



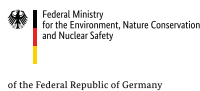
Mobilise  
Your City



# GLOBAL STATUS REPORT EDITION 2018



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**For more information:**

Secretariat of the MobiliseYourCity Partnership, Brussels

[www.MobiliseYourCity.net](http://www.MobiliseYourCity.net)

**email:** [Contact@MobiliseYourCity.net](mailto:Contact@MobiliseYourCity.net)

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**August 2018**

# contents

<b>1</b>	<b>The Partnership</b>	<b>5</b>
1.1	Foreword	6
1.2	Our Commitment	7
1.3	Our 12 Messages for Beneficiary Partners	8
1.4	Our Flagship Instruments	9
1.5	Our Partners	10
1.6	Governance Scheme	13
1.7	2017 Milestones	14
1.8	Core Impacts of the Partnership	16
1.9	Outlook	18
<b>2</b>	<b>Global Operations</b>	<b>21</b>
2.1	Global Implementation Status Overview	22
2.2	Africa	24
2.3	Asia	53
2.4	Eastern Europe (EU Neighborhood)	63
2.5	Latin America & Caribbean	76
<b>3</b>	<b>Global Events</b>	<b>83</b>
3.1	European Development Days – Brussels (Belgium)	84
3.2	Climate Chance Summit – Agadir (Morocco)	84
3.3	Transport & Climate Change Week – Berlin (Germany)	85
3.4	COP 23 – Bonn (Germany)	86
<b>4</b>	<b>Impacts</b>	<b>89</b>
4.1	Core Indicators	90
4.2	Monitoring & Evaluation Framework	92
4.3	Evaluation of Progress & Target Accomplishment	93
<b>5</b>	<b>Management &amp; Coordination</b>	<b>95</b>
5.1	Budget & Contributions	96
5.2	The MobiliseYourCity Secretariat Team	97



**Image 1:** Sarajevo, Bosnia-Herzegovina / **Reference:** GIZ ORF-EE



# 1 THE PARTNERSHIP

<b>1.1</b>	<b>Foreword</b>	<b>6</b>
<b>1.2</b>	<b>Our Commitment</b>	<b>7</b>
<b>1.3</b>	<b>Our 12 Messages for Beneficiary Partners</b>	<b>8</b>
<b>1.4</b>	<b>Our Flagship Instruments</b>	<b>9</b>
<b>1.5</b>	<b>Our Partners</b>	<b>10</b>
	Partner overview	10
	Meet Our Partners	11
<b>1.6</b>	<b>Governance Scheme</b>	<b>13</b>
<b>1.7</b>	<b>2017 Milestones</b>	<b>14</b>
<b>1.8</b>	<b>Core Impacts of the Partnership</b>	<b>16</b>
<b>1.9</b>	<b>Outlook</b>	<b>18</b>

## 1.1 Foreword



### **Eric Beaume**

Chairperson of the MobiliseYourCity Steering Committee  
European Commission, International Cooperation and Development,  
Deputy Head of Unit – Cities, Local Authorities, Digitalization, Infrastructure

The year 2017 has been a remarkable year for all our Partners, as after 2 years of conceptualization and methodological preparation, the MobiliseYourCity Partnership entered into a stage of full operation and in-country implementation. Within a very short time, the Partnership has rapidly become one of the most internationally renowned global alliances for the promotion of sustainable urban mobility. By the end of December 2017, MobiliseYourCity had validated 33 city governments and 9 national governments as beneficiary partners, spread across Africa, Asia, Central Europe and Latin America. We are delighted to see the high level of ambition of our partners who exchange and work together to prioritize policies, plan and implement large-scale investments in sustainable urban mobility.

Through the Partnership's strategic engagement of European and international active organizations such as UNHABITAT, the EU-driven regional project EUROMED, United Cities and Local Governments (UCLG) as well as the Institute for Transport Development Policy (ITDP), MobiliseYourCity currently unites a powerful network of knowledge partners who advise on the best means by which to support partner governments in emerging and developing countries and with unprecedented sectoral transformation, as they transition to a more sustainable urban mobility.

As Chairperson of the Partnership, I am proud to see MobiliseYourCity flourish, and I am confident that by working hand in hand with all our partners we can make a substantial contribution in the field of urban mobility to make the world more sustainable and climate-friendly.

A large, stylized handwritten signature in blue ink, consisting of several sweeping, connected strokes.

## 1.2 Our Commitment

The MobiliseYourCity Partnership is a global climate partnership for integrated urban mobility planning in emerging and developing countries, and an international transport alliance under the UN Marrakech Partnership for Global Climate Action. It is a multi-donor action cofinanced by the European Commission's Directorate General for International Cooperation and Development (DG DEVCO), the French Ministry of Ecological Transition and Solidarity (MTES), the French Facility for Global Environment (FFEM), and the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU).

The Partnership is implemented by its founding partners ADEME, AFD, CEREMA, CODATU, and GIZ. Besides contribution to the international climate process, it contributes to the UN's 2030 Agenda, and specifically Sustainable Development Goal (SDG) 11: Make cities inclusive, safe, resilient and sustainable.

MobiliseYourCity assists its Beneficiary Partners in shaping urbanization and transport development in a sustainable and climate-friendly manner. Mitigation measures are prepared through integrated planning and consultation with different stakeholders at an early stage. MobiliseYourCity offers support on matters of financing, facility budgeting, the development of financial mechanisms, and the initiation of national and international funding to ensure successful implementation.

We are aiming for:

- ▶ **20 NATIONAL GOVERNMENTS** to commit to introducing sustainable urban mobility policies and/or investment programs, enabling 13 Beneficiary Partners to receive technical assistance;
- ▶ **100 CITIES** commit to reducing their emissions by 50% through the development of integrated sustainable urban mobility plans – enabling 60 Beneficiary Partners may receive technical assistance.

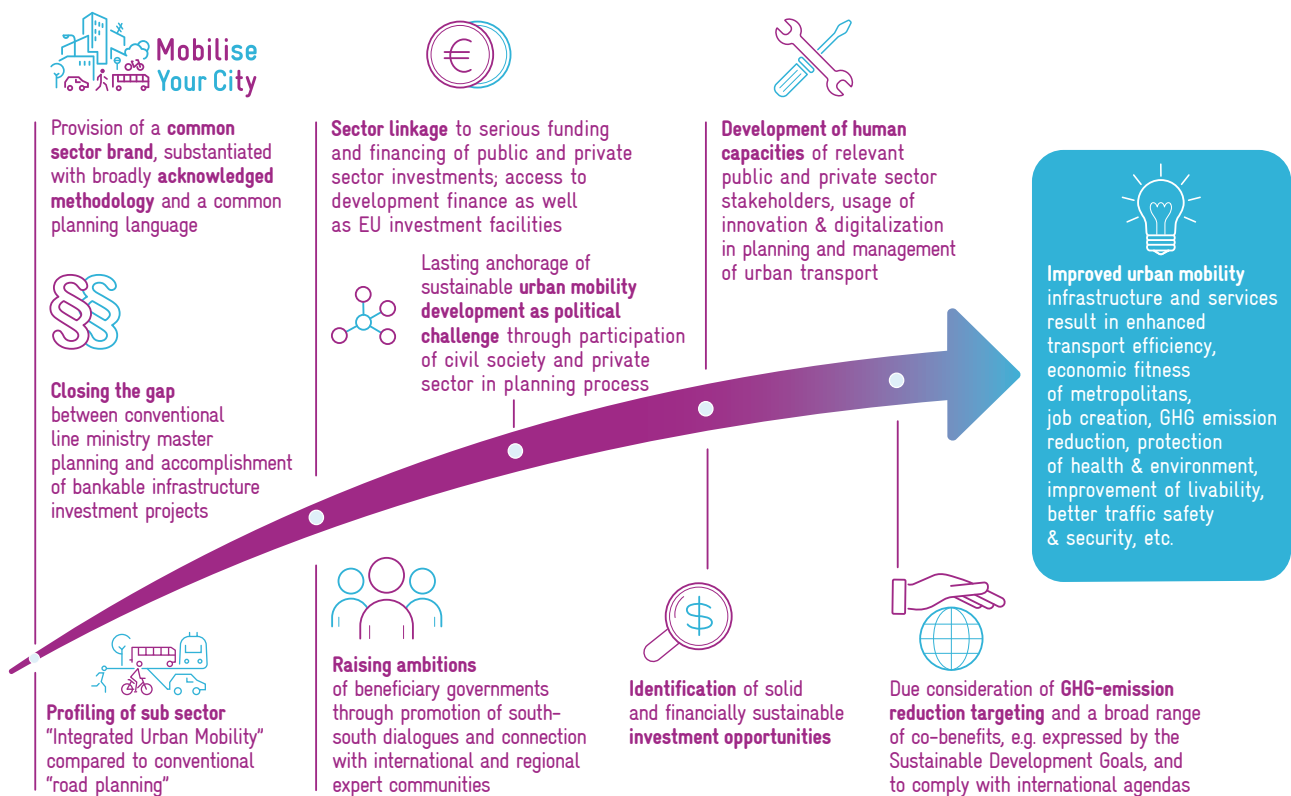
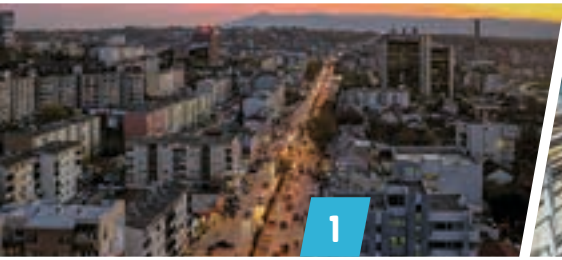


Image 2: MobiliseYourCity results trajectory

## 1.3 Our 12 Messages for Beneficiary Partners



1

**ADOPT A USER-ORIENTED  
PLANNING APPROACH**



2

**PLAN URBAN MOBILITY  
TO IMPROVE LIVING CONDITIONS**



3

**PLAN URBAN MOBILITY  
TO PROTECT THE PLANET**



4

**PLAN URBAN MOBILITY  
TO SUPPORT LOCAL ECONOMY**



5

**CONSIDER URBAN MOBILITY  
AS A KEY COMPONENT  
OF YOUR URBAN PLANNING**



6

**TAKE ADVANTAGE OF  
INNOVATIVE APPROACHES AND  
DIGITAL TRANSFORMATION**



7

**AIM AT MAXIMUM  
TRANSPORT EFFICIENCY**



8

**EMPHASIZE EFFECTIVE  
GOVERNANCE AS A KEY  
SUCCESS FACTOR**



9

**ESTABLISH A SUSTAINABLE  
FINANCING SCHEME**



10

**ENSURE THE PARTICIPATION OF  
CITIZENS AND STAKEHOLDERS**



11

**DEVELOP HUMAN CAPACITIES**



12

**MANAGE THE CONTINUOUS  
COLLECTION AND USE OF DATA**

For a more detailed description, please access:





# 1.4 Our Flagship Instruments

The MobiliseYourCity Partnership promotes application of following flagship instruments:

## ► Sustainable Urban Mobility Plans (SUMPs)

A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles.

## ► National Urban Mobility Policies or Investment Programs (NUMPs)

A National Urban Mobility Policy or Investment Program is a strategic, action-oriented framework for urban mobility, developed by national governments, enacted to enhance the capability of cities to plan, finance and implement projects and measures designed to fulfil the mobility needs of people and businesses in cities and their surroundings in a sustainable manner. It builds on existing policies and regulations and aims at harmonizing relevant laws, norms, sector strategies, investment and support programs towards an integrated approach for the benefits of cities and their inhabitants. It takes due consideration of participation and evaluation principles.

Above instruments are understood as comprehensive process support to Beneficiary Partner Governments, comprising of substantial coordination and joint planning work between various public and private stakeholders involved. Conduct is based on knowledge products and expertise of our various Contributing Partner Organizations, as well as those products developed within the CIVITAS family of projects, as being a flagship of the European Commission for European Union member states.

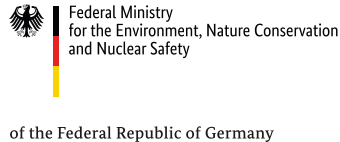
Besides the above, MobiliseYourCity extensively supports training and development of our Beneficiary Partner Institutions and its personnel through following measures:



## 1.5 Our Partners

### ► PARTNER OVERVIEW

#### CONTRIBUTING PARTNERS



#### BENEFICIARY PARTNERS

National Governments	Cities
Cameroon	Douala   Yaoundé (Cameroon)
Ethiopia	
Morocco	Agadir   Beni Mellal   Casablanca   El Jadida   Fes   Kenitra   Khemisset Marrakesh   Oujda   Rabat   Sefi   Settat (Morocco)
Togo	
Tunisia	Sfax (Tunisia)
India	Ahmedabad   Kochi   Nagpur (India)
Philippines	
Sri Lanka	
Dominican Republic	Santo Domingo (Dominican Republic)
	Antananarivo   Mahajanga (Madagascar)
	Dakar (Senegal)
	Chernivtsi   Lviv   Poltava   Vinnytsia   Zhytomyr (Ukraine)
	Curitiba   Fortaleza   Recife (Brazil)
	Ibagué (Colombia)
	Quito (Ecuador)

#### KNOWLEDGE & NETWORK PARTNERS



## OVERVIEW MAP

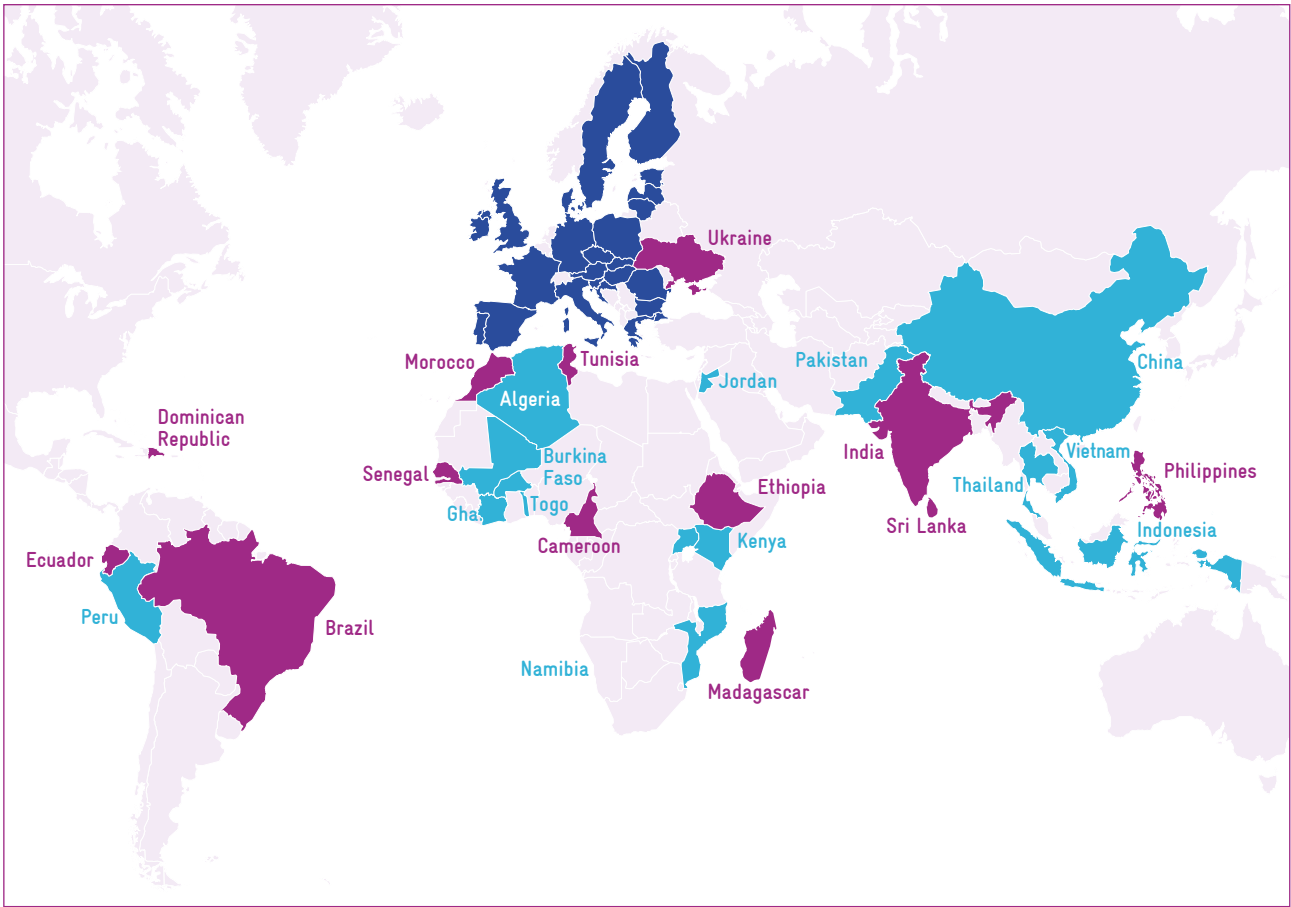


Image 3: MobiliseYourCity Partner map

■ Contributing Partners 
 ■ Beneficiary Partners 
 ■ Expressed interest

## ▶ MEET OUR PARTNERS



### CAMEROON

**Prisca Lablonde Tene Mbimi**

Chief of the Transport and Mobility Service, Douala

The current mobility trend in Douala is the uncontrolled growth of vehicle ownership. As a result, in addition to pollution and the high risk of accidents, the city is experiencing multiple congestion problems and finally the impairment of its economic fitness and development prospects in the long run.

