Santo Domingo, Dominican Republic

Basic information

Population	→	3,660,000
Growth rate	→	1,30%
Country capital city		
Urban area	→	1,300 km²
Motorisation rate	→	155.5 vehicles/ 1000 inhab.
GDP per capita	→	USD 9,700
Percentage of the population living below the national poverty line	→	21.5%
Modal Share		
Car	→	32%
Taxi/Uber	→	2%
Moto-taxi	→	3%
Shared-taxi	→	14%
Bus	→	13%
Metro	→	9%
Walking	→	25%
Motor	→	5%
Nationally Determined Contribution (NDC)	→	General e-mobility transport related NDC
Transport emissions per capita	→	128 g CO2eq

Context

Santo Domingo, the capital of the Dominican Republic, is the country's political, economic, and demographic centre, with the metropolitan area of Gran Santo Domingo accounting for a substantial share of the national population. The city serves as the country's primary hub for government, services, trade, logistics, and port activities, supported by its strategic location on the Caribbean coast. As the main gateway for international investment and tourism flows, Santo Domingo plays a central role in shaping national economic development and urban policy, including transport and mobility reform.

Mobility planning — Sustainable Urban Mobility Plan (SUMP)

Technical Assistance: Sustainable Urban Mobility Plan (SUMP) Development
Funded by: European Union INTRA ACP
Funding amount: EUR 550,000
Implemented by: Agence Française de Développement (AFD)
Local counterpart: Instituto Nacional de Transport Terrestre (INTRANT)
Consultant(s) involved: Systra
Final SUMP report: Santo Domingo SUMP - Final Report I MobiliseYourCity

SUMP Summary

SUMP Status	Adopted
SUMP Development Timeline	Joined MobiliseYourCity in Q2 2017 MobiliseDays in Q3 2017 Start of SUMP in Q1 2018 SUMP was completed and approved in Q3 2019
SUMP Vision	Reach an integrated approach to improve access to sustainable mobility services and socioeconomic opportunities for all citizens by integrating urban and transport planning, enhancing sustainable transport modes, and strengthening local transport authorities' institutional, technical, and financial capacities. (SUMP report, p.57)
Key expected results (GHG, modal share and access)	Compared to 2018, in a SUMP scenario, by 2030, Santo Domingo can expect to • Increase access to public transportation to 43% of Santo Domingo citizens from 10% • Increase total trips taken by public transport to 44% from 36% • Reduce GHG emissions by 30% compared to a business-as-usual (no SUMP)
Total SUMP Investment Requirement	USD 2.6 billion Mass transit (CAPEX + OPEX - annual) • 2018 (Baseline): 60 • 2023 (SUMP): 64 • 2025 (SUMP): 160 • 2030 (SUMP): 200

SUMP preparation process and stakeholder involvement

Several participatory formats were selected to involve stakeholders.

- Steering committee to communicate the progress of the SUMP, discuss and decide on political decisions.
- Bilateral meetings to present and discuss technical and political decisions with municipalities and ministries.
- Focal groups will work on topics selected by INTRANT (public space with neighbourhood committees; school transport with educational institutions and parents).
- Face-to-face interviews and working tables to enhance knowledge of specific sectors (logistics) or geographic areas (municipalities).

Diagnosis of urban mobility in Santo Domingo

Existing mobility and transport services

Located in the Caribbean region, Santo Domingo is the administrative, economic, and political capital of the Dominican Republic. With a population estimated at more than 3.5 million inhabitants, representing one-third of the total country population, and a projection of 4 million in 2030, Santo Domingo is a dynamic, fast-growing city.

The current transportation system in the City of Santo Domingo has primarily resulted from historically unregulated, uneven, and rapid urbanisation. The results are vastly different service levels, socioeconomic activities, and quality of life across the city's municipalities. The starkest differences can be observed between the city centre – the 'National District' – and its periphery, mainly affected by the lack of public services, including formal public transport.

This development pathway has fostered a transport system based mainly on individual motorised transport, with little consideration for public spaces and pedestrians, and a near-complete disregard for cyclists. Motorisation rates range from 40 to 60 per cent, depending on the municipality. Additionally, the high urban density in the National District and the very narrow main roads in the peripheral cities severely limit the ability to expand public spaces and repurpose existing roads for mass rapid transit services.

