised Autonomous Governments of the country allowing a considerable reduction of greenhouse gases, and maintaining levels of equity and accessibility.

Ecuador's National Urban Mobility Policy (NUMP) will consider the improvement of buses and trucks; knowledge of routes, frequencies, and unit locations; promotion of non-motorised transport; economic incentives to reduce greenhouse gases; and planning for land use and urban mobility.

Support from the Partnership

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

Type of NUMP: Mixed NUMP (Sectoral strategies and support or investment programme)

Funded by: European Union

Funding amount: EUR 500,000

Implemented by: AFD through the EUROCLIMA+ Program

Local counterpart: Ministry of Transportation and Public Works (MTOP)

Main purpose of the NUMP:

- Offer cities a general enabling framework for SUMP formulation
- Regulation on a specific set of technical issues
- Regulation on wide range of technical issues
- Technical guidance on a specific set of technical issues
- Technical guidance on an on wide range of technical issues
- Define a national strategy for low-carbon mobility that is applicable to all Decentralised Autonomous Governments in the country and that allows for a considerable reduction in greenhouse gases, while maintaining levels of equity and accessibility

Supported activities:

- Preparation of a Low-Carbon Urban Mobility Plan including policies and strategies for the reduction of greenhouse gases
- Preparation of technical guidelines for decentralised autonomous governments for the implementation of the strategy at the local level

Status of implementation

Project start: Q1 2021

Expected project completion: Q4 2022

Completed outputs:

The following deliverables have been provided by the consultant

- Diagnostic support document
- Scenario construction and evaluation criteria
- Methodology of the participatory strategy of the phase

Next expected outputs:

- Vision, strategy and objectives
- NUMP Action Plan
- Measurement, reporting and verification plan for the National Urban Mobility Policy
- Final content of 3 cross-cutting guidelines
- A sustainable urban transport financing strategy
- Legislative reform proposal document

Core impact indicators baselines

Indicator	Baseline - 2020
Total annual transport related GHG emissions (Mt CO_2eq)	15.07 Mt CO_2eq
Annual transport related GHG emissions per capita (kg CO_2eq)	243 kg CO_2eq / capita
Air pollution Mean urban air pollution of particulate matter (in µg PM2.5) at road-based monitoring stations	18 µg/m³ of PM2.5
Road safety Annual traffic fatalities in the urban area, per 100,000 inhabitants	33 fatalities / 100,000 hab
Affordability of public transport Percentage of disposable household income spent on public transport for the second quintile household income group	14.6%

Highlights

Adapting the data collection campaign into virtual sessions increased participation

The methodology for data collection and event organisation was adapted under the COVID-19 health crisis. The adaptation of the events to virtually allowed a greater number of attendees to the NUMP workshops, surpassing the goal set at the beginning of the project.

A large workshop was held with the objective of "Generating a joint reflection and validating the NUMP vision" with the key stakeholders, which responds to the Ecuadorian challenges on sustainable urban mobility. This event allowed the virtual attendance of more than 300 people from different parts of the country.

The first phase of the NUMP cycle was completed

The development of the NUMP began in the first quarter of 2021. In 2021, the consultancy firm has completed Phase 1 (Initiation) of the project, with the delivery and approval of the "Initial Report", and the "Diagnostic Support Document", Phase 2 (Strategy) and Phase 3 (Tactical) of the project.