Being member of the MobiliseYourCity Partnership is a big step towards working on a successful future for our city and all its citizens.



## ► MEET OUR PARTNERS (CONTINUATION)



### TUNISIA

**Fathia Neji**

Director of Strategy and Projects, Transport Ministry



The MobiliseYourCity Partnership provides us as Transport Planners the intriguing opportunity to engage in the international sector community to jointly shape the topic of Sustainable Urban Mobility Policies, considering aspects such as the reduction of GHG emissions, the quality improvement of urban life, and to preserve the right of future generations to live in an environment fit for human habitation. Through our engagement in the Partnership, we link ourselves to knowledge resources and peers to gain useful ideas and expertise to apply in our own country.



### PHILIPPINES

**Hon. Thomas M. Orbos**

Undersecretary for Road Transport and Infrastructure,  
Department of Transportation



We need to start planning for people, instead of planning for cars and traffic. There is a need for a paradigm shift, and that is the goal of having a National Urban Mobility Program. This Support Program, linked to the MobiliseYourCity Partnership, addresses the need to shift and focus on accessibility and quality of life, in which important stakeholders are involved through interdisciplinary planning.



### CASABLANCA

**Aziz Berrahou**

Director of Studies and Development, Casa Transport



On behalf of the Authority of intermunicipal cooperation (ECI), we are currently conducting a study to update the 2004 urban transport plan, whose terms of reference have taken into account the recommendations of the MobiliseYourCity Partnership in order to implement a Sustainable Urban Mobility Plan (SUMP).

The partnership consisted of MobiliseYourCity's technical review of the PMUD deliverables, as subsidized by the AFD. This successful partnership has enabled the city of Casablanca to be part of a process of developing cities with a greater quality of life.





## 1.6 Governance Scheme



Image 4: 3rd Steering Committee in Paris, Nov. 2017

### PARTNER CATEGORIES

The Partnership brings together various international organizations and ambitious stakeholders in the promotion and effective advancement of sustainable urban mobility. Categories of Partner Organizations include:

- ▶ **CONTRIBUTING PARTNERS:** Donors, founders, and implementing agencies handling significant budget resources connected to MobiliseYourCity support-programs;
- ▶ **BENEFICIARY PARTNERS:** National and local/city governments;
- ▶ **KNOWLEDGE AND NETWORK PARTNERS:** Internationally or regionally operating or country-focused not-for-profit organizations, institutions, think tanks, affiliated technical assistance programs or other organizations associated with MobiliseYourCity.

The MobiliseYourCity Partnership is governed by the Steering Committee, which is comprised of the Partnership's Contributing Partners. It provides a forum for the coordination of the partners' in-country assistance activities and for the development of the principal partnership. Furthermore, the Steering Committee follows the actions of Beneficiary Partner Governments and validates any new applications to join the Partnership.



## FUNDING STRUCTURE

MobiliseYourCity operates as an umbrella partnership comprising several independently implemented support programs, which are individually funded and rolled out via our implementing partner organizations. As an umbrella partnership, a Secretariat ensures methodological coherence, knowledge management, aligned public relations, aggregated results monitoring, and evaluation & reporting across all support programs.

The MobiliseYourCity Partnership is currently based or aligned with the following individual funding programs:

- ▶ **FFEM** (French Facility for Global Environment): French public bilateral fund. Its mission is to protect the global environment through support to developing countries as part of the French development assistance;
- ▶ **TRANSfer III**: Facilitating the Development of Ambitious Transport Mitigation Actions: A project funded by the International Climate Initiative (IKI) of the German Ministry for the Environment, Nature Conservation, and Nuclear Safety (BMU). The project's objective is to increase the efforts of developing and emerging economies for climate-friendly transport;
- ▶ **ASIAN INVESTMENT FACILITY**: A regional blending facility for Asia under the responsibility of the European Commission – EUROPEAID;
- ▶ **INTRA-ACP**: 11th European Development Fund: The main instrument of the European Commission – EUROPEAID in Africa, the Caribbean, and Pacific (ACP Group) countries for the period 2014-2020. The EDF undertakes cooperation activities in the fields of economic development, social and human development as well as regional cooperation and integration;
- ▶ **EUROCLIMA+**: A regional flagship program of the European Commission – EUROPEAID in Latin America in cooperation with 18 national governments in Latin America. The urban mobility program component supports governments in seeking innovative solutions to greenhouse gas (GHG) emissions produced by urban transport.

## 1.7 2017 Milestones

2017 brought significant progress within the Partnership marked by the attainment of specific milestones:

### JANUARY



OPENING OF THE MOBILISEYOURCITY SECRETARIAT IN BRUSSELS

## MARCH



WELCOME BRUSSELS! - MOBILITY EVENT

## MARCH > DECEMBER



ACTIVELY ENGAGING IN VARIOUS INTERNATIONAL EVENTS, SUCH AS:  
**4TH EUROPEAN CONFERENCE ON SUMPS, DUBROVNIK/CROATIA / EU DEVELOPMENT DAYS 2017, BRUSSELS  
CLIMATE CHANCE 2017, AGADIR/MOROCCO / TRANSPORT & CLIMATE CHANGE WEEK 2017, BERLIN  
UNFCCC COP23, BONN**

## ... AND



**KEY EVENTS TO WELCOME NEW AND HIGHLY AMBITIOUS BENEFICIARY PARTNER GOVERNMENTS  
IN DOMINICAN REPUBLIC, MOROCCO, PHILIPPINES, TUNISIA, AND MANY OTHERS.**



## 1.8 Core Impacts of the Partnership



**Image 5:** Light Train in Addis Ababa, Ethiopia / **Reference:** GIZ

The MobiliseYourCity Partnership is designed as a technical assistance incubator to prepare funding applications: enhancing institutional preparedness, securing the promotion of sustainable urban mobility across public sector institutions and civil society, leveraging large-scale investments and supporting partners in effective sector transformation towards a more sustainable development pathway.

The Partnership is an effective tool to assist the Global South in the implementation of transformation measures in collaboration with Contributing Partners on the following international agendas:

### **United Nations Framework Convention on Climate Change – Marrakech Partnership for Global Climate Action.**

The MobiliseYourCity Partnership helps partner governments in emerging and developing countries to implement their Nationally Determined Contributions (NDCs) and work towards decarbonisation of the transport sector through following technical assistance:

- ▶ Supported MobiliseYourCity **national partner governments commit to introducing sustainable urban mobility policies and/or investment programs** to establish regulatory and/or investment frameworks for substantial GHG emission reductions in the urban environment;
- ▶ Supported MobiliseYourCity **local partner governments engage in reducing their GHG emissions by 50%** through the development of integrated sustainable urban mobility plans.



## NEW URBAN AGENDA:

The MobiliseYourCity Partnership contributes directly to **four road safety targets** (Target 3.6); energy efficiency (Target 7.3); sustainable infrastructure (Target 9.1), and urban access (Target 11.2). It is emphasized that sustainable urban transport is not needed solely for its own sake, but rather is essential to facilitate the achievement of a wide variety of SDGs.

The MobiliseYourCity Partnership further contributes indirectly to four SDG targets on air pollution (Target 3.9), sustainable cities (Target 11.6), climate change adaptation (Target 13.1), and climate change mitigation (Target 13.2).

Finally, as a multi-stakeholder-partnership, MobiliseYourCity strengthens domestic resource mobilization in emerging and developing countries, mobilizes additional financial resources from multiple sources, and develops international support for effective and targeted capacity-building in developing countries, thus supporting national plans to implement sustainable development goals (Target 17).

## WHAT WE ACHIEVE FOR CITIZENS

The Beneficiary Partners of MobiliseYourCity gain the opportunity to develop their metropolitan areas enabling them to offer their citizens an urban environment that is:...more **efficient and economically fit** for a prosperous future;

...more **livable and attractive** for all;

...**healthier** in terms of air pollution and traffic safety;

...more **inclusive** in terms of gender and low-income groups;

...more **resource efficient and environmentally sustainable**.



Image 6: Sustainable Development Goals & Transport / Reference: SLOCAT



Image 7: Traffic in the Philippines / Reference: C. Mettke

## FOR THE YEAR 2018, MOBILISEYOURCITY FORESEES THE FOLLOWING MAJOR MILESTONES:

- ▶ The establishment of a global **Community of Practice** thanks to a web-based networking platform on urban mobility and regionally clustered on-site activities in Africa, Eastern Europe and Latin America\*;
- ▶ The **expansion of technical assistance** coverage to further cities and countries in Africa, Eastern Europe and Latin America\*;
- ▶ The **enlargement of the number of local government partners** (target: reaching 50 city partners) **and national government partners** (target: reaching 12 national partners);
- ▶ The **enlargement of the number of contributing partners** to welcome further supporting partners, development banks and expert network partners.

Furthermore, the MobiliseYourCity Secretariat will grow its team to reflect the increasing range of in-country activities and to serve our partners with requested guidance and support.

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\* in Latin America in cooperation with our partner program EUROCLIMA+





**Image 8:** Curitiba, Brazil / **Reference:** Gabriel Oliveira



## 2 GLOBAL OPERATIONS

<b>2.1 Global Implementation Status Overview</b>	<b>22</b>
SUMP Implementation	22
NUMP Implementation	23
<b>2.2 Africa</b>	<b>24</b>
Morocco (Casablanca, Oujda, Rabat)	24
Tunisia	37
Cameroon (Douala, Yaoundé)	41
Senegal (Dakar)	50
<b>2.3 Asia</b>	<b>53</b>
India (Ahmedabad, Kochi, Nagpur)	53
Philippines	57
<b>2.4 Eastern Europe (EU Neighbourhood)</b>	<b>63</b>
Ukraine (Lviv, Poltava, Vinnytsia, Zhytomyr)	63
Western Balkan	75
<b>2.5 Latin America &amp; Caribbean</b>	<b>76</b>
Dominican Republic (Santo Domingo)	76
Latin America n.a.	80





## 2.2 AFRICA

 MOROCCO: CASABLANCA, OUJDA, RABAT



**Image 10:** Marrakech, Morocco / **Reference:** MobiliseYourCity



## >>> MOROCCO



### KEY FACTS

Beneficiary Partner	Ministry of Home Affairs, Directorate General of Local Authorities (DGCL)
Funding source for support	FFEM
Duration of commission	2 years
Implementing Partner(s)	CEREMA, CODATU
Population (year)	35,28 million (2016)
Land area (year)	446,550 km <sup>2</sup>
GDP per capita (year)	\$8612 (IMF, 2017)
Urban growth rate	+24% bet. 2004-2014 (Census, 2014)



### THE CHALLENGE

Over the last decade, the Government of Morocco has developed a national policy to improve urban mobility and to address the current and future challenges of Moroccan cities. The maturity of the planning process is therefore already at an advanced level in Morocco.

In 2013, the organization of a National Day for Urban Transport (JNTU) represented the opportunity to relaunch the public debate over the challenges of priorities of urban mobility policies. The creation of a new financial mechanism (Fonds d'Accompagnement aux Réformes du Transport) and the empowerment of local authorities in the context of devolution, contributed to a redefinition of the national strategy. In 2016, the "MobiliseDays" conference in Rabat highlighted the need for an evolution of the national framework and the role of SUMP's as a lever to structure sustainable urban mobility policies.

Moreover, as the host country of the COP22 in 2016, the government of Morocco committed to reducing its GHG emissions by 13% by 2030 and was one of the first countries to join the MobiliseYourCity Partnership.

Today, the MobiliseYourCity approach aims to capitalize on the experience of Morocco and supporting the national and local governments in developing and implementing a coherent and ambitious national vision for urban transport.

Given the scope of the MobiliseYourCity program in Morocco, a designated team – composed of representatives of CEREMA, CODATU and ADEME – was set up to coordinate the assistance.



### TECHNICAL ASSISTANCE

#### ● STRATEGIC OBJECTIVES

##### ▶ Inventory and Assessment

Produce an assessment of urban mobility in Morocco at the national level:

- Overview of urban mobility planning processes in Moroccan cities;
- Assessment of current national strategy;
- Analysis of the existing levers to develop urban mobility: governance, financing, capacity development and transport technologies.



### ► Vision and Goal setting

Build long-term vision and define strategy for improving urban mobility in the country in a sustainable way:

- Completion of the evaluation;
- Definition of specific and quantitative (if relevant) targets;
- Participative methodology to define common vision and identify strategic measures for implementation with key stakeholders in a vertical approach (national and local authorities) and horizontal approach (actors of urban development, environment, public finance, social policies, etc.).

### ► MRV approach

Provide the national and local governments with an overview of the implementation of the MRV approach in Morocco today:

- Assessment of the current situation: available data, overview of ongoing initiatives, review of existing MRV methodologies and tools;
- Action plan for the development of a consistent and comprehensive methodology for MRV at national and local levels.

## ● OPERATIONAL OBJECTIVES

### ► Inventory and Assessment (incl. MRV approach):

- Organizing technical missions on the ground;
- Interviewing national and local stakeholders;
- Developing evaluation and recommendations;
- Presenting to MobiliseYourCity Morocco steering committee.

### ► Vision and Goal setting:

- Completion and finalization of the evaluation;
- Building of national vision: mission on the ground and organization of seminar and working groups sessions with key stakeholders of urban mobility in Morocco;
- Development of document presenting the national vision and set of strategic measures, as well as the recommendations for implementation.