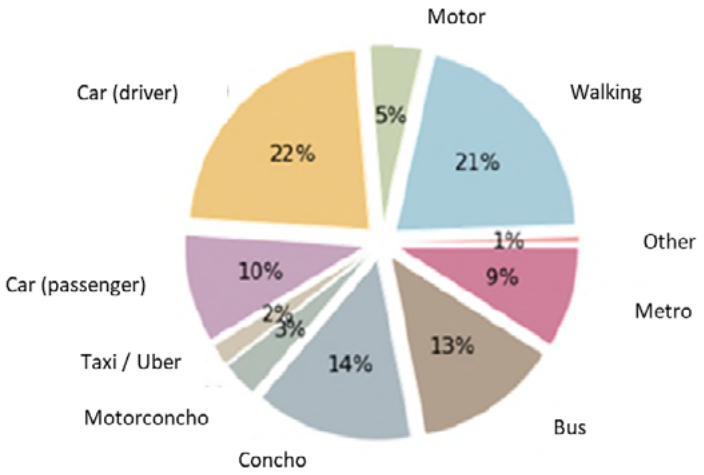

Figure 1: Modal share in Santo Domingo, 2018

Public transport in the city comprises various formal and informal services. The formal system includes two metro lines, one aerial tramway and 11 bus lines. The latter is serviced by a relatively small fleet of 160 buses operated by a state-owned bus company. 3,000 mini- and microbuses and 16,000 informal taxis (so-called 'conchos') constitute the informal services operating along 84 and 114 fixed routes, respectively. These numbers reveal the predominance of informal over formal transport: 14% of total trips are made by conchos, 13% by buses and 9% by metro.

Social, environmental, and economic aspects.

The prevalence of informal transport and high motorisation rates means mobility is highly fragmented and atomised. This situation not only results in high congestion and long commuting times (>1 hour/day). Informal transport services are also characterised as being uncomfortable and insecure. Cheaper fares partly compensate for the inferior quality of service. However, because fare policy rests with informal transport associations, they may abuse their power to set fares at unreasonably high levels. Self-regulation has also led to low-quality standards, a deteriorating vehicle fleet (75% of vehicles are over 15 years old), and underqualified drivers. These factors contribute to high rates of traffic accidents, air pollution, and GHG emissions. Consequently, informal taxis and private cars account for the largest share of the sector's GHG emissions, at 16% and 56%, respectively.

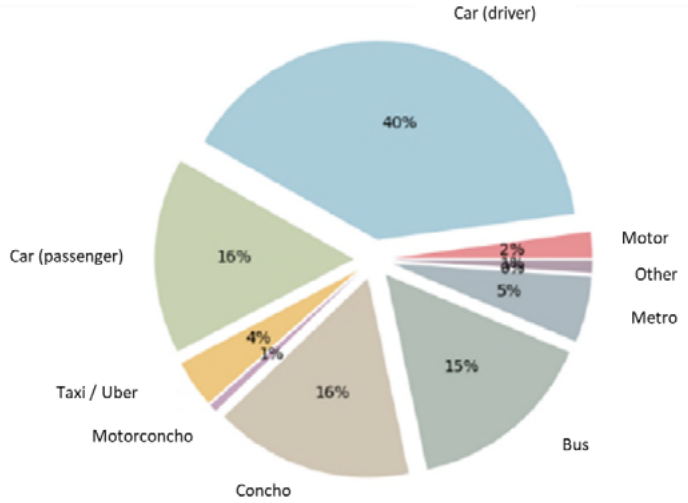

Figure 2: GHG emissions by transport mode, year

Gender heavily influences mobility. On average, men make 0.5 more trips per day than women. This pattern is partly explained by the fact that 40% of men are employed, whereas only 26% of women are employed full-time, and the remaining 25% stay home.

Institutional and financial situation

Until the passage of Law 63-17 in 2017, the institutional landscape was equally characterised by high fragmentation and low regulatory and enforcement capacity among public authorities, allowing the largely unregulated development of public transport in Santo Domingo.

Since 2017, INTRANT has been the national road transport authority, centralising all regulatory and decision-making competencies for public transport. Among its central tasks, INTRANT is responsible for regulating and formalising public transport, establishing minimum service and quality standards for licences, centralising fare policy and promoting the corporatisation of informal operators. Informal transport operators should participate in the integrated public transport system currently under development.

Although INTRANT has been created, the financial landscape remains fragmented at the national level across various ministries and very limited at the municipal level, making the latter dependent on the former. It is expected that INTRANT will help channel, manage, and leverage financial resources and improve coordination among central stakeholders.

SUMP vision and goals

> "An integrated approach to improve access to sustainable mobility services and socioeconomic opportunities for all citizens by integrating urban and transport planning, enhancing sustainable transport modes, and strengthening the institutional, technical, and financial capacities of local transport authorities".

