

Córdoba, Argentina

Partner city

Status of the project: Ongoing Sustainable Urban Mobility Plan



Basic Information

Urban area: 576 km²

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

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 located in the centre of the territory. The singular topography, characterised by terraces, makes it particularly challenging to implement and develop good infrastructure and a mobility system.

Córdoba has an urban area of 576 km² and an estimated population of 1,600,000 inhabitants, making 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 organised by a radio centric system which generates challenges for urban and mobility planning. Its population density is low (63 inhabitants/km²). However, there are high density areas 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 every day. 85.4% of these trips originate and/or 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 the predominant mode (69.9%). In recent 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 buses and trolleybuses 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 include 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 facilitating spaces for exchange between the different areas of the municipality and discussions to have a common vision of mobility for the city.

Support from the Partnership

Technical assistance: Sustainable Urban Mobility Plan (SUMP) and Pilot project

Funded by: European Union

Funding amount: EUR 600,000

Implemented by: AFD through the EUROCLIMA+ Program

Local counterpart: Municipalidad de Córdoba

Supported activities (SUMP):

- SUMP for Córdoba.
- Study of the city's central area to propose structuring actions for the transformation into a low-emissions area.
- Updated origin / destination survey and prediction model of current and future mobility scenarios, including short, medium, and long-term strategies.
- Technical document on the projected GHG mitigation impact of the SUMP implementation.

Status of implementation (SUMP)

Project start: 2021 Q2

Expected project completion: 2023 Q4

Completed outputs:

- Preliminary report
- Diagnosis and evaluation report

Next expected outputs:

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

Due to the limited availability of new or aggregated data, the factsheet has only marginally been updated in 2024..