## PROGRESS OF IMPLEMENTATION

Topic 1	Initiation ("MobiliseDays")	N/A
Topic 2	Inventory & Evaluation	04.2017 – 02.2018
Topic 3	Goal Setting & Measure Planning	03.2018 – 06.2018
Topic 4	Monitoring & Reporting - MRV	04.2018 – 02.2018
Topic 5	Transport Technologies	N/A
Topic 6	Capacity Development	N/A
Topic 7	Institutional Framework	N/A
Topic 8	Budgeting & Finance	N/A



## CHANCES/OPPORTUNITIES IDENTIFIED

- ▶ Advanced stage in the process of urban mobility planning: some local authorities in Morocco are developing their second generation SUMP
- ▶ Context of devolution of power from national to local authorities and empowerment of local governments related to urban mobility planning;
- ▶ Develop more systematic, consistent and robust data collection and management processes both at national and local levels;
- ▶ Proven success of the Fund for Urban and Inter-urban Road Transport Reforms (FART) as a national financial mechanism for public transport.



## RISKS AND RISK MITIGATION MEASURES

- ▶ Significant development of the transport sector since 1990: the contribution of this sector in the achievement of GHG emissions reduction targets should represent 23% of total efforts;
- ▶ Reinforce the sustainable approach of urban mobility (MRV approach);
- ▶ Large number international cooperation actors (national development agencies, multilateral banks, etc.) focused on the issue of urban mobility and the need for coordination to ensure synergies between initiatives;
- ▶ Coordinate the development of the MobiliseYourCity SUMP and NUMP programs in Morocco (composition of the MobiliseYourCity core team in the country).



## CAPACITY DEVELOPMENT

Seminars	Events	City-to-city exchanges
3 WORKSHOPS related to urban mobility planning, data management and MRV methodology in Morocco	2 EVENTS involving beneficiary city partners	1 COOPERATION AGREEMENT between the city of Lyon and Rabat in coordination with the MobiliseYourCity Partnership



## RESULTS / MAIN ACHIEVEMENTS IN 2017

### DELIVERABLES

- ▶ Report on the inventory & evaluation of urban mobility in Morocco (February 2018);
- ▶ Preliminary study on the operational implementation of methodology to measure, report and verify (MRV) for the MobiliseYourCity Program in Morocco (February 2018);
- ▶ Formalization of the national vision for sustainable urban mobility in Morocco (June 2018).



## ● OUTLOOK FOR 2018

### ▶ MRV approach

On the basis of the preliminary study on the MRV approach, a comprehensive plan of actions has been designed to develop a MRV-GHG methodology of urban transport in Morocco and to provide a support to local authorities. The following actions will be performed in 2018:

- Support the design of common tool for MRV-GHG at the national and local levels;
- Deliver training sessions for local authorities;
- Develop methodological guidelines for local authorities;
- Identify and share best practices from Moroccan local authorities;
- Support to three Moroccan cities in the implementation of the MRV-GHG system Oujda, Casablanca et Rabat).

### ▶ Capacity development

Development of capacity development actions with national and local elected officials as well as local urban planners in the field of sustainable urban mobility.



## >>> CASABLANCA



Image 11: Tramway, Casablanca, Morocco / Reference: AFD

### KEY FACTS

Beneficiary Partner	Casa Transports
Funding source for support	AFD, French Government
Duration of commission	2 years
Volume	€ 150,000
Implementing Partner(s):	AFD, CODATU
Population (year)	~3.6 million (2017)
Land area (year)	1200 km <sup>2</sup>
GDP per capita (year)	\$2832 (2016)
Urban growth rate (year)	~1.6%



## THE CHALLENGE

- ▶ Casablanca is the largest city of Morocco and one of the largest of Maghreb. It is also considered as the economic and business capital of the country;
- ▶ The metropolitan area is facing exponential mobility growth with increasing traffic issues and related pollution;
- ▶ Since 2004, the Moroccan Government and the Municipality of Casablanca have developed a strategy to tackle these issues. The main achievement is the implementation of tramway line 1 and ongoing line 2 to develop efficient and green public transport.



## TECHNICAL ASSISTANCE

Objectives of MobiliseYourCity technical assistance:

- ▶ Assisting Casa Transport in guiding the Consultant in charge of the revision of Casablanca SUMP;
- ▶ Providing technical expertise for the review of SUMP deliverables.



## PROGRESS OF IMPLEMENTATION

Topic 0	Technical Assistance project owner	01.2018 – 01.2020
Topic 1	Initiation (“MobiliseDays”)	N/A
Topic 2	Inventory & Evaluation	09.2017 – 03.2018
Topic 3	Goal Setting & Strategic Phase	02.2018 – 11.2018
Topic 4	Monitoring & Reporting - MRV	11.2017 – 04.2019
Topic 5	Transport Technologies	N/A
Topic 6	Capacity Development	N/A
Topic 7	Institutional Framework	N/A
Topic 8	Budgeting & Finance	N/A
Topic 9	Road Map	10.2018 – 02.2019



## CHANCES/OPPORTUNITIES IDENTIFIED

- ▶ SUMP study financed by project owner with significant budget of about €1.5M;
- ▶ Household survey in progress will make it possible to implement an accurate baseline and traffic forecast model.



## RESULTS / MAIN ACHIEVEMENTS IN 2017

### ● SUMP study launched in 09.2017

- ▶ Workshop on previous SUMP analysis in 11.2017.

### ● DELIVERABLES

- ▶ Revision of previous SUMP on 11.2017.

### ● OUTLOOK FOR 2018

- ▶ Evaluation completion including household survey;
- ▶ Achievement of Goal Setting & Strategic phase;
- ▶ Parallel development of MRV-GHG process and mobility observatory.

## >>> OUJDA



Image 12: Oujda, Morocco / Reference: Cerema



### KEY FACTS

Beneficiary Partner	Oujda
Funding source for support	Fonds Français pour l'Environnement Mondial, French Government
Duration of commission	2 years
Implementing Partner(s)	AFD, Cerema, CODATU
Population (2014)	494,300
Land area (2014)	500 km <sup>2</sup>
GDP per capita (year)	\$2055
Urban growth rate	2.4%



## THE CHALLENGE

- ▶ Oujda is a medium-sized town and the capital city of the 'Oriental' region in Northeast Morocco, near Algeria;
- ▶ The population of this city has been increasing in recent years but is now stabilizing. Various projects are in progress or have been rolled out, like the highway between Fès and Oujda. Industry and tourism have developed a lot, but the regional economy is mainly agriculture-based.

### Urban mobility characteristics:

- ▶ In 2012, 1,287,301 trips per day were recorded. Commuters account for 32% of the trips made by car, compared with 2.6% in 1983. By 2020, approximately 55,000 motorized trips are predicted. A new bus network is being structured including a high-level bus service;
- ▶ Oujda already has a SUMP, the challenge is implementing it.

### Objectives of MobiliseYourCity technical assistance:

- ▶ Structuring the monitoring of implementation of SUMP;
- ▶ Structuring and integrating the MRV GES approach in urban mobility planning;
- ▶ Capacity-building in various areas, such as parking and traffic management.



## CAPACITY DEVELOPMENT

Seminars	Training Program	City-to-city exchanges	Study tours
1	0	0	0



## RESULTS

### ● OUTLOOK FOR 2018

- ▶ Write a convention between Oujda and MobiliseYourCity to fix the assistance;
- ▶ Capacity building on structuring the monitoring of SUMP.





## KEY INDICATORS

INDICATORS	Base Line 2012	Target 2030
<b>GHG emissions: respectively public transport and car in CO<sub>2</sub>eq t</b>	360 - 1050	230 - 1001
<b>Modal split</b> Share of public and non-motorized transport of total urban transport (in modal part)	21.5 % - 57 %	23% - 47,5%
<b>Access to public transport</b> Proportion of the population living within 500 meters or less of a public transport stop with a minimum 20 minutes service at peak hour, or have access to a shared mobility system with comparable service for money	N/A	To be defined
<b>Safety</b> <b>Number of traffic fatalities (road, rail, etc.)</b> As defined by the WHO, a death is considered to be related to a traffic accident if it occurs within 30 days after the accident	N/A	To be defined

### BOX 1: KHOURIBGA AND KENITRA

MobiliseYourCity support-programs will soon be launched in the cities of Khourigba and Kenitra, Morocco. In Khouribga, we will assist the local government in revising the terms of reference and follow-up of the SUMP call for tender. As for the city of Kenitra, where the development of a SUMP is in progress, the MobiliseYourCity Partnership will focus on innovation related to electrical mobility as well as the implementation of a mobility data observatory at national level.

## &gt;&gt;&gt; RABAT



Image 13: Rabat, Morocco / Reference: Cerema



## KEY FACTS

Beneficiary Partner	Al Assima (ECI) / STRS
Funding source for support	Fonds Français pour l'Environnement Mondial, French Government
Duration of commission	2 years
Implementing Partner(s)	AFD, Cerema, CODATU
Population (year)	2,160,000 (2014)
Land area (2014)	1910 km <sup>2</sup>
GDP per capita (year)	\$3591 (2015)
Urban growth rate	~1.6%



## THE CHALLENGE

- ▶ Rabat is the capital of Morocco and the second largest area of the country, it is an administrative and business city.
- ▶ Rabat agglomeration includes the cities of Salé and Temara, which will be bigger than Rabat in terms of inhabitants in the near future. In 2024, the number of inhabitants will reach 2,549,000, and increase the need for mobility.
- ▶ Urban mobility characteristics:
  - By 2024, approximately 1,924,000 motorized trips;
  - 2 tramway lines with extension expected. A new bus network is being structured;
  - Rabat has no SUMP yet, the future mobility plan needs to integrate the cities of Salé and Temara. The challenge is to provide a transport authority equipped with the necessary resources and a unique SDL.



## TECHNICAL ASSISTANCE

Objectives of MobiliseYourCity technical assistance:

- ▶ Assisting STRS in developing Rabat/ Al-Assima SUMP in:
  - Structuring the project (governance, feedback on terms of reference).
  - Providing STRS with assistance for developing evaluation then vision-building module.
  - Assistance for integrating a participatory approach.
  - Capacity-building (throughout the process).
  - Providing technical expertise for the review of SUMP deliverables.



## CAPACITY DEVELOPMENT

Seminars	Training Program	City-to-city exchanges	Study tours
1	0	1	1



## PROGRESS OF IMPLEMENTATION

Topic 1	Initiation ("MobiliseDays")	05.2017 –05.2019
Topic 2	Inventory & Evaluation	under definition
Topic 3	Goal Setting & Strategic Phase	under definition
Topic 4	Monitoring & Reporting - MRV	under definition
Topic 5	Transport Technologies	N/A
Topic 6	Capacity Development	under definition
Topic 7	Institutional Framework	N/A
Topic 8	Budgeting & Finance	under definition



## CHANCES/OPPORTUNITIES IDENTIFIED

- ▶ SUMP study financed by project owner with a significant subsidy of ~ €2M.
- ▶ A project manager has been recruited.



## RESULTS / MAIN ACHIEVEMENTS IN 2017

- ▶ Assistance with SUMP Terms of Reference.
- ▶ Assistance with project management.

### ● CAPACITY DEVELOPMENT

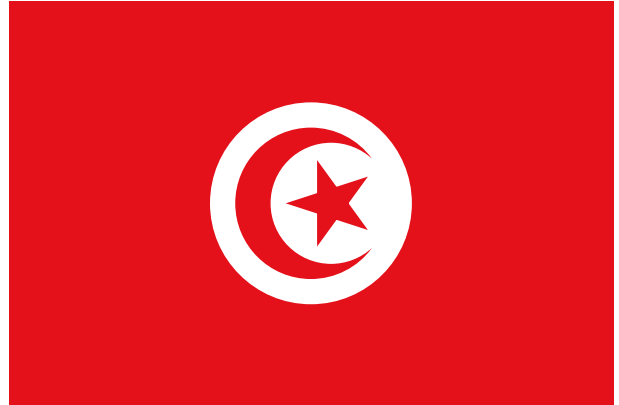
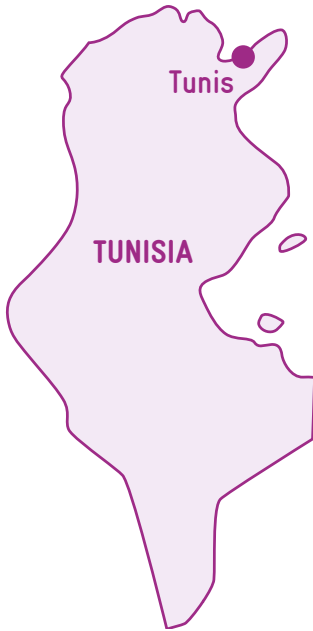
- ▶ Training / action in drafting SUMP Terms of Reference.

### ● OUTLOOK FOR 2018

- ▶ Consultant for SUMP development.
- ▶ Achievement of inventory and evaluation module.

### ● Key Indicators

The key indicators are under definition



**Image 14:** Bus in Tunisia / **Reference:** CODATU





## KEY FACTS

<b>Beneficiary Partner</b>	Ministry of Transport
<b>Funding source for support</b>	Fonds Français pour l'Environnement Mondial, French Government, and the International Climate Initiative (IKI), German Government
<b>Duration of commission</b>	12 months
<b>Volume</b>	€ 300,000 (FFEM), € 100,000 (Cerema) and € 200,000 (GIZ)
<b>Implementing Partner(s)</b>	AFD, GIZ, Cerema, CODATU
<b>Other local partners</b>	National Agency for Energy Management (ANME)
<b>Population (year)</b>	11.4 million
<b>Land area (year)</b>	163,610 km <sup>2</sup>
<b>GDP per capita (year)</b>	\$ 11,700
<b>Urban growth rate (year)</b>	3.6%



## THE CHALLENGE

Tunisia is the most northern country on the African continent, and is attached to the Maghreb region. It shares borders with Algeria in the West, Libya in the Southeast, and the Mediterranean Sea in the North and East. In terms of infrastructure, Tunisia has seven commercial ports, and plans to build a deep-water port. It also has eight international airports, the most popular being the Tunis-Carthage airport.

The National Railway Company of Tunisia (SNCF) operates the national network of railways, mainly built between the late nineteenth and early twentieth century, and very little developed thereafter. Today, the majority of people and goods are transported by road. There are now three motorways centered around Tunis, the capital: towards Sfax in the South, Bizerte in the North, and Wadi Zarga in the West.

Many actors are involved in urban transport in Tunisia. Beyond the Ministry of Transport, which is the central entity responsible for planning and developing transport systems in the country, five other ministries are directly and indirectly involved in the sector (see table below). Some of these ministries oversee public agencies that are also involved in the transport and mobility sector.

Regional and local authorities still have a limited role; it is the regional transport directorates and decentralized ministry departments that enforce State strategy at the regional level. The governorates (regional administration) allocate taxi licenses according to quotas defined by the Ministry of Transport. Locally, municipalities implement traffic plans.

In Tunis and Sfax, public transport represents respectively 30% and 21% of the modal share of motorized trips, and loses market share each year, unlike the large European networks that have managed to reverse trends.



The public transport network of Greater Tunis is the most varied of the country with a light rail network – tramway of significant capacity – an extensive bus network and two suburban railway lines. The TGM (Tunis - la Goulette - la Marsa) is the oldest of these lines, with a first operational section since 1842. The main operator of urban transport is the public company TRANSTU under the supervision of the Ministry, and responsible for more than 90% of the network. Only the southern suburban line (future RFR line) is operated by SNCFT and private companies (in the form of concessions) operate a small part of the bus network.

### ● KEY FACTS AND TRENDS

- ▶ Road Network: 19,300 km
- ▶ Railway Network: 2,167 km
- ▶ Motorization rate (2011): 91.2 cars / 1000 inhabitants
- ▶ Accidents (2013): 24.4 deaths / 100,000 inhabitants
- ▶ Gasoline price: \$0.91 US / liter



### TECHNICAL ASSISTANCE

The decision was made to focus the MobiliseYourCity support at the national level to assist the Ministry of Transport in the elaboration of the National Urban Mobility Policy. Particular attention is given to:

- ▶ Governance and financial mechanisms (Evaluation and proposals) – Implementation by AFD-FFEM;
- ▶ Establishment of a GHG emissions baseline and inventory based on the MRV methodology – Implementation by GIZ;
- ▶ Capacity development – Implementation by CEREMA (and GIZ).