Goals:

- Develop a comprehensive and integrated transport network that responds to the different realities of the constituent municipalities and the increasing demand for mobility.
- Guarantee equal access to the population and (re-)establish connectivity in areas affected by natural and infrastructural barriers.
- Promote the use of sustainable modes of transport (collective and active), and enhance the public transport network, improve and expand walking and cycling infrastructure and integrate urban and transport planning
- Align and strengthen institutional, technical, and financial conditions for the implementation of a sustainable mobility system

Test scenarios and selected scenario

Three specific scenarios were defined to assess the impact of the SUMP; each one was developed with a different level of ambition.

- **Baseline scenario:** no SUMP implementation occurs, but existing laws and regulations are implemented. These include organising and regulating the public transport network, enhancing the metro and aerial tramway systems, and developing a vehicle modernisation program for buses and informal services.
- **Central scenario:** this scenario builds on the baseline but assumes additional measures are implemented, such as enhancing road infrastructure, integrating transport modes, increasing accessibility, creating an investment fund for public transport, and achieving 100% modernisation of the current fleet.
- **Ambitious scenario:** this scenario includes additional milestones by factoring in the establishment of a robust financial system with a wide variety of financing sources and instruments (incl. congestion charging and property tax), the inclusion of transport demand management measures, promotion of active and collective transport modes, and the creation of additional incentives to companies and individuals to shift to sustainable transport modes.

  INTRANT selected the ambitious scenario as the basis for the following definition and selection of measures. The selected measures and the expected impacts of the ambitious scenario are presented in the following sections.

The city of Santo Domingo has opted for the ambitious scenario.

SUMP key measures

Measures	Cost estimate (EUR)	Proposed financing source	Implementation schedule
Physical (Infrastructure, rolling stock, etc.)			
Metro Lines 1 & 2: Increase passenger capacity	408,000,000	OPRET[1], donors (AFD)	2019-2024
Metro Line 2: Line extension	479,400,000	MOPC[2], donors	2025-2030
Construction of 5 BRT or LRT corridors	512,550,000	MOPC, donors	2021-2025
Construction of 4 aerial tramway lines	135,150,000	MOPC, donors	2021-2030
Creation of 5 express busway lines	1,283,500	MOPC, donors	2019-2030
Infrastructural improvement of inter-municipal networks	515,100,000	MOPC	Until 2025
Infrastructural improvement of internal municipal networks	42,500,000	MOPC	Until 2023
Improvement and expansion of sidewalks and cycling lanes	35,700,000	MOPC, municipalities	Until 2023
Integration of public transport modes	255,000	INTRANT	Until 2020
Implement a public bike-sharing system	12,750,000	MOPC, municipalities	Until 2030
Develop a 'green' corridor along the river basin	4,250,000	Municipalities, MOPC	Until 2025
Provide parking areas in port zones	255,000	AUPORDOM[3]	Until 2023
Technical (studies, plans, designs, etc.)			
Design of secondary (complementary) bus network	255,000	INTRANT	2029-2030
Study on school transport services	255,000	INTRANT	2021-2023
Studies on the improvement of transport demand management	850,000	INTRANT	2021-2023
Improve access for persons with disabilities	510,000	INTRANT, MOPC, municipalities, operators	Until 2023

Measures	Cost estimate (EUR)	Proposed financing source	Implementation schedule
Improve the image and attractiveness of the bus system	17,000,000	Municipalities, MOPC, operators	Until 2023
Improve the communication of public transport services for users	510,000	INTRANT, donors	Until 2023
Integrate city-port interface management in national and local planning	255,000	AUPORDOM	Until 2025
Implement the merchandise delivery and pick-up plan in the port areas	255,000	AUPORDOM	Until 2023
Studies to support urban and transport planning integration	510,000	INTRANT, municipalities	Until 2025
Policy & regulation			
Integrated tariff policy	510,000	INTRANT, operators, government	Until 2025
Social tariff policy	510,000	INTRANT, operators, government	Until 2025
Transport demand management policy	510,000	INTRANT	Until 2023
Private vehicle fleet modernisation policy	255,000	INTRANT, Ministry of Finance	Until 2023
Bus fleet modernisation policy	N/A	operators	Until 2023
Parking policy	510,000	INTRANT, municipalities, MOPC	Until 2030
Regulation of HDV transit	255,000	INTRANT	Until 2023
Total cost	2,170,143,500		

[1] National transport planning authority (Oficina para el Reordenamiento del Transporte)
[2] Ministry of public works and communications
[3] National port authority