### ● STRATEGIC OBJECTIVES

- ▶ Develop a strategy for urban mobility in order to build a national framework for the development of sustainable urban mobility at the local level;
- ▶ Encourage reforms in the urban transport sector;
- ▶ Develop capacities concerning SUMP and tools for monitoring GHG emissions in the sector of urban transport;
- ▶ Lay the foundations for the creation of Organizing Transport Authorities, and for the development of SUMP in the main metropolitan areas (Tunis, Sfax and Sousse).

### ● OPERATIONAL OBJECTIVES

- ▶ Organization of workshops with local stakeholders;
- ▶ Support to develop a long-term strategy and a review with the Technical Committee;
- ▶ Establishment of a National Urban Mobility Commission;
- ▶ Establishment of a GHG emission baseline and inventory in the urban transport sector;
- ▶ Support the development of a National Observatory for Urban Mobility;
- ▶ Develop SUMP Guidelines at the National level.



## PROGRESS OF IMPLEMENTATION

Topic 1	Initiation ("MobiliseDays")	03.2017
Topic 2	Inventory & Evaluation	03.2018 – 09.2018
Topic 3	Goal Setting & Measure Planning	09.2018 – 11.2018
Topic 4	Monitoring & Reporting - MRV	03.2018 – 09.2018
Topic 5	Transport Technologies	N/A
Topic 6	Capacity Development	04.2018 – 04.2019
Topic 7	Institutional Framework	04.2018 – 04.2019
Topic 8	Budgeting & Finance	04.2018 – 04.2019



## CHANCES/OPPORTUNITIES IDENTIFIED

- ▶ Institutional authorities in Tunisia firmly expressed their ambition for decentralization in the new Constitution published in 2014;
- ▶ Urban transport is part of the Tunisian strategy for reducing GHG emissions and thus implementing commitments undertaken by the Tunisian Government at COP21 in Paris;
- ▶ The main urban transport law (33/2004) is under review;
- ▶ The city of Sfax developed a SUMP-NAMA in 2016;
- ▶ The ANME is implementing a national strategy for elaborating SUMPs in large and mid-sized cities.



## CAPACITY DEVELOPMENT

Seminars	Training Program	City-to-city exchanges	Study tours
1	0	0	0



## RESULTS / MAIN ACHIEVEMENTS IN 2017

### ● ANCHORAGE OF THE PARTNERSHIP

- ▶ Submission of Tunisia to MobiliseYourCity and approval of the funding
- ▶ Launch of the AFD and GIZ tenders for recruiting consultants
- ▶ Setup of a coordination unit with the Ministry of Transport and MobiliseYourCity partners
- ▶ Deliverables
- ▶ Mobilise Days (March 2017)

### ● OUTLOOK FOR 2018

- ▶ Launch of the NUMP process



## CAMEROON: DOUALA, YAOUNDÉ

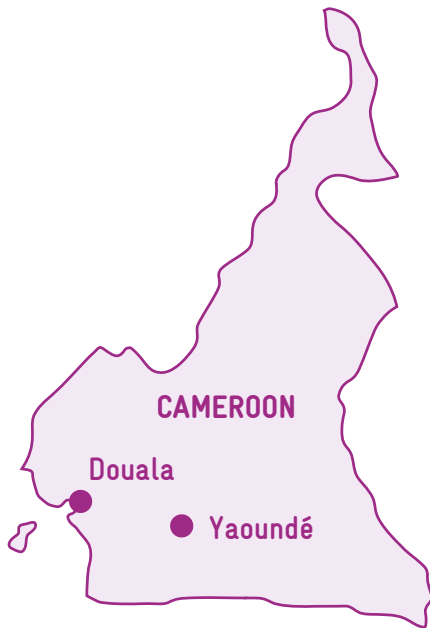


Image 15: Yaoundé, Cameroon

## &gt;&gt;&gt; DOUALA



Image 16: Douala, Cameroon


**KEY FACTS**

Beneficiary Partner	Urban Community of Douala
Funding source for support	Fonds Français pour l'Environnement Mondial, French Government, together with EU INTRA-ACP, European Commission
Duration of commission	July 2016 - Dec 2019
Volume	€ 400.000
Implementing Partner(s)	AFD, CODATU
Population (year)	2.7 million
Land area (year)	210 km <sup>2</sup>
GDP per capita (year)	\$2952
Urban growth rate (year)	6%



Cameroon, with its 25M inhabitants, is undergoing a rapid population growth. With 52% of its population living in cities, it is the most urbanized country in Central Africa. By 2020, more than two thirds of Cameroonians will live in urban areas. The country is dominated by two major cities: Douala, economic capital (2.7M inhabitants in 2015) and Yaoundé, administrative capital (2.5M inhabitants in 2015).

About 80% of the trips are made on foot, despite the bad conditions and lack of walkways, and moto-taxis are the main mode of transport in the city (with different services: fixed route, on-demand etc.). Sometimes, they can carry up to 3 passengers. Taxis, mini-buses and buses also ensure people's mobility.

### ● THE MAJOR CHALLENGES ARE:

- ▶ The urban sprawl and the recent development of informal mobility solutions (moto-taxi, mini-bus) to serve the suburban areas;
- ▶ The lack of regulation of these informal modes of transport;
- ▶ The lack of infrastructures, as well as the lack of accessibility to public transport;
- ▶ The high rate of road fatalities;
- ▶ The bad conditions of road infrastructures;
- ▶ The obsolescence of moto-taxis and mini-buses, sources of GHG emissions;
- ▶ The lack of integration between formal and informal transport;
- ▶ The high traffic congestion, the unregulated on-street parking, unregulated market activities and street vendors;
- ▶ The lack of decentralization, especially when it comes to funding.

### ● MODAL SHARE:

- ▶ Moto-taxis: 18.5%
- ▶ Cars and SUV: 12.22%
- ▶ Taxis: 19.8%
- ▶ Minibus: 1.61%
- ▶ Bus: 6.1%
- ▶ Other: 4.8%



## TECHNICAL ASSISTANCE

### ● STRATEGIC OBJECTIVES

- ▶ Assessment of the implementation over the last decade of the existing urban mobility plan, developed in 2008 and 2010;
- ▶ Revision of the 2008/2010 urban mobility plans to upgrade to a SUMP (with a GHG reduction component), on the basis of an evaluation, and updated and sound data on mobility.
- ▶ Establishment of a vision for the next 10 years, based on an action plan detailing the short term (1-2 years), mid-term (5 years) and long term (10 years) actions.
- ▶ Establishment of a realistic financing plan, with description of the sources of revenue (local/national/international)



## ● OPERATIONAL OBJECTIVES

- ▶ Organization of workshops with local stakeholders
- ▶ Assessment of the identified and ongoing projects:
  - Development of a ring road and implementation of a BRT, with construction of a bridge over the Wouri river [Project under the aegis of the Urban Community of Douala];
  - Development of a BRT connecting the city-center and the ring-road;
  - Implementation of BRT pilot projects on 3 corridors, to be operated by SOCATUR, with last-mile connectivity ensured by the traditional sector (ongoing study by MARCOPOLO, under the aegis of the Prime Minister);
  - Development of a by-pass road, linking both sides of the Wouri river through a 4th bridge (ongoing study by STUDI INTERNATIONAL, under the aegis of the Public Works Ministry)
  - Construction of a 2nd bridge over the Wouri;
  - Construction of 2 main roads, across Douala city;
  - Extension of the Republic Boulevard towards the north.
- ▶ Improvement the multimodal integration, passenger information and development of ITS;
- ▶ Improvement of pedestrian infrastructures;
- ▶ Development of an Urban Mobility Monitoring Center to monitor and centralize all data;
- ▶ Development of training programs and exchanges with other cities.



## PROGRESS OF IMPLEMENTATION

Topic 1	Initiation ("MobiliseDays")	June 2016
Topic 2	Inventory & Evaluation	January – May 2018
Topic 3	Goal Setting & Strategic Phase	June – September 2018
Topic 4	Action Plan and Funding Pattern	September – December 2018
Topic 5	Governance and Participatory Process	January – December 2018



## CHANCES/OPPORTUNITIES IDENTIFIED

- ▶ Economic vitality (major port and companies);
- ▶ Existence of an Urban Mobility Plan prepared in 2008 and 2010 (action plan not yet implemented)
- ▶ 80% of trips made on foot;
- ▶ Stability and strong structure of the local administration (with high-level officers); excellent urban transport team in the UCD;



## RISKS AND RISK MITIGATION MEASURES

- ▶ Rapid population growth (4.8% per year, 4M inhabitants by 2025);
- ▶ Flooding of road infrastructures;
- ▶ Informal settlements;
- ▶ Lack of road infrastructures in working-class areas.



## CAPACITY DEVELOPMENT

Steering Committees	Technical Committees	Focus groups	Consultation meetings
4	5	8	3



## RESULTS / MAIN ACHIEVEMENTS IN 2017

### ● DELIVERABLES & DOCUMENTS

- ▶ Preparation of the tender documents (review and validation by local and national counterparts)
- ▶ Launch of the tender to revise and upgrade the SUMP in Yaoundé
- ▶ Proposals received mid-November 2017
- ▶ Selection of the consultancy
- ▶ Preparation for the consultant's intervention

### ● OUTLOOK FOR 2018

- ▶ SUMP elaboration kick-off meeting (February)
- ▶ Launch of the work on SUMP (12 months)
- ▶ Launch of the activities at the national level



## KEY INDICATORS

INDICATORS	Base Line 2012	Target 2030
<b>GHG emissions from transport</b>	N/A	To be defined
<b>Modal split</b> Share of public and non-motorized transport of total urban transport (in pkm - not trip)	80 %	To be defined
<b>Access to public transport</b> Proportion of the population living within 500 meters or less of a public transport stop with a minimum 20 minutes service at peak hour, or have access to a shared mobility system with comparable service for money	N/A	To be defined
<b>Safety</b> <b>Number of traffic fatalities (road, rail, etc.)</b> As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident)	N/A	To be defined

## &gt;&gt;&gt; YAOUNDÉ



Image 17: Yaoundé, Cameroon


**KEY FACTS**

Beneficiary Partner	Urban Community of Yaoundé
Funding source for support	EU INTRA-ACP, European Commission, together with Fonds Français pour l'Environnement Mondial, French Government
Duration of commission	Intra-ACP (Dec 2017-March 2022) – FFEM (July 2016-Dec 2019)
Volume	€ 400,000 (Intra-ACP) for local support € 100,000 (FFEM) for national support
Implementing Partner(s)	AFD, CODATU
Population (year)	2.5 million
Land area (year)	108 km <sup>2</sup>
GDP per capita (year)	\$3169
Urban growth rate (year)	6%

## THE CHALLENGE

Yaoundé's population is expected to grow up to 3.3M inhabitants by 2025, resulting in important challenges for urban services, urban transport being one of the first services to be impacted. The consequential urban sprawl will require the development of additional 650 hectares of land per year.

As of today, the major mobility challenges for Yaoundé are the following: The urban sprawl and the recent development of informal mobility solutions (moto-taxi, mini-bus) to serve the suburban areas;

- ▶ Control over urban sprawl;
- ▶ Congestion management;
- ▶ Development of a public transport network, relying on mass transit systems;
- ▶ Development of public transport infrastructures;
- ▶ Access to work, markets and educational services by public transport, walking or cycling;
- ▶ Availability of affordable transport options for all citizens;
- ▶ Air pollution, environment protection, public health and security;
- ▶ Regulation and integration of informal public transport (paratransit);

## TECHNICAL ASSISTANCE

### ● STRATEGIC OBJECTIVES

- ▶ Assessment of the implementation over the last decade of the existing urban mobility plan, developed in 2010;
- ▶ Revision of the 2010 urban mobility plan to upgrade it to a SUMP (with a GHG emission reduction component), on the basis of an evaluation and accurate data on mobility;
- ▶ Establishment of a vision for the next 10 years, based on an action plan detailing the short term (1-2 years), middle term (5 years) and long term (10 years) actions;
- ▶ Establishment of a realistic financing plan, with description of the sources of revenue (local/national/international).

### ● OPERATIONAL OBJECTIVES

- ▶ Organization of workshops with local stakeholders
- ▶ Assessment of the identified and ongoing projects:
  - Construction of the Yaoundé-Nsimalen highway
  - Development of the access to Olembe from the North
  - Rehabilitation of the 5502 road (Tradex eleveurs – Chapelle Ngousso)
  - Rehabilitation of the 4007 road (Mvog Atangana Mballa and Mbog Mbi) and its feeders;
  - Development of Simbock intersection;
  - Rehabilitation of the access road to the Simbock International War School of Yaoundé;
  - Rehabilitation of roads in Mvog Ada neighborhood;
  - Reinforcement of the presidential itinerary from Nsimalen.
- ▶ Improvement the multimodal integration;
- ▶ Development of an Urban Mobility Monitoring Center to monitor and centralize all data;
- ▶ Develop training programs.





## CAPACITY DEVELOPMENT

Workshop Seminars	Technical Committees	Steering Committees	Restricted workshops	Public Meetings
3	9	5	5	3



## PROGRESS OF IMPLEMENTATION

Topic 1	Initiation ("MobiliseDays")	June 2016
Topic 2	Inventory & Evaluation	01.2018 – 05. 2018
Topic 3	Goal Setting & Strategic Phase	06.2018 – Not defined
Topic 4	Action Plan and Funding	09.2018 – 12.2018
Topic 5	Governance and Participatory Process	01.2018 – Not defined 12. 2018 – Not defined
Topic 6	Articulation of the SUMP with the national strategy and support in its consolidation	05.2018 – 09.2018



## CHANCES/OPPORTUNITIES IDENTIFIED

- ▶ Presence of a 2020 City Master Plan, prepared in 2008, with clear objectives in terms of city development and mobility planning;
- ▶ Existence of an Urban Mobility Plan prepared in 2010 by Louis Berger and Beta-Consult (action plan not yet implemented);
- ▶ Ongoing EU study about Yaoundé's by-pass road development.



## RISKS AND RISK MITIGATION MEASURES

- ▶ Annual population growth of 6%;
- ▶ Urban sprawl;
- ▶ Traffic congestion, Air pollution;
- ▶ Difficulty developing infrastructures, with regards to the geography of the city (uneven terrain, river system);
- ▶ Insufficient infrastructures and equipment;



## RESULTS / MAIN ACHIEVEMENTS IN 2017

### ● DELIVERABLES & DOCUMENTS

- ▶ Preparation of the tender documents (review and validation by local and national counterparts)
- ▶ Launch of the tender to revise and upgrade the SUMP in Yaoundé
- ▶ Proposals received mid-November 2017
- ▶ Selection of the consultancy
- ▶ Preparation of the consultant's intervention

## ● OUTLOOK FOR 2018

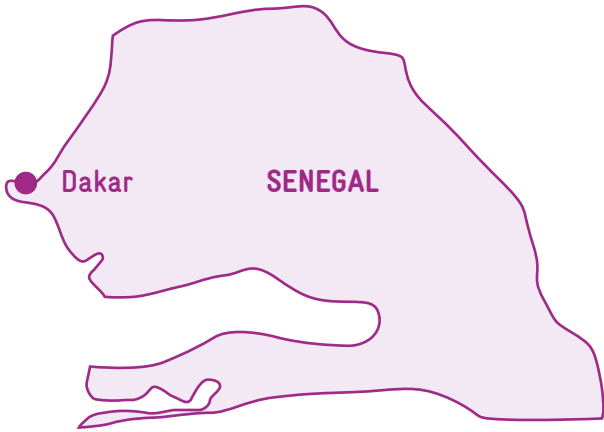
- ▶ SUMP elaboration kick-off meeting (February)
- ▶ Launch of the work on SUMP (12 months)
- ▶ Launch of the activities at the national level.



## KEY INDICATORS

INDICATORS	Base Line 2012	Target 2030
<b>GHG emissions from transport</b>	N/A	To be defined
<b>Modal split</b> Share of public and non-motorized transport of total urban transport (in pkm - not trip)	52 % [2010 – without walk]	To be defined
<b>Access to public transport</b> Proportion of the population living within 500 meters or less of a public transport stop with a minimum 20 minutes service at peak hour, or have access to a shared mobility system with comparable service for money	N/A	To be defined
<b>Safety</b> <b>Number of traffic fatalities (road, rail, etc.)</b> As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident	180 Pers. In 2017 0.06 for 10000 (in thousands)	To be defined

 **SENEGAL: DAKAR**



**Image 18:** Dakar, Senegal



## KEY FACTS

<b>Beneficiary Partner</b>	CETUD (Conseil Exécutif des Transports Urbains de Dakar), Transport Authority of Great Dakar
<b>Funding source for support</b>	Fonds Français pour l'Environnement Mondial, French Government, together with EU INTRA-ACP, European Commission
<b>Duration of commission</b>	15 months
<b>Volume</b>	400,000 € (FFEM fund)
<b>Implementing Partner(s)</b>	AFD, CODATU
<b>Population (year)</b>	3.1 million
<b>Land area (year)</b>	547 km <sup>2</sup>
<b>GDP per capita (year)</b>	\$958 (2016)
<b>Urban growth rate (year)</b>	43.8% (2012)



## THE CHALLENGE

The region of Great Dakar is home to 25% of the country's total population and 50% of its urban population but covers only 0.3% of its geographic land.

According to projection, the population will grow by 5 million by 2030.

Most trips (70% of trips made on weekdays) are made on foot.

The current transport system is not efficient: the high number of operators and the disorganization of mass transport supply leads to traffic congestion by cars, buses and taxis. This situation leads to traffic jams, air pollution, road insecurity, accelerated degradation of roads, and it makes transport very expensive (approximately 25% of the food budget for a household), made worse by the increase in private vehicles.

Since 1992, Senegal has been committed to reforming its transport sector. In 2007, a SUMP was produced in to cover the Great Dakar area, and several mass transport projects have been launched. Among them, two major projects:

- ▶ In the south: Express Regional Train line, between the city center and the urban area of Diamniadio
- ▶ In the north: BRT lane between the city center and Guédiawaye



## TECHNICAL ASSISTANCE

The objectives assigned to the Consultancy in charge of developing the SUMP are as follows:

- ▶ Assess the existing urban mobility plan, developed in 2007, and its implementation over the past decade.
- ▶ Revise the 2007 urban mobility plan and develop a new Sustainable Urban Mobility Plan that:
  - Capitalizes on existing studies, plans and documents related to urban mobility in Dakar;
  - Is aligned with the government of Senegal's strategy related to urban mobility;
  - Maximizes the positive impact of the ongoing mass transport projects (TER and BRT), in terms of drawdown, intermodal connections, and ticketing;
  - Is the result of a participatory process, involving stakeholders from the public and private sectors, universities, civil society, etc.
  - Is ready to be adopted by the CETUD, the national government and the relevant authorities.



## PROGRESS OF IMPLEMENTATION

The calendar is still to be defined.



## COMMENT

The preparation of the terms of reference is almost achieved and the Terms of reference should be published shortly.



## CHANCES/OPPORTUNITIES IDENTIFIED

- ▶ Increasing awareness in Senegal about the lack of public transport supply and its effect on air pollution and traffic congestion.
- ▶ Robust institutional framework (CETUD) with clear mandate and legitimacy to develop the new SUMP.
- ▶ Availability of recent and relevant data (recent studies have been produced about mobility patterns, mass transit transport and bus and mini-buses network).



## RISKS AND RISK MITIGATION MEASURES

- ▶ Potential difficulties as regards with the participatory aspect: high number of operators, role of the informal transport.



## CAPACITY DEVELOPMENT

Workshops/seminars	Training programs	City-to-city exchanges	Study tours
0	0	0	0



## RESULTS / MAIN ACHIEVEMENTS IN 2017

### ● DELIVERABLES & DOCUMENTS

- ▶ Drafting of the document presenting the terms of reference for the SUMP development (to be published shortly). This document was produced jointly by CETUD and the AFD.

### ● EVENTS

- ▶ The 1st "Assises territoriales sur la mobilité urbaine" (Territorial Conference on Urban Mobility) on 4-5 Dec., in Dakar.

### ● OUTLOOK FOR 2018

- ▶ Publication of the Terms of Reference;
- ▶ Selection of the Consultancy;
- ▶ Launch of operations for the development of the SUMP (Evaluation, Goal setting, etc.).



## KEY INDICATORS

The key indicators are under definition.



## 2.3 ASIA

### INDIA: AHMEDABAD, KOCHI, NAGPUR



**Image 19:** Three-wheeler in India / **Reference:** Santhosh Kodukula



## KEY FACTS

<b>Beneficiary Partner</b>	Ministry of Housing and Urban Affairs (MOHUA) Cities of Ahmedabad, Kochi and Nagpur
<b>Funding source for support</b>	Asia Investment Facility (AIF), European Commission
<b>Duration of commission</b>	3 years
<b>Volume</b>	€ 3.5 M
<b>Implementing Partner(s)</b>	AFD
<b>Population (2016)</b>	1324 million
<b>Land area (2016)</b>	3287 million km <sup>2</sup>
<b>GDP per capita (2016)</b>	\$2264 billion
<b>Urban growth rate (2016)</b>	2.3 %



## THE CHALLENGE

Brief description of the situation in the country:

- ▶ 1.2 billion inhabitants in India and 40 cities with over one million inhabitants.
- ▶ India is the third global source of greenhouse gas (GHG) emissions.
- ▶ Urban population: 32.7% of total population with an annual growth rate of around 2.3 %, expected to grow from 377 million inhabitants today to 590 million in 2030.

Urban mobility characteristics:

- ▶ Increase in urban mobility needs, resulting from the increase in urban population;
- ▶ Lack of appropriate infrastructures and services: only 20 out of 85 cities with over 500,000 inhabitants benefit from a bus network;
- ▶ Until recently, public transport was operated with old and polluting rolling stock;
- ▶ Rapid development of mass transit systems in main cities – mostly metros.



## TECHNICAL ASSISTANCE

Presentation of the program's aims:

### ● STRATEGIC OBJECTIVES

- ▶ Support three pilot cities in India (namely, Nagpur, Kochi and Ahmedabad) in their efforts to reduce their GHG emissions related to urban transport by implementing urban mobility plans at the local level (project-based approach);
- ▶ Support India at the national level to improve their sustainable transport policy (policy-based strategy), and in particular by its registration in the United Nations Framework Convention on Climate Change (UNFCCC) Secretariat.

### ● OPERATIONAL OBJECTIVES

- ▶ Elaboration of a toolkit for sustainable and appropriated Comprehensive Mobility Plans (CMP) preparation, and definition of monitoring indicators;



- ▶ Capacity-building for Municipal Corporations and Unified Metropolitan Transport Authorities to (I) implement the toolkit in their cities, (II) elaborate strategies for low carbon transport with the city stakeholders, (III) ensure these strategies are monitored through data collection, (IV) transfer the data at the national level;
- ▶ Preparation of CMP with city stakeholders;
- ▶ Creation of a unit or a dedicated body within Urban Local Bodies to collect data and monitor the progress of CMP implementation as a “mobility observatory”;
- ▶ Preparation of a prefeasibility study on the urban transport priority corridor identified;
- ▶ Dissemination among the donor community of investment opportunities in urban transport and advice to Urban Local Bodies on climate finance access;
- ▶ Support to a national body to gather the data collected at the local level;
- ▶ Elaboration of a Transport NAMA (Nationally Appropriate Mitigation Action) document (or equivalent certification of GHG reductions) along with the Ministry of Urban Development and the Ministry for Environment and Forestry;
- ▶ Registration under UNFCCC Secretariat.



## PROGRESS OF IMPLEMENTATION

- ▶ A ceremony to mark the signing of the Grant Financing Agreement between the AFD and the Government of India was performed on 9 June 2017;
- ▶ Terms of reference for recruiting a Project Implementation Unit have been drafted and shared with MOHUA.

### ● PROGRESS OF IMPLEMENTATION AT NATIONAL LEVEL

Topic 1	Initiation (“MobiliseDays”)	09.2018 – 12.2018
Topic 2	Recruitment of a PIU	03.2018 – 09.2018
Topic 3	Improved toolkit for sustainable comprehensive mobility plan	09.2018 – 12.2018
Topic 4	Monitoring & Reporting - MRV	01.2019 – 09.2020
Topic 5	Transport NAMA document	01.2019 – 09.2020
Topic 6	Capacity Development	09.2018 – 09.2020

### ● PROGRESS OF IMPLEMENTATION AT LOCAL LEVEL

Topic 1	Initiation (“MobiliseDays”)	03.2018 – 12.2018
Topic 2	Recruitment of a PIU	03.2018 – 09.2018
Topic 3	SUMP Improvement	01.2019 – 09.2020
Topic 4	Monitoring & Reporting - MRV	01.2019 – 09.2020
Topic 5	Prefeasibility study for a priority corridor	06.2019 – 09.2020
Topic 6	Capacity Development	09.2018 – 09.2020



## CAPACITY DEVELOPMENT

Workshops/seminars	Training programs	City-to-city exchanges	Study tours
0	0	0	0



## RESULTS / MAIN ACHIEVEMENTS IN 2017

### ● CAPACITY DEVELOPMENT

- ▶ Terms of reference for recruiting a Project Implementation Unit have been drafted and shared with MOHUA.

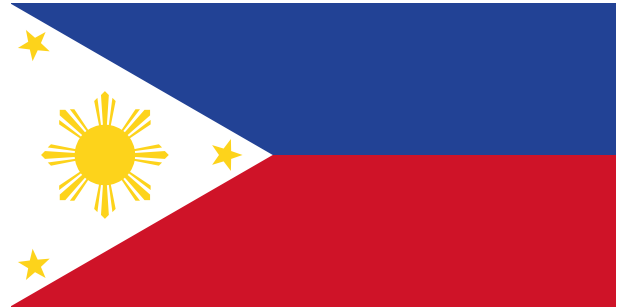
### ● OUTLOOK FOR 2018

- ▶ Recruitment of a Project Implementation Unit;
- ▶ Organization of the MobiliseDays at national level and in each city;
- ▶ Improvement of the toolkit for a sustainable comprehensive mobility plan;



**Image 20:** Hyderabad, India / **Reference:** Julien Allaire





**Image 21:** Jeepneys in Manila, Philippines / **Reference:** Rappler.com





## KEY FACTS

Beneficiary Partner	Department of Transportation (DOTr)
Funding source for support	International Climate Initiative (IKI), German Government
Duration of commission	Until June 2019
Volume	approx. 1M EUR
Implementing Partner(s)	GIZ
Population (2015)	101 million
Land area (2015)	298,170 km <sup>2</sup>
GDP per capita (2017)	\$2,951.07
Urban growth rate (2016)	1.375%

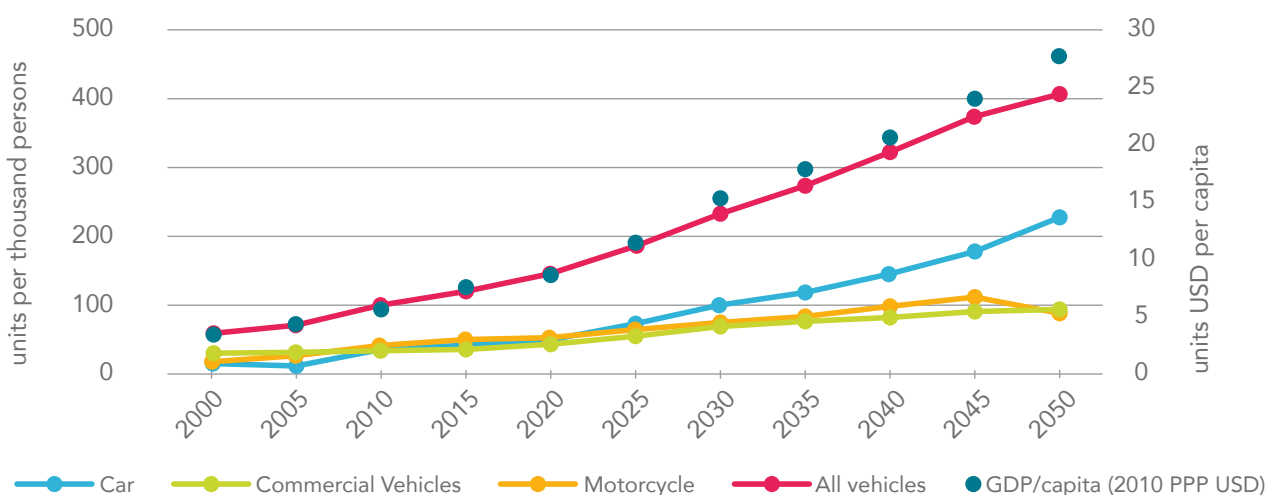


## THE CHALLENGE

### Brief description of the situation in the country:

- ▶ Other info on population: 32% of the Philippine population is under 15 years old, and 5% are over 65 years old. 1.57% is identified as persons with disabilities.
- ▶ Transport is one of the largest sources of air pollution and energy-related GHG emissions in the Philippines at 34%, or 30.28 MtCO<sub>2</sub>e (Department of Energy, 2016).
- ▶ On average, 20% of Filipinos' disposable income is spent on transport.
- ▶ Philippine GDP grew 6.9% in 2016 and 6.7% in 2017. 36.5% of the Philippines' GDP comes from Metro Manila, the capital region of the Philippines (Philippine Statistics Authority, 2017). The graph below compares vehicle growth with the GDP per capita (Clean Air Asia, 2017; Philippine Statistics Authority, 2017; LTO).

### Urban mobility characteristics:



▶ A 2010 World Bank study estimates that deaths attributed to motor vehicle air pollution reached 6,572 in the Philippines in one year, and the 2014 JICA study estimates cost of congestion in Metro Manila alone translates to an estimated loss of 20 billion USD annually.