SUMP expected results and impact

Impact area	Expected impact
GHG emission (SDG 11)	Yearly reduction of GHG emissions relative to 2018 (baseline year) • 2023: 4% • 2025: 7% • 2030: 20%
Accessibility (SDG 11)	Percentage of the total population with access to public transport • 2018 (baseline): 10% • 2023: 25% • 2025: 36% • 2030: 43%
Air pollution (SDG 11)	Not quantified
Modal share	Percentage of total trips made by Public Transport • 2018 (baseline): 36% • 2023: 39% • 2025: 41% • 2030: 44%
Road safety (SDG 3)	Not quantified
Mobilised finance (SDG 17)	Leveraged international finance • EU-CIF: EUR 10 million (secured until 2023) Associated international and domestic investments • AFD: EUR 436 million (planned, until 2030) • Domestic finance and AFD: EUR 245 million (secured loan) • Domestic finance and AFD: EUR 590 million (planned loan)
Infrastructure and assets with committed financing (SDG 9)	New roads to be built by 2030 • KM of sidewalks: 150 km • KM of cycle lanes: 150 km • KM of mass rapid transit lines: 109.3 km
Expected institutional impact	The recently created road transport authority, INTRANT, will reduce institutional fragmentation by centralising regulatory and planning functions. This will improve cooperation between the sector's strategic, tactical, and operational levels. The leading role of INTRANT in the development and implementation of the SUMP will help channel and leverage additional financial resources from private, public and international stakeholders for the implementation phase. Not only is the new institutional arrangement in the sector a necessary step to build capacity and rationalise authority, but the SUMP process also offers a valuable learning opportunity.

Insights from practice: lessons learned from the SUMP development process

The importance of a leading transport authority

Creating a state-level transport authority opens a new perspective for urban mobility governance and management. The recently created road transport authority, INTRANT, will reduce institutional fragmentation by centralising regulatory and planning functions, improving cooperation between the sector's strategic, tactical, and operational levels.

The leading role of INTRANT in the development and implementation of the SUMP will help channel and leverage additional financial resources from private, public, and international stakeholders for the implementation phase. Not only is the new institutional arrangement in the sector a necessary step to build capacity and rationalise authority, but the SUMP process also offers a valuable learning opportunity.

A radical change in priorities

Santo Domingo's SUMP may serve as a reminder of an indisputable fact: a sustainable, attractive, accessible, and safe transport system can only be realised by an enabling physical infrastructure that prioritises public and active transport. The city's SUMP is an example of transport planning done right. As the saying goes, "if you plan for cars and traffic, you get cars and traffic. If you plan for people and places, you get people and places".

SUMP finance leverage

Leveraged financing (resulting from or enabled by the SUMP preparation process)

Description	Source of financing	Type	Status	Amount (EUR)
Assistance to support SUMP implementation.	EU CIF	Grant	Secured	10,000,000
Assistance to support SUMP implementation.	AFD	Grant	Secured	400,000
Sustainable Urban Mobility Programme for the Dominican Republic (2025-2029)	EU-LACIF	Grant	Secured	10,000,000

Associated financing

Description	Source of financing	Type	Status	Amount (EUR)
New Metro Line 3	AFD	Loan	Planned	178,620,000
Metro Line 2 Capacity increase project (2025-2029)	AFD	Loan	Secured	230,000,000
Metro Line 2 Extension (L2C)	BCIE	Budget allocation	Secured	140,000,000
Metro Line 1 Capacity increase project (2020-2026)	Domestic finance AFD	Loan	Secured	86,000,000
Cable Car Line 2 (2019-2023)	Domestic finance	Budget allocation	Secured	97,000,000
Santo Domingo Metropolitan Train	Domestic finance	PPP	Not secured	1,785,000,000

Implementation support 1 — SUMP Implementation

Project title: Assistance for the Implementation of the Sustainable Urban Mobility Plan - AIPMUS Santo Domingo
Funded by: EU (through the Caribbean Investment Facility)
Funding amount: EUR 10,000,000
Implemented by: AFD
Local counterparts and SUMP Implementation agency: INTRANT
Project implementation period: 2021 - 2026

Objectives and supported activities

Main objectives:

- Strengthening service capacity related to the National Urban Mobility Plan in the Dominican Republic, focusing on non-motorised transport, public transit, smart mobility, and institutional strengthening.
- Implementing the SUMP in Gran Santo Domingo, including pre- or feasibility studies and pilot projects.

Supported activities:

The EU provides technical assistance to INTRANT for five years to support the implementation of SUMP actions, oversee contract execution, and reinforce technical capacities. The aim is to help the Gran Santo Domingo transition from the SUMP planning process to the implementation phase. The AIPMUS outlines concrete short-term actions to advance implementation and complements the general vision outlined in the SUMP. Key early projects in Santo Domingo include transforming the public transport system, deploying electric mobility, promoting active mobility, managing traffic, and urban logistics. Eighteen high-priority projects for the first year of technical assistance have been proposed. In total, 24 projects have been identified as high-priority so far.