▶ A 2014 study by the Japan International Cooperation Agency (JICA) on Metro Manila and the surrounding provinces of Cavite, Laguna, Rizal and Bulacan, estimates the daily trip profile as follows:

Mode	Number of Trips	% of Total Trips	Mode	Number of Trips	% of Total Trips
Walking	10,913	30.7%	Other Private Modes	826	2.3%
Jeepney	6,763	19.1%	Pedicab	631	1.8%
Tricycle	5,687	16.0%	Taxi	315	0.9%
Motorcycle	2,948	8.3%	Truck	270	0.8%
Car	2,894	8.2%	UV Express	261	0.7%
Bus	2,352	6.6%	Other Public Modes	156	0.4%
Train	1,485	4.2%			

▶ Nationwide transport demand for passenger and freight:

- Passenger modal split:
  - 17.5% private and 19.1 public
  - 35% car, 10% bus, 15% mini-bus, 7% bike, 10% walk
- Freight modal split:
  - 55% LCV, 45% MFT

▶ Sectorial transport energy consumption and GHG emissions:

- 20% of Fuel Combustion CO2 is from Transport (road) diesel and 12.64% from gasoline
- Transport share in energy demand: 31%
- Transport share in GHG: 37%

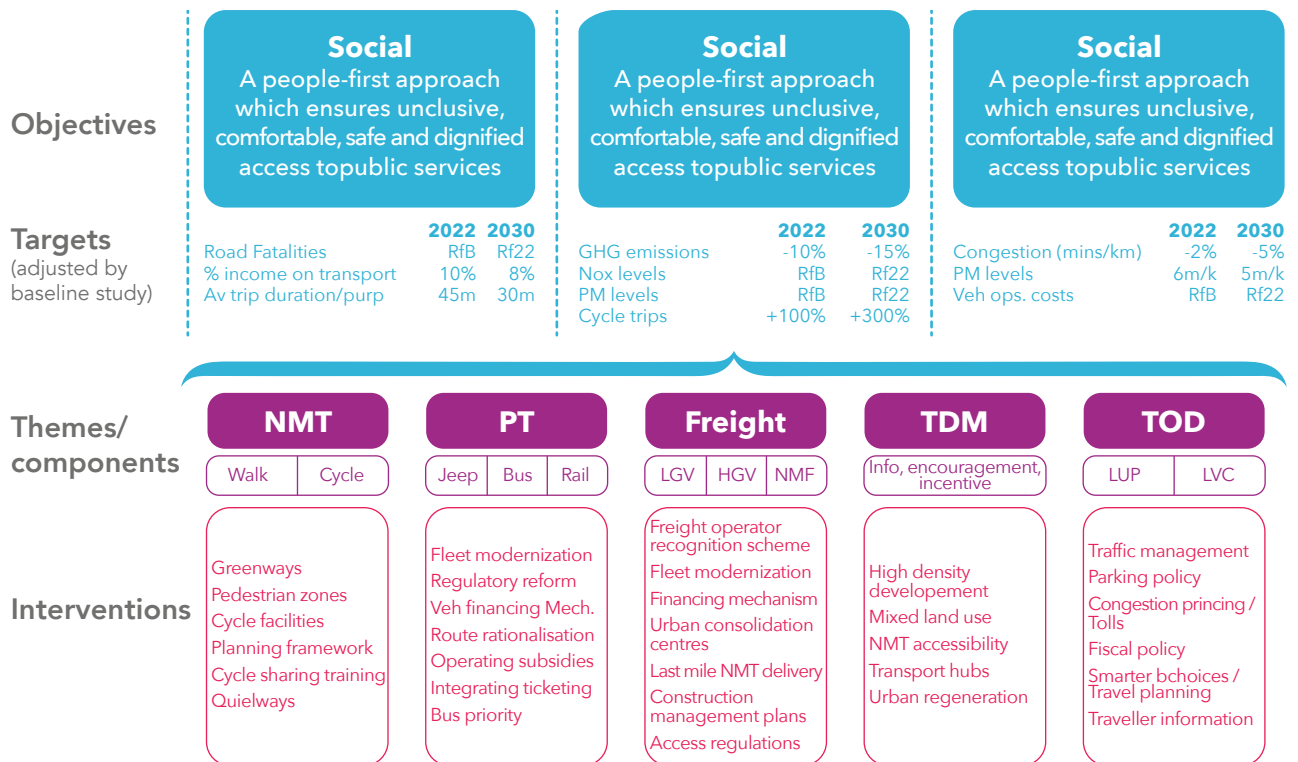


## TECHNICAL ASSISTANCE

**Presentation of the ambition of the program:**

### ● STRATEGIC OBJECTIVES

▶ Draft NUMP objectives and targets have been presented to DOTr, with suggested themes/components and interventions. GIZ will support DOTr with Urban Freight, NMT and overall strategic development of NUMP. GIZ already supported DOTr in the context of a public transport reform, which is ongoing (including a national financial support mechanism) and will be part of the NUMP.



## PROGRESS OF IMPLEMENTATION

Topic 1	Initiation ("MobiliseDays") - Awareness Workshop	04.2017
Topic 2	Inventory & Management	Ongoing
Topic 3	Inventory & Assessment	11.2017 – 05.2018
Topic 4	Vision & Goal Setting	02.2018 – 05.2018
Topic 5	Monitoring & Reporting	06.2018 – 12.2018
Topic 6	Institutional Framework	06.2018 – 12.2018
Topic 7	Budgeting & Finance	06.2018 – 12.2018
Topic 8	Capacity Development	06.2018 – 12.2018
Topic 9	Transport Technologies	TBC



## CHANCES/OPPORTUNITIES IDENTIFIED

- ▶ The DOTr and other national government agencies have several ongoing initiatives related to urban mobility, including the setting a national NMT policy, NMT projects for highly urbanized cities in Metro Manila, and transit-oriented development (TOD) for railway stations under development.
- ▶ GIZ will provide support on urban freight similar to support given to the public utility vehicle (PUV) modernization program, including components on policy, fleet modernization, a financing mechanism, and urban consolidation centers.



- ▶ NUMP can build on recent efforts on urban green freight, some of which were initiated by GIZ in partnership with the DOTr, and consultation with the National Economic and Development Authority, LGUs, and the Climate Change Commission.
- ▶ DOTr began including the Department of Public Works and Highways in discussions on NUMP, with a focus on freight.
- ▶ LGUs are empowered through the Local Government Code of 1991 and have legislative powers over urban mobility in their jurisdictions, making SUMP implementation more straightforward.



## RISKS AND RISK MITIGATION MEASURES

- ▶ LGU empowerment can also mean that they will not follow the NUMP. This risk can be mitigated through proper consultation with LGUs and relevant national government agencies (e.g., the Housing and Land Use Regulatory Board (HLURB) and the Department of Interior and Local Government (DILG)).
- ▶ Although empowered, LGUs usually do not have financial means and will likely require support from the national government to implement projects.



## CAPACITY DEVELOPMENT

Workshops/seminars	Training programs	City-to-city exchanges	Study tours
3	0	0	1



## PROGRESS OF IMPLEMENTATION

- ▶ The Department of Interior and Local Government (DILG) joined the NUMP Strategic Planning Workshop in February 2018.
- ▶ Local Government Units (LGUs), including Pasig City and Makati City in Metro Manila, were interviewed for the Inventory and Assessment. An urban mobility survey with 60 LGU respondents was also considered in this study.
- ▶ There are ongoing talks with Housing and Land Use Regulatory Board (HLURB) to incorporate urban mobility design into their guidelines, which LGUs follow.
- ▶ A representative from the Metropolitan Manila Development Authority (MMDA), together with two representatives from the DOTr, joined the MobiliseYourCity Community of Practice Study Tour held in Singapore, coorganized by WRI, LEADS GP, and APEC.



## RESULTS / MAIN ACHIEVEMENTS AS OF MAY 2018

### ● POLICIES AND TARGETS

- ▶ Draft vision, objectives, and targets have been tentatively agreed on with the DOTr.

### ● DELIVERABLES

- ▶ Inventory & Assessment Report;
- ▶ Vision Paper;

### ● CAPACITY DEVELOPMENT

- ▶ NUMP Awareness Day in April 2017;
- ▶ NUMP Strategic Planning Workshop in February 2018;
- ▶ MobiliseYourCity Community of Practice Study Tour in Singapore in May 2018;

### ● OUTLOOK FOR 2018

- ▶ Conduction of detailed technical studies for freight and non-motorized transport components of NUMP;
- ▶ Baseline and MRV Study;
- ▶ Financing Study for urban freight;
- ▶ ADB Transport Forum: MobiliseYourCity Activities and workshops;
- ▶ Transport and Climate Change Week in Berlin, with participation of DOTr;ASIA



**Image 22:** New bus fleet in Manila, Philippines



## 2.2 EASTERN EUROPE (EU Neighborhood)

 UKRAINE: LVIV, POLTAVA, VINNYTSIA, ZHYTOMYR



Image 23: Czernowitz, Ukraine

## &gt;&gt;&gt; LVIV



Image 24: Lviv, Ukraine / Reference: GIZ



## KEY FACTS

Project	Integrated urban development in Ukraine
Commissioned by	German Federal Ministry for Economic Cooperation and Development (BMZ) and Swiss State Secretariat for Economic Affairs (SECO)
Implemented by	GIZ
Beneficiary Partner	The Ministry for Regional Development, Building and Housing of Ukraine
Duration of commission	01.01.2016 – 31.10.2019
Volume	€ 9,100,000
Implementing Partner(s)	City Council Lviv
Population (year)	728.545 (2015)
Land area (year)	171,01 km <sup>2</sup>
GDP per capita (year)	\$3120 (2013)



## THE CHALLENGE

► Since the independence in 1991, car ownership in Ukraine increased significantly. But in 2012 there were still only 220 motor vehicles per 1000 inhabitants, excluding motorcycles and other two wheeled vehicles, compared to 580 in Poland or 588 in Germany. Although the figure for Lviv is no doubt far above the Ukrainian average, traffic in the city will become denser in future. Furthermore, the UNESCO World Heritage Site will attract more visitors when tourists are longer deterred by political insecurities. Today already, the traffic situation in central Lviv is difficult. With a rise in traffic expected, this situation will become intolerable and jeopardize every effort to capitalize on the city's history and heritage.

► Cars, in general, slow down public transport and when they are not moving. Looking at the city center, it is obvious that parking takes away valuable space for public and private transport as well as for pedestrians. In most of the European cities with a comparable historical center, let alone UNESCO Heritage Sites, cars are banned altogether in the center. This is true for the central part of Lviv's World Heritage Site too, at least in theory. In reality, many cars circulate or are parked in this area. However, this historical center of high urban value and exquisite buildings is not confined to the UNESCO Site.



## CAPACITY DEVELOPMENT

Workshops/seminars	Training programs	City-to-city exchanges	Study tours
2	0	0	0



## PROGRESS OF IMPLEMENTATION

- ▶ The calendar of operation is still to be defined.



## CHANCES/OPPORTUNITIES IDENTIFIED

- ▶ The need to provide a plan to improve mobility before 2019 elections.



## RISKS AND RISK MITIGATION MEASURES

- Lack of long term planning and of awareness among key decision makers of the city about contemporary approaches to mobility Results

### ● MAIN ACHIEVEMENTS IN 2017

### ● POLICIES AND TARGETS

- ▶ 6% modal shift from bus to tram after completion of tram line to Sykhiv District

### ● OUTLOOK FOR 2018

- ▶ Closure of part of Doroshenka STR for motorized private transport, expected time savings for each tram/bus on this street – 2-4 min in rush hour.



## KEY INDICATORS

INDICATORS	Base Line 2018	Target 2030
<b>GHG emissions from transport</b>	N/A	To be defined
<b>Modal split</b> Share of public and non-motorized transport of total urban transport (in pkm - not trip)	77 %	To be defined
<b>Access to public transport</b> Proportion of the population living within 500 meters or less of a public transport stop with a minimum 20 minutes service at peak hour, or have access to a shared mobility system with comparable service for money	99 %	99 %
<b>Safety / Number of traffic fatalities (road, rail, etc.)</b> As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident)	41 Pers. (in thousands)	Goals not set Pers. (in thousands)

## &gt;&gt;&gt; POLTAVA

## ПАТРУЛЬ



Image 25: Poltava, Ukraine



## KEY FACTS

Project	Integrated urban development in Ukraine
Commissioned by	German Federal Ministry for Economic Cooperation and Development (BMZ) and Swiss State Secretariat for Economic Affairs (SECO)
Implemented by	GIZ
Beneficiary Partner	The Ministry for Regional Development, Building and Housing of Ukraine
Duration of commission	01.01.2016 – 31.10.2019
Volume	€ 9,100,000
Implementing Partner(s)	City Council Poltava
Population (year)	308.509 (2006)
Land area (year)	103,00 km <sup>2</sup>
GDP per capita (year)	\$ 3120 (2013)



## THE CHALLENGE

The poor quality of Ukrainian roads came into focus during the dramatic increase in the number of motor vehicles in the country in the early 2000s. Today, less than 2% of Ukraine's road network can be considered high quality and modern, while more than 50% fails to meet even basic criteria. The poor quality of roads leads to huge losses - about 3% of GDP annually, making the sector particularly in need of heavy investment. Ukraine steadily receives one of the world's lowest scores for quality of roads in the Global Competitiveness Index. Although assessments of the country's quality of roads by business leaders in certain regions are sometimes not bad, the quantitative and qualitative indicators of the country's overall road network are extremely low by European standards.





## CAPACITY DEVELOPMENT

Workshops/seminars	Training programs	City-to-city exchanges	Study tours	Thematic group meetings\round tables
0	0	0	0	5



## PROGRESS OF IMPLEMENTATION

Topic 1	Initiation ("MobiliseDays") - participation in European Mobility Week - Interactive game "Let's learn about road traffic" - Social-preventive action on respecting road traffic rules. - Round Table "Poltava Bicycle: Today's Challenges", Cycling site-seeing tour to the Poltava battlefield	09.2017
Topic 2	Inventory & Evaluation – Modal Split survey with Modalyzer app Detail analysis of city transport system	01.2017 – 10.2017
Topic 3	Goal Setting & Strategic Phase	02.2018 – 08.2018
Topic 4	Monitoring & Reporting - MRV	dates to be defined
Topic 5	Transport Technologies	06.2018 – 10.2018
Topic 6	Capacity Development	06.2018 – 10.2018
Topic 7	Institutional Framework	dates to be defined
Topic 8	Budgeting & Finance	dates to be defined



## CHANCES/OPPORTUNITIES IDENTIFIED

- ▶ On March 29, 2018 the Mayor of Poltava and bank representatives signed a draft agreement to prepare an application for funding from the European Bank for the reconstruction and development of Poltava trolleybus fleet.



## RISKS AND RISK MITIGATION MEASURES

- ▶ Will be identified in 2018 in SUMP



## RESULTS / MAIN ACHIEVEMENTS AS OF MAY 2018

### DELIVERABLES

- ▶ A modal split survey was organized using the Modalyzer app. The study generated big data for mobility behavior based on smartphone tracking in Poltava. 292 people signed up for the project. Geographically, the study covered the entire city. Over 16,000 tracks and 40,000 km were recorded Report on Mobility Tracking in Poltava.
- ▶ Expert members of a support group collected and analyzed the data on the following parts of the Integrated Urban Development Concept, Poltava–2.7. Transport, 2.1.4. Physical connections and accessibility. The results were presented to the public and discussed in theme-specific group meetings. A Mobility 'Concept for Action' is under development.



## ● OUTLOOK FOR 2018

- ▶ The sustainable urban mobility plan for Poltava city will be developed with Dornier Consulting International GMBH company;
- ▶ The steering committee (a reduced circle of decision makers) and task force (wider circle of decision makers) for a SUMP will be established;
- ▶ A transport model for Poltava city will be developed and used based on Modalyzer app data;
- ▶ The transport model for Poltava city will be upgraded, based on a household survey and traffic counts;
- ▶ Capacity development for Poltava City Council.
- ▶ Community organizations and NGOs will be approached to collaborate.



## KEY INDICATORS

- ▶ The key indicators are under definition.

## >>> VINNYTSIA



Image 26: Vinnytsia, Ukraine

### KEY FACTS

<b>Project</b>	Integrated urban development in Ukraine
<b>Commissioned by</b>	German Federal Ministry for Economic Cooperation and Development (BMZ) and Swiss State Secretariat for Economic Affairs (SECO)
<b>Implemented by</b>	GIZ
<b>Beneficiary Partner</b>	The Ministry for Regional Development, Building and Housing of Ukraine
<b>Duration of commission</b>	01.01.2016 – 31.10.2019
<b>Volume</b>	€ 9,100,000
<b>Implementing Partner(s)</b>	City Council Vinnytsia
<b>Population (year)</b>	372,484 (2015)
<b>Land area (year)</b>	113,2 km <sup>2</sup>
<b>GDP per capita (year)</b>	\$2790 (2013)

### THE CHALLENGE

Topography, hydrography and industrial infrastructure have a strong influence on the development of the road network. There are only a few links across the Southern Bug River and there are no direct connections between the center and the outer districts. However, most of the outer districts have a low population and employment density. The railway and vast industrial areas cut off some historical links, which causes a big problem for soft mode mobility.

The network is currently structured around the type of vehicles used rather than based on the demand, generating a concentration of vehicles along the main corridors. Nevertheless, it is a well-structured network that serves most residential and employment districts and connects them to the center. The size of the system is optimal for trams and buses (max. 5 km from the center, offering good running conditions: max. 15-20 min for a journey to the center).

An extended street network was developed during various city extensions in the past, structuring the city's urban areas and traffic flow. Today, the city is structured to meet the needs of individual motorized vehicles. However, there is a high potential for improved traffic management, and the existing streets offer enough space for all modes of transport (including bicycle) and a high quality urban space with tree-lined avenues.



## CAPACITY DEVELOPMENT

Workshops/seminars	Training programs	City-to-city exchanges	Study tours
7	2	6	1



## PROGRESS OF IMPLEMENTATION

Various planning documents already in place, which in its entity represent a "SUMP-like" planning base. Therefore the support program concentrates on selected aspects of planning base improvement, predominantly related to the development of a transport model.



## RESULTS / MAIN ACHIEVEMENTS IN 2017

### ● POLICIES AND TARGETS

In 2017, greenhouse gas emissions amounted to 1743.4 thousand tons of CO<sub>2</sub>. Compared to 2016, emissions decreased by 2.72 thousand tons of CO<sub>2</sub> (0.16%). CO<sub>2</sub> emissions decreased by 32.4 thousand tons of CO<sub>2</sub> (1.82%) compared to the base year of 2010 (In accordance with Vinnytsia City's Action Plan for Sustainable Energy Development by 2020).

### ● POLICY / PROGRAM DEVELOPED / APPROVED / APPLIED:

#### ▶ Designed:

The project of the Public transport strategy in Vinnytsia until 2030

#### ▶ Designed and approved:

The Integrated Program for the Development of Urban Passenger Transport for 2018-2023, approved by the decision of the Vinnytsia City Council dated 22.12.2017 N°1003 (to replace the Urban Electricity Development Program between 2007 and 2017, and the Program for the Development of Municipal Road Public Passenger Transport between 2017 and 2020)

#### ▶ Applied:

- Integrated urban transport and spatial planning strategy.
- Program for the development of cycling in Vinnytsia for 2013-2020, approved by the decision of the Vinnytsia City Council on May 31, 2013. N°1290

#### ▶ Results:

The report on the implementation of the urban electric transport development program for 2007-2017 approved the decision of the city council dated 22.12.2017 N°1004 "Concerning the course of implementation of the Program for the Development of Urban Electric Vehicles in Vinnytsia for 2007-2017"

### ● INVESTMENTS

#### ▶ The volume of investment in 2017 in the field of transport:

- 4 tram cars were modernized – 33 million UAH.
- 4 buses of average capacity were purchased – 8 million UAH.
- A washing-and-cleaning facility was built on the transport park belonging to "Vinnytsia Transport Company" – 4 million UAH.
- 2 new traffic lights were constructed – 0.2 million UAH. (1 of them funded by the City Council)

## ● FACILITIES DEVELOPMENT

- ▶ To carry out the modernization of 2 tram cars
- ▶ To recondition 4 buses
- ▶ To implement municipal bikes and develop a bicycle infrastructure in the city

## ● PROSPECTS FOR DEVELOPMENT IN 2018

- ▶ Reconstruction of Zamostyanska Street with reconstruction of tram tracks (1st turn)
- ▶ Construction of a new traction substation N°19 on Striletska Street (near the house number 4) to improve the reliability of urban electric transport
- ▶ Construction of 2 new traffic lights at the intersection of Saltykov-Shchedrin Street and Lesia Ukrainka street; at the intersection of Kotsyubinsky Prospect and Timiryazev Streets.



## KEY INDICATORS

INDICATORS	Base Line 2017	Target 2030
<b>GHG emissions from transport (t CO2 per year)</b>	641,200	51,670
<b>Modal split</b> Share of public and non-motorized transport of total urban transport (in pkm - not trip)	N/A	To be determined
<b>Access to public transport</b> Proportion of the population living within 500 meters or less of a public transport stop with a minimum 20 minutes service at peak hour, or have access to a shared mobility system with comparable service for money	98 %	98 %
<b>Safety / Number of traffic fatalities (road, rail, etc.)</b> As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident)	0,023 Pers. (in thousands)	0 Pers. (in thousands)

## &gt;&gt;&gt; ЗHYTOMYR



Image 27: Zhytomyr, Ukraine



## KEY FACTS

<b>Project</b>	Integrated urban development in Ukraine
<b>Commissioned by</b>	German Federal Ministry for Economic Cooperation and Development (BMZ) and Swiss State Secretariat for Economic Affairs (SECO)
<b>Implemented by</b>	GIZ
<b>Beneficiary Partner</b>	The Ministry for Regional Development, Building and Housing of Ukraine
<b>Duration of commission</b>	01.01.2016 – 31.10.2019
<b>Volume</b>	€ 9,100,000
<b>Implementing Partner(s)</b>	City Council Zhytomyr
<b>Population (year)</b>	266,936 (2018)
<b>Land area (year)</b>	65 km <sup>2</sup>
<b>GDP per capita (year)</b>	\$2538 (2013)



## THE CHALLENGE

Poor quality is a common problem seen in every component of Ukraine's transportation infrastructure. The situation is aggravated by insufficient interaction between the various sectors of the transport industry, low investment, an outdated regulatory system and wear and tear on ageing fixed assets. With this combination of problems, today's transport infrastructure cannot support sustainable economic development and ensure the global competitiveness of the country.

The second half of the 2000s saw a sharp increase in the number of automobiles in Ukraine. Over the first decade of the millennium, the number of motor vehicles grew by 22%, with the average annual growth rate exceeding 140,000 automobiles, of which 90% were passenger cars. The peak was in 2007 and 2008, which saw an annual growth rate of 12%, or 900,000 cars. Car ownership indicators in the Ukraine, however, are still low in comparison to other countries: three times lower than in Poland and four times lower than in Spain, which is big, but not the richest EU country.





## CAPACITY DEVELOPMENT

Workshops/seminars	Training programs	City-to-city exchanges	Study tours
8	2	6	2



## PROGRESS OF IMPLEMENTATION

Topic 1	Initiation ("MobiliseDays") - Second Urban Mobility Forum	10.2017
Topic 2	Inventory & Evaluation - Modal split survey with Modalyzer app	02.2017 – 10.2017
Topic 3	Goal Setting & Strategic Phase	02.2018 – Not defined
Topic 4	Monitoring & Reporting - MRV	Not defined
Topic 5	Transport Technologies	Not defined
Topic 6	Capacity Development	05.2016 – 10.2018
Topic 7	Institutional Framework	Not defined
Topic 8	Budgeting & Finance	Not defined



## CHANCES/OPPORTUNITIES IDENTIFIED

- ▶ 28th of March, 2018 Draft Law No. 5364 "On amendments to some legislative acts of Ukraine regarding the reform of vehicle parking" was signed by the President of Ukraine.
- ▶ 2nd of March, 2018 Zhytomyr Trolleybus Project was published: the CE "Zhytomyr Tram and Trolleybus Company" has applied for loan financing from the European Bank for Reconstruction and Development to finance the renewal of Company's trolleybuses fleet and modernization of selected infrastructure. The proposed project has a total estimated cost of € 12.5 million equivalent. Closing date is 2 March 2019.



## RESULTS / MAIN ACHIEVEMENTS IN 2017

### ● DELIVERABLES

- ▶ Modal split survey using Modalyzer was carried out

### ● CAPACITY DEVELOPMENT

- ▶ The Deputy Mayor in charge of urban mobility has attended SUMP events ("4th European Conference on Sustainable Urban Mobility Plans" 29 –30 March 2017, Dubrovnik, Croatia and "Connective Cities Dialogue in Georgia: Practitioners' Workshop on Sustainable Urban Mobility and Climate Change – Reducing Air Pollution by Climate-Friendly Means of Urban Transport", 20.02. – 22.02.2018 in Tiflis, Georgia).
- ▶ The working groups meetings and support group meetings which focus on some urban mobility issues took place during elaboration of the Integrated Urban Concept of Zhytomyr (starting from 2016 till 2018 – around 40).
- ▶ There were 7 focus groups on the Comfortable City priority (mobility is among strategic goals within this priority).

▶ There were 2 mobility forums (spring 2016, autumn 2017).

### ● OUTLOOK FOR 2018

- ▶ Carry out a number of working group meetings on defining and setting up priorities, goals, indicators, measures, etc;
- ▶ A sustainable urban mobility plan for Zhytomyr city will be developed together with Dornier Consulting International GmbH;
- ▶ A transport model of Zhytomyr city will be developed and upgraded based on the results of surveys;
- ▶ Carrying out capacity development training on the multi-criteria analysis of infrastructure projects, integrated planning, traffic demand modelling and management, etc;

Tender documents for infrastructure project will be developed and issued.



### KEY INDICATORS

- ▶ The key indicators are in progress of definition.



**Image 28:** Sarajevo, Bosnia-Herzegovina / **Reference:** GIZ ORF-EE



**Image 29:** Launch of the GIZ Regional Project on Sustainable Urban Mobility in SEE Countries. Skopje, Macedonia, 12.12. 2017

The GIZ Open Regional Fund for South-East Europe – Energy Efficiency (ORF-EE), funded by the German Federal Ministry for Economic Cooperation and Development, and supported by the MobiliseYourCity Partnership in collaboration with the Transformative Urban Mobility Initiative (TUMI), launched its new regional project: ‘Sustainable Urban Mobility in South-East European Countries – SEE Cities Together towards Sustainable and Energy Efficient Transport (SUMSEEC)’ on 12 December. The kick-off meeting was held in Skopje, Macedonia (FYR) and brought together representatives of South-East European cities and municipalities, including various other stake-holders.

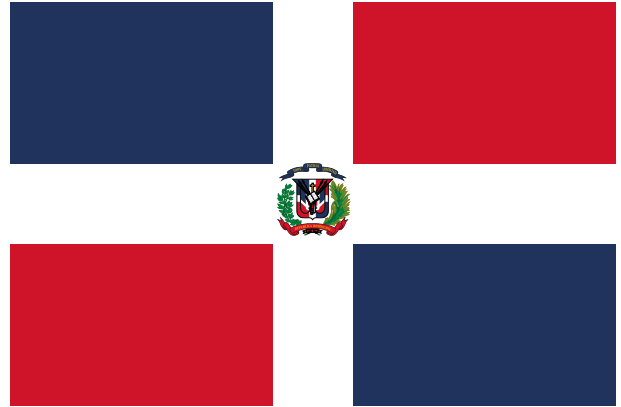
The project kick-off event in Skopje sealed the agreement of SEE capital cities Sarajevo, Podgorica, Skopje, Tirana and Priština, which was signed in Berlin/Germany in April this year, when city representatives declared their dedication to join forces aimed at fostering sustainable urban mobility in South-East Europe. Moreover, the event created a platform for all cities in the region to familiarize with the MobiliseYourCity Partnership.

Through regional networks the objective of the new project is to bring together political and civil sector representatives from SEE who are crucial for the implementation of energy efficient and sustainable urban mobility solutions in SEE countries.

We expect further alignment of the project and welcoming of the cities supported by the project within the Partnership in 2018.

## 2.5 LATIN AMERICA & CARIBBEAN

### DOMINICAN REPUBLIC: SANTO DOMINGO



**Image 30:** Santo Domingo, Dominican Republic / **Reference:** Codatu





## KEY FACTS

<b>Title</b>	Sustainable Urban Mobility Plan in Santo Domingo
<b>Funding source for support</b>	EU INTRA-ACP, European Commission, together with Fonds Français pour l'Environnement Mondial, French Government
<b>Duration of commission</b>	1 year
<b>Volume</b>	€ 500,000
<b>Implementing Partner(s)</b>	AFD
<b>Beneficiary Partner (counterpart)</b>	Instituto Nacional del Transporte Terrestre (INTRANT)
<b>Population (year)</b>	3.4 million
<b>Land area (year)</b>	1300 km <sup>2</sup>
<b>GDP per capita (year)</b>	\$9700
<b>Urban growth rate (year)</b>	X%



## THE CHALLENGE

Located in the Caribbean region, Santo Domingo is the administrative, economic and political capital of Dominican Republic. With a population estimated at over 3.5 million inhabitants, representing one third of the country's total population, and with a projection of 4.4 million by 2030, Santo Domingo will see exponential demographic growth. The lack of urban planning and the omnipotence of motorized vehicles has resulted in a very difficult mobility situation for its inhabitants. The city is now facing real mobility challenges with congestion that has grown exponentially in the past few years. These issues are worsened by an obsolete vehicle fleet (75% of the vehicles are over 15 years old), a lack of parking spaces, and by a defective drainage system in a country regularly affected by severe weather events.

The public transport system relies largely on informal shared taxis (carro-conchos), with an estimated fleet of 19,000 units. In 2004, the Government established a strategy for MRT development, and built its first metro line in 2008 and a second in 2012. The MRT system has been highly successful and now represents almost 20% modal share of the public transport system.

In this context, the main challenges in terms of mobility identified by Dominican authorities are the following: (I) lack of a formal integrated public transport system, (II) absence of mobility planning & integration with land use, (III) lack of regulation of private vehicle parking, (IV) insufficient policies and promotion of NMT, (V) lack of intelligent transport system to control and regulate the traffic.





## TECHNICAL ASSISTANCE

Following the organization of Mobilise Days in October 2017 and the objectives of the MobiliseYourCity support program, the authorities of the Dominican Republic require:

- ▶ The Elaboration of a Sustainable Urban Mobility Plan for Greater Santo Domingo.

The SUMP aims to develop the conditions to:

- ▶ Ensure all citizens are offered transport options that enable access to key destinations and services;
- ▶ Improve safety and security;
- ▶ Reduce air and noise pollution, greenhouse gas emissions and energy consumption;
- ▶ Improve the efficiency and cost-effectiveness of the transport of persons and goods;
- ▶ Contribute to enhancing the attractiveness and quality of the urban environment and urban design for the benefits of citizens, the economy and society as a whole.



## PROGRESS OF IMPLEMENTATION

Stage	Title	Period
Topic 1	Initiation: Application & Mobilise Days	10.2017– 03.2018
Topic 2	Inventory & Evaluation	03.2018 – 08.2018
Topic 3	Goal Setting & Measure Planning	09.2018 – 12.2018
Topic 4	Plan validation	12.2018 – 03.2019
Topic 5	Implementation, Monitoring & Validation	03.2019 – Not defined

- ▶ Past & future milestones
  - MobiliseDays in Santo Domingo: 10/2017
  - First mission of consultant team in Santo Domingo & First Steering Committee for the SUMP: 22/03/2018
  - Next mission of consultant team (Inventory & Evaluation): April 2018



## CHANCES/OPPORTUNITIES IDENTIFIED

- ▶ Strong political support: urban mobility is a priority for Dominican Government
- ▶ New Law 63-17 on Transport approved in 02/2017



## RISKS AND RISK MITIGATION MEASURES

- ▶ Ensure smooth articulation and coordination with all the 5 municipalities composing the great Santo Domingo in the process of the SUMP elaboration.