While the SUMP provides a general overview of the city's urban mobility vision, the AIPMUS outlines concrete short-term actions to advance implementation. Implementation mainly involves transitioning from SUMP measures to project preparation. In Santo Domingo's case, early SUMP projects include transforming the public transport system, deploying electromobility, promoting active mobility, managing traffic, and enhancing urban logistics.

Among the 24 projects identified as high-priority in the AIPMUS Program, ten have been fully finalised, twelve are ongoing, and one is upcoming. The prioritisation was done based on dialogue among different public authorities.

Completed outputs:

The project had two execution phases: one from 2021 to 2024 kick-off, and a second from 2024 to 2026.

First phase – Kicking off implementation (2021-2024): This phase focused on planning the public transport network, capacity building, institutional strengthening, and transport modelling. In this first phase, guidelines to design cycling infrastructure were launched, and a study was conducted to identify the best fare model for Santo Domingo. Lastly, a new transport model was developed to support decision-making, assess scenarios and quantify the impacts of transport interventions.

Second phase – technical studies and infrastructure design (2024-2026): This phase includes more detailed studies to prepare the public transport project. Other issues raised include the paratransit sector, guidelines for designing streets within the mobility paradigm, and even solutions to improve bus operations.

- **Public transport**

  Two studies have been conducted to provide the capitals, Santo Domingo and Santiago de los Caballeros, with an integrated public transport system. These planning documents set the framework for projects to be developed over short-, medium-, and long-term scenarios, taking into account physical and fare integration.

- **Paratransit mobility**

  Moreover, some 'conchos' unions have started the formalisation process by creating bus companies. As of 2024, 900 of these conchos have been replaced by 141 buses in the three intervened corridors in Santo Domingo: Corredor Núñez de Cáceres in January 2021, Corredor Winston Churchill in February 2022 and Corredor Charles de Gaulle in March 2022.

  The transformation of the city's paratransit sector includes increasing the operational and organisational capacities of former concho unions, and defining the role of INTRANT in managing institutional relationships with the recently formed bus operators.

  AFD has supported INTRANT in formalising individual conchos operators in identified corridors through three main initiatives: Support for institutional and business strengthening for the development of the GSD's SITP (2022), Support for the implementation of corridors (2022–2025) and Social support for the reform of urban bus corridors of the SITP (2023).

- **Active mobility**

  Especially in the 'National District', where most economic activities and the historical centre are located, the local government intends to strengthen the use of active modes.

  → Cycle lanes: 10 km of cycling lanes have been built, which inspired the production of national cycling-lanes implementation guidelines (already published and adopted). The cycle lanes in the Distrito Nacional are expected to be revitalised. The project supports the implementation of an 'Alameda' in Santiago de los Caballeros, connecting key corridors to the central station, the monorail, and the cable car[4].

  → Bike sharing system: Initiatives such as the bike-sharing system leverage the interaction between mobility and economic development. The bikesharing system was designed byAC&A[5].

  → Cycling infrastructure guidelines: A cycling infrastructure design guide was elaborated in 2023. It includes general and particular components to support the development of cycling infrastructure, such as types of cycle lanes, types of paving, drainage, signs, and parking.

- **Traffic management and urban logistics**

  The Santo Domingo Road Plan and the Distrito Nacional Traffic Plan were finalised in 2025. The second includes a model specifically for traffic analysis and promotes the construction of segregated public transport lanes, alongside other measures, to improve regularity and commercial speed.

  Traffic officers are trained in best practices for traffic management and law enforcement that align with the new law on urban mobility.

  A roundtable on urban logistics was held with relevant stakeholders in 2023.

[4] Public transport services in Santo Domingo include metro, metropolitan train, and cable car, whereas in Santiago de los Caballeros, existing public transport services include metro and cable car.
[5] https://despacio.org/portfolio/egis-aipmus-rpdom/

Next expected outputs:

- **Public transport**

  AFD is supporting project preparation for the first monorail line in Santo Domingo and studies for the conceptual design of BRT projects, including an e-BRT corridor. The project also supports the implementation of the chosen fare policy in both Gran Santo Domingo and Santiago de los Caballeros. Studies to structure an intercity terminal in Los Alcarrizos are ongoing, covering technical, legal, and financial aspects. This intermodal hub is expected to have a connection point between the cable car system, the metro, and intercity buses.

- **Paratransit mobility**

  The AIPMUS project also supports a study to explore 'motoconchos[6]' integration with the overall public transport network and identification of the most suitable corridors for operation as a last-mile solution. The deliverable is meant to be guidance to help decision-makers plan the transition of this sector, identifying KPIs and a list of measures.

- **Electromobility**

  As the Dominican Republic has seen growth in electric vehicle use, momentum to engage private companies in the further deployment of electromobility is building in Gran Santo Domingo. In 2020, city officials visited Bogotá to learn from its experience in the sector, especially in public transport. INTRANT is working on "Avenida Ecológica" – a bus priority corridor – which is expected to operate with electric buses. The AIMPUS project supports the development of feasibility and design studies and specifications for the purchase of rolling stock.

- **Active mobility**

  After the completion of the cycling infrastructure guide and bike-sharing system design, other studies and works will be completed:

  → Pilots: Some pilots will be under construction in 2026 to provide bike lanes in Santo Domingo Este and Santiago de los Caballeros,

  → Bike sharing system: In the framework of Euroclima's new phase, FIAPP is interested in continuing to support the bike-sharing system.

  → The development of guidelines on complete streets is ongoing and is expected to be published before the next Mobility Week that will take place in September 2026.

- **Data collection and digitalisation**

  The AIPMUS Project supports updating the Gran Santo Domingo Mobility household survey, which was last conducted more than 5 years ago.

  An information system to support public transport operations is under design, and the prefiguration of a wayfinding and user app to facilitate data availability and flow is also underway.

[6] Popular name for moto-taxis in Santo Domingo

Main SUMP implementation challenges

Impact and risk analysis - environmental assessment and donor requirements, but not a systematic practice in the Dominican Republic.

INTRANT faces significant capacity constraints in implementing the SUMP due to limited staff and a shortage of locally trained urban mobility experts. The recently established INTRANT struggles to meet the demands of the extensive list of urban mobility projects proposed in the SUMP. While the staff is highly knowledgeable, their numbers remain insufficient for the city's needs. Additionally, experts in urban mobility trained within the Dominican Republic are scarce. Local universities offer limited programs in urban transport planning, resulting in a shortage of locally trained professionals. As a result, most INTRANT staff have gained their expertise abroad, which can make it difficult to address context-specific challenges related to the prioritised projects. To successfully implement the SUMP, aligning the team's values with the SUMP proposals and fostering a paradigm shift in urban mobility planning is essential.

Financial resources for SUMP implementation are not guaranteed, as budgets are allocated nationally.

Urban mobility projects must compete for funding against other sectors. However, a key advantage is that urban transport is one of the few sectors that can generate revenue from fares, on-street parking fees, and fines. These earnings could be reinvested in SUMP initiatives, providing a potential mechanism for financial sustainability. Up until now, these revenues have not been put in place.

Political commitment is essential to advancing sustainable urban mobility projects in Santo Domingo.

Many interventions face resistance because they challenge the status quo and the traditional allocation of street space. For example, opposition to repurposing car lanes for cycling infrastructure is standard, as the number of urban cyclists remains low. To address these challenges, decision-makers need training and awareness of the sustainable mobility paradigm. Civil society support and international funding are crucial in keeping the topic on the political agenda. Rather than imposing changes, fostering participation, engagement, and awareness can help demonstrate the benefits of sustainable mobility solutions.

Effective SUMP implementation requires continuous multi-level and inter-institutional coordination.

Effective multi-level and inter-institutional coordination is crucial for implementing SUMP projects. A continuous flow of information and collaboration between national and local authorities and institutions is needed to clearly define responsibilities. Many projects require national approval but rely on local regulation, making seamless coordination essential. The newly established Fideicomiso para el Transporte Masivo is mandated to promote mass transit projects, yet raising awareness of SUMP measures remains challenging. Creating opportunities for exchange can enhance coordination, improve governance, and ensure successful implementation.

Takeaways on SUMP implementation support

INTRANT's growing technical capacity

INTRANT has strengthened its technical expertise throughout the SUMP implementation, allowing it to lead project development with minimal external consulting. While some specialised support is still needed, the institution is increasingly capable of managing urban mobility projects, or is on its way to empowering more people to do so.

Early stages of SUMP implementation remain in mere studies

The advantage of the current AIPMUS portfolio is that most projects focus on studies, which are easier to execute. However, translating these studies into on-the-ground implementation remains a challenge. There is a risk that projects do not materialise into tangible improvements, emphasising the need for strong political will and strategic follow-up.