## CAPACITY DEVELOPMENT

Workshops/seminars	Training programs	City-to-city exchanges	Study tours
1	0	0	0



## RESULTS / MAIN ACHIEVEMENTS IN 2017

### ● MOBILISEDAYS

- ▶ 3 days of participative seminars, organized by AFD and INTRANT, with support of CODATU, in October 2017

### ● DELIVERABLES

- ▶ 1 SUMP for Santo Domingo (in progress)
- ▶ 1 Methodological framework for GHG emissions tools

### ● INVESTMENT

- ▶ 1 potential project identified for future investment (Santo Domingo Metro Line 1 strengthening project – AFD loan / 100M€)

### ● OUTLOOK FOR 2018

- ▶ Prospects / operational objectives;
- ▶ The AFD appraisal of financing for Santo Domingo Metro Line 1 strengthening project (100M€);
- ▶ The AFD is considering seeking EU CIF funds to support the implementation of measures and actions from (I) Santo Domingo SUMP and (II) the national urban mobility strategy developed by INTRANT.

### ● NEXT STEPS / KEY EVENTS

- ▶ Steering Committee SUMP – Stage 2: Diagnostic presentation: July 2018
- ▶ Steering Committee SUMP – Stage 3: Goal setting & measure planning presentation: Oct. 2018
- ▶ Steering Committee SUMP – Stage 4: Plan validation: March 2019



## KEY INDICATORS

- ▶ The key indicators are in progress of definition.



## LATIN AMERICA N.A.



### KEY FACTS



<b>Title</b>	Regional Climate Change and Environmental Sustainability Programme with Latin America (EUROCLIMA+) / Program Component "Resource Efficiency in an Urban Environment"
<b>Funding source for support</b>	European Commission, together with the German Federal Ministry for Economic Cooperation and Development (BMZ)
<b>Duration of commission</b>	2016-2020
<b>Volume</b>	€ 10,000,000
<b>Implementing Partner(s)</b>	GIZ, AFD

The EUROCLIMA+ program promotes environmentally sustainable and climate-resilient development in 18 Latin American countries. EUROCLIMA+ provides technical and financial support to aid the development and implementation of climate change adaptation and mitigation policies; it also facilitates regional policy dialogue and climate action in six sectors, including urban mobility. Through the urban mobility component, EUROCLIMA+ supports the development of National Urban Mobility Policies and Programs (NUMP), Sustainable Urban Mobility Plans (SUMP) and pilot projects in selected partner countries and cities. The kick-off event took place in August 2017 in Lima. For the selection of beneficiaries, a call for proposals was launched in late November 2017 with a set of selection criteria (e.g. relevance of the proposed activities for emission reductions, sustainability of the proposed activities, potential regional impact, etc.). EUROCLIMA+ uses MobiliseYourCity's technical knowledge and methodologies for the development of NUMPs and SUMPs.

The urban mobility component also includes the establishment of a community of practice for the region with the purpose of strengthening knowledge exchange and interaction among regional and international practitioners and decision-makers. The Community of Practice will work in close cooperation with MobiliseYourCity on NUMPs and SUMP, with UN Environment on Electric Mobility and with the Economic Commission for Latin America and the Caribbean (ECLAC) on Financing. The community of practice will promote synergies and the dissemination of best practices as well as links to the global community through MobiliseYourCity.

EUROCLIMA+ is funded by the European Union and the German Government. Five European agencies are implementing EUROCLIMA+; the implementing agencies for the urban mobility component are GIZ and AFD.



**Image 31:** Kick-off Workshop of the EUROCLIMA+ Urban Mobility Component. Lima, Peru, 1.9.2017 / **Reference:** GIZ





## 3 GLOBAL EVENTS

<b>3.1. European Development Days - Brussels (Belgium)</b>	<b>84</b>
<b>3.2. Climate Chance Summit - Agadir (Morocco)</b>	<b>84</b>
<b>3.3. Transport &amp; Climate Change Week - Berlin (Germany)</b>	<b>85</b>
<b>3.4. COP 23 - Bonn (Germany)</b>	<b>86</b>

## 3.1 European Development Days Brussels (Belgium) – June 6th and 7th



**Image 32:** MobiliseYourCity at the European Development Days Debate / **Reference:** MobiliseYourCity

Organized by the European Commission, the European Development Days (EDD) bring the development community together each year to share ideas and experiences in ways that inspire new partnerships and innovative solutions to the world's most pressing challenges. In 2017, development actors from around the globe gathered to shape the debate around the main theme of 'Investing in development'. MobiliseYourCity organized a session called "Shaping cities of tomorrow: a realistic ambition for emerging and developing economies?" This session provided participants with an insight of the opportunities and challenges provided by sound technical assistance, combined with financial assistance, connecting legitimate ambitions and the reality of urban infrastructure projects through the prism of urban mobility.

## 3.2 Climate Chance Summit Agadir (Morocco) – 11 > 13 September

On the 2017 edition of Climate Chance, the MobiliseYourCity partners gathered around two events on the 10-11 September 2017 in Agadir, Morocco. This meeting of infrastate actors, engaged in the fight against climate change, aimed to bring the international community together to deliver a strong message of mobilization ahead of COP23 (November 2017, Bonn). As part of this event, MobiliseYourCity participated in the organization of a seminar of exchanges between the beneficiary partners of MobiliseYourCity.

At this seminar, participants were invited to work in small groups on a number of topics related to sustainable urban mobility planning. They discussed, in particular, the issues of informal transport, the different practices of urban mobility, as well as the problems of financing urban transport and the issues of urban development in African cities. The objectives of this seminar were to discuss the issues and problems in common between the member cities and countries of the MobiliseYourCity network and to share knowledge, experience and solutions between partners.



**Image 33:** Climate Chance, Agadir / **Reference:** MobiliseYourCity

### 3.3 **Transport & Climate Change Week Berlin (Germany) – 18 > 22 September**



**Image 34:** Transport & Climate Change Week 2017 in Berlin / **Reference:** MobiliseYourCity

Creating a forum for dialogue, learning and innovation for government officials and transport experts from around the globe was the aim of the first Transport and Climate Change Week. On behalf of the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BUMB), the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH organized the conference in Germany's capital, Berlin, from 18 to 22 September 2017 with this year's focus: Urban Mobility. The idea of the Transport and Climate Change Week was to stimulate North-South, South-South and South-North learning in the field of Sustainable Urban Mobility while sharing lessons learned and best practices from around the globe.

Six workshops and three side sessions were included. MobiliseYourCity delivered a workshop on national urban mobility plan policies and investment programs.

## 3.4 COP 23 – Bonn (Germany) – November 6th to 17th



The MobiliseYourCity Secretariat participated in the 23rd Conference of the Parties to the United Nations Framework Convention on Climate Change (COP23), which was held from 6-7 November 2017 in Bonn, Germany. Organized two years after the Paris Climate Agreement, the aim of COP23 was to elaborate on the rules of application pertaining to the Paris Agreement, to reinforce the State's ambition and commitments, and to continue the initiatives of the Global Action Agenda. A round table on the theme of "Accelerating changes in the ecosystem of transport and mobility stakeholders" organized by ADEME served as reminder that innovation and technological developments are at the heart of the reflection and work conducted by the

**Image 35:** The MobiliseYourCity team at the COP 23  
**Reference:** MobiliseYourCity



**Image 36:** MobiliseYourCity intervention at the German Pavilion, COP23 / **Reference:** MobiliseYourCity





**Image 37:** Intervention at the 9<sup>th</sup> World Urban Forum, Kuala Lumpur / **Reference:** MobiliseYourCity





**Image 38:** Pristina, Kosovo

## 4 IMPACTS

<b>4.1</b>	<b>Core Indicators</b>	<b>90</b>
<b>4.2</b>	<b>Monitoring &amp; Evaluation Framework</b>	<b>92</b>
<b>4.3</b>	<b>Evaluation of Progress &amp; Target Accomplishment</b>	<b>93</b>

## 4.1 Core Indicators

For the purpose of aggregated reporting with respect to international agendas, the Partnership has defined core Impact and Investment Indicators that are assessed in those beneficiary partner cities, and which receive technical assistance under the Partnership umbrella.

### IMPACT INDICATORS

#### • GHG IMPACT

- 1 (Expected) GHG emission reductions according to a 'SUMP scenario' (in tCO<sub>2</sub>e) as compared to a 'without SUMP scenario' (baseline) – contributes to achievement of the Nationally Determined Contributions (NDC) and Sustainable Development Goal 13 - Climate.

#### • IMPACTS RELATED TO SUSTAINABLE DEVELOPMENT GOALS (SDGS)

- 2 Access (Proportion of the population living within 500 meters or less of a public transport stop with a minimum 20-minute waiting time at peak hours, or have access to a shared mobility system with comparable service for money)
- 3 (Safety (traffic fatalities (road, rail, etc.) in the urban area per 100,000 inhabitants. As defined by the WHO, a death counts as related to a traffic accident if it occurs within 30 days after the accident)
- 4 (Air pollution: Mean urban air pollution of particulate matter (in mg PM<sub>2.5</sub>) at road based monitoring stations)

These indicators directly align with the transport related Sustainable Development Goals especially SDG 3 (good health and well-being) and SDG 11 (sustainable cities and communities). They refer to official SDG indicators for Target 3.6: "Halve number of global deaths and road injuries from traffic accidents", Target 3.9: "Reduce deaths and illnesses from pollution", and Target 11.2: "Provide access to safe, affordable, accessible and sustainable transport systems for all".

- 5 (Modal split (share of public transport and non-motorized modes in pkm – not trips)

The modal split indicator represents a sustainable mobility indicator; this indicator is usually strongly affected by specific objectives and measures set out in city-specific SUMPs. The modal split indicator cannot be easily aggregated. MobiliseYourCity reporting, therefore, merely offers a qualitative overview and appraisal of current and targeted modal splits in beneficiary partner cities.

Further indicators selected individually in beneficiary partner cities may link to the individual SUMP targets and can be built upon experience and tools developed for example, in the EU specialist sphere focused on SUMPs. Annex 1 provides an overview of existing indicator sets and can be used as orientation for city-specific indicators in participating cities.

### INVESTMENT INDICATORS

In addition to impact indicators, MobiliseYourCity collects data from beneficiary partner cities on four investment indicators:

- A KM of sidewalks already built and planned in a SUMP
- B KM of cycle lanes already built and planned in a SUMP

- C** KM of bus lanes or other mass transit already built and planned in a SUMP
- D** Number of city center parking spaces (for individual cars), both existing and planned in a SUMP, for which parking fees are charged.

Cities may want to define more investment indicators to ensure that individual measures are on track. However, because of strong differences in context, these will vary from city to city. Examples include the number of low-carbon buses purchased, or the number of bus kilometers scheduled, as well as indicators that refer to the quality of implementation and use of service, such as availability of parking spaces, or cycling volumes on new pathways (see Annex 2 for examples of implementation and sustainable mobility indicators). This should provide an evidence base for city level transport GHG emission developments, i.e. emission reductions compared to the BAU scenario, being directly related to the implemented measures. These indicators again depend on the measures set out in the SUMP.

All mandatory indicators – except modal split – are used for the aggregated reporting of the MobiliseYourCity Partnership.

#### **REMARK**

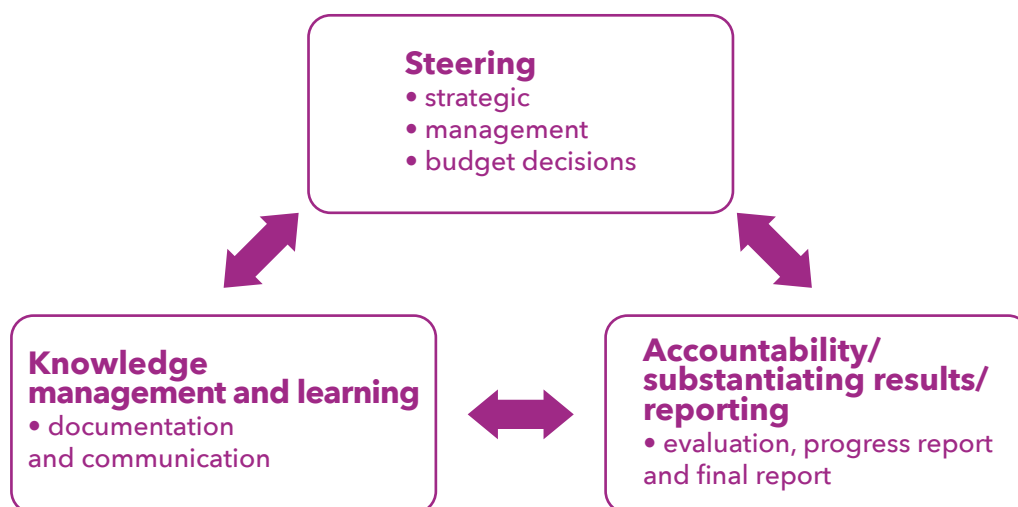
As technical assistance implementation under the Partnership umbrella in the year 2017 was still at an early stage, concrete values for above indicators are not yet captured for aggregation purposes. It is expected that the Global Status Report 2018 will provide concrete impacts.

## 4.2 Monitoring & Evaluation Framework

The MobiliseYourCity Monitoring, Evaluation and Reporting system is based upon a **logical framework**, which is in place for the Partnership and each support program.

### OBJECTIVES

- ▶ Informing the Steering Committee, donors and interested third parties
- ▶ Guiding impact reporting of the support-programs
- ▶ Providing information for communication and outreach to the public, creating transparency and enabling learning among MobiliseYourCity members.



### DEFINITIONS

- ▶ The logical framework includes impact, outcomes and outputs as well as the corresponding indicators of MobiliseYourCity. The definitions of key terms can be found below.

### OUTPUTS:

- ▶ The term “Outputs” refers to results obtained directly through the implementation of the MobiliseYourCity Program.
- ▶ Example: Number of peer-to-peer learning events

### OUTCOMES:

- ▶ The term “Outcomes” refers to the results obtained through the implementation of NUMPs and SUMPs by national and local governments.
- ▶ Example: Number of local governments that approved new or substantially improved Sustainable Urban Mobility Plans (SUMP) targeting >25% CO2 reduction in their cities until 2030 and >50% until 2050.

### IMPACT:

- ▶ The term “Impact” refers to long-term results at the global level.
- ▶ In the case of the MobiliseYourCity Partnership, the impact refers to the implementation of NUMPs and SUMP leading to sustainable low-carbon urban mobility.



## 4.3 Evaluation of Progress & Target Accomplishment

In 2017, 7 countries and 18 cities from Africa, Asia, South-America and Eastern Europe joined the MobiliseYourCity Partnership. The Partnership now gathers 9 countries and 33 cities, including 4 national government and 12 local authorities received technical assistance. Moreover, 5 new knowledge & network partners - UN Habitat, EUROMED (DG NEAR), UCLG (United Cities and Local Governments) and the Institute for Transport Development Policy (ITDP), Platforma (affiliated EC program implemented by the Council of European Municipalities and Regions) decided to join us and to contribute to the development of the Partnership.

### NUMPS AND SUMPS

The ambition of the MobiliseYourCity Partnership is to assist our beneficiary partners in the process of NUMPs and SUMP development.

Our assistance to national and local governments is tailor-made to meet their specific needs. In the past, some of our partners have developed strategic frameworks for sustainable urban mobility. On the other hand, some partners needed help developing their NUMPs or SUMPs from a clean slate.