Implementation support 2 – SUMP Implementation

Project title: Support to INTRANT for promoting sustainable urban mobility in the Dominican Republic - FIMUS
Funded by: EU (through the Latin American and Caribbean Investment Facility) – Global Gateway
Funding amount: EUR 10,000,000
Implemented by: AFD, Expertise France, and CODATU
Local counterparts and SUMP Implementation agency: INTRANT
Project implementation period: 2025-2029

Objectives and supported activities

General objectives:

- Contribute to the development of more inclusive and sustainable urban mobility in the Dominican Republic.

Specific objectives:

- INTRANT is strengthened in its urban mobility coordination and integration responsibility
- INTRANT is strengthened in its role as a technical supporter for municipalities regarding public spaces to improve urban mobility
- INTRANT is strengthened in its organisation, its technical capacities, and its monitoring and piloting entity for urban mobility

Supported activities:

- **Component 1: Support to INTRANT**

  This component supports INTRANT in its missions to coordinate and integrate urban transport, promote active modes, support municipalities, and steer and monitor sustainable urban mobility. It also aims to strengthen its technical, organisational, and institutional capacities.

- **Component 2: Support to FITRAM and OPRET**

  This component supports FITRAM in preparing major infrastructure projects planned under the Integrated Transport System of Santo Domingo (SIT 2023), such as tramway Line 1, Phase 2 of the metropolitan train, and the train to

San Cristóbal. It also provides technical assistance to OPRET to plan the strategic modernisation of the metro network, particularly regarding network extensions.

- **Component 3: Programme Coordination**

  This component covers programme coordination activities, donor reporting, and capitalisation/communication.

Next expected outputs:

Component 1:

- Support for the implementation of an integrated fare policy
- Interoperability working group
- Integrated public transport map
- Recommendations on the design of public transport stations for intermodality
- Diagnostic on 'conchos' corridors and two-wheeler taxis
- Support for the formalisation and modernisation of new corridors
- Paratransit financial model
- Map of two-wheeler taxi services and stops
- Regulatory framework for two-wheeler taxis
- Social support in the negotiation process with two-wheeler operators
- Road safety campaigns

Component 2:

- Parking policy elaboration and implementation
- Manuals and guidelines for cycling infrastructure
- Interventions to make walking and cycling infrastructure safer
- Bike-sharing system implementation
- Communication campaigns around active modes and event organisation

Component 3:

- Design of training offer for INTRANT
- Capacity development with sustainable mobility experts (workshops, study visits in France and Colombia, Argentina), mentorships.
- Support for regulatory framework development
- INTRANT's organisational audit
- Implementation of Institutional Strategic Plan 2025-2028
- Indicators monitoring systematisation
- Financial sustainability strategy
- Knowledge management strategy
- Support for the household survey in 2025
- Support for data collection in coordination with other institutions
- Sustainable Mobility Report – Observatory and online platform
- SUMP update

Intended impact

General objectives:

(EU's classification)

1. A low-carbon economy and society resilient to climate change
2. "Smart" (digital), sustainable and inclusive economic and social development and growth

Specific objectives:

(EU's classification)

1. Indirect support for employment
2. Reduction of local pollution and GHG emissions
3. Increased connectivity for people and goods

Main SUMP implementation challenges

Challenges in structuring and regulating urban transport services

A major challenge for SUMP implementation lies in the informal nature of paratransit services. The ongoing transformation of conchos (collective taxis) into formal concessionaire companies operating bus corredores remains incomplete and uneven, while motoconchos continue to expand in an unregulated and disorganised manner. At the same time, sustainable mobility alternatives—such as cycling and walking—are still insufficiently promoted or enabled, with inadequate bicycle facilities and unsafe or poorly designed pedestrian environments, particularly around public transport stations and major activity nodes. Road infrastructure and traffic flow management also require significant improvements to ensure safer, more efficient conditions for all users. These operational and regulatory gaps limit the quality, reliability, and attractiveness of urban mobility services and complicate the transition toward a more sustainable, integrated transport system.

Governance, Institutional Capacity and System Integration Constraints

Weak governance arrangements, limited institutional capacity, and insufficient system integration further constrain SUMP implementation. Tariff structures remain fragmented, with distinct, often poorly aligned fare grids that disadvantage low-income users and reduce the SITP's attractiveness. Ticketing systems are not interoperable, preventing seamless multimodal journeys and undermining the efficiency of the integrated transport network. While OMUS, created in 2022 to support monitoring and evaluation, is not yet functional—with scarce indicators, limited data collection, and a lack of disaggregated, reliable information—other institutions also face chronic shortages of human and material resources. The mismatch between available means and institutional mandates, combined with suboptimal internal organisation and a coordination role that is not yet fully recognised across the sector, further weakens overall mobility governance. Together, these constraints hinder evidence-based planning, effective coordination, and the operationalisation of a coherent, sustainable urban mobility strategy.

INTRANT is a young mobility authority facing complex coordination challenges

A key challenge for effective SUMP implementation in the Dominican Republic is the still-emerging institutional capacity of INTRANT, a relatively young authority (created in 2017) mandated to coordinate the rapidly evolving urban mobility and land transport sector. As the number of actors involved continues to expand—OMSA, OPRET, FITRAM and FIMOVIT among them—the project's

support to INTRANT must simultaneously address technical, institutional, and political challenges. On the technical side, INTRANT requires support for core sustainable urban mobility priorities, such as the formalisation of informal transport, the promotion of active modes, traffic and parking management, and fare integration and interoperability. At the institutional and organisational level, strengthening team capacities, optimising internal structures, improving resource mobilisation, and enhancing the steering and monitoring of its missions are essential. Politically, consolidating INTRANT's legitimacy as the coordinating and regulatory authority for the sector depends on reinforcing both its technical credibility and institutional robustness to lead the complex set of stakeholders shaping urban mobility effectively.

Other urban mobility projects in Santo Domingo

The following urban mobility projects are listed as priorities for the General Directorate for Public-Private Partnerships of the Dominican Republic:

- Metropolitan Train from Santo Domingo[7]
- Monorail from Santo Domingo[8]
- Intelligent Traffic Enforcement System[9]
- Design, construction and operation of public parking in Santo Domingo[10]

Highlights from last year

The FIMUS project was officially launched to support INTRANT within the Global Gateway framework [11].

The FIMUS (Programa de Apoyo a la Implementación del Plan de Movilidad Urbana Sostenible del Gran Santo Domingo) project was officially launched to support INTRANT in advancing sustainable urban mobility as part of the European Union's Global Gateway strategy. This initiative strengthens technical and institutional capacity while fostering transformational actions toward safer, inclusive, and environmentally sustainable transport in Santo Domingo and beyond. The launch event marked a renewed commitment between the Dominican government and its international partners to build modern, efficient transport systems that improve access, reduce congestion, and support climate resilience, all aligned with broader development objectives.

The official signing ceremony involving the European Union (EU), the French Development Agency (AFD), and Dominican authorities formalised collaboration under the FIMUS framework, reinforcing a shared strategic vision for sustainable transport. This memorandum of understanding unites key institutions, including INTRANT, OPRET (Office for the Reordering of Transport), and FITRAM (Trust for Mass Transport Development), with European partners to coordinate efforts, harmonise technical support, and mobilise finance for priority actions identified under the Sustainable Urban Mobility Plan (PMUS). The partnership exemplifies a multilateral approach to urban mobility that leverages EU grant funding and AFD's technical expertise to enhance integrated transport systems and deliver measurable mobility improvements.

[7] https://dgapp.gob.do/banco-de-proyectos/proyecto/tren-metropolitano-de-santo-domingo/
[8] https://www.intrant.gob.do/categoria/noticias/intrant-presenta-avances-del-plan-de-movilidad-urbana-sostenible-en-el-foro-de-la-semana-de-la-movilidad-2025
[9] https://dgapp.gob.do/banco-de-proyectos/proyecto/sistema-inteligente-de-fiscalizacion-de-infracciones-de-transito/
[10] https://dgapp.gob.do/banco-de-proyectos/proyecto/disenos-construccion-y-operacion-de-estacionamientos-publicos-en-el-distrito-nacional-santo-domingo/
[11] https://minpre.gob.do/comunicacion/notas-de-prensa/gobierno-lanza-programa-de-movilidad-urbana-sostenible-en-republica-dominicana/

The Great Santo Domingo Household Survey is being updated[12].

The Great Santo Domingo Household Mobility Survey (Encuesta Domiciliaria de Movilidad 2025) is underway as part of an updated data-collection effort to understand better how people in the metropolitan area move daily. Managed by INTRANT with support from the European Union and the AFD, this large-scale survey covers the Gran Santo Domingo area and surrounding municipalities, including Boca Chica, San Cristóbal, Pedro Brand, and others. It aims to visit more than 7,000 households and interview over 50,000 residents. The survey collects detailed information on travel behaviour, transport mode use, trip purposes, travel times, costs, transfers, and accessibility patterns. Its results will serve asas as crucial evidence base for planning and prioritising sustainable urban mobility projects, refining transport network design, improving infrastructure, and shaping policy decisions that reflect real mobility needs throughout the region.

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[12] https://movilidad.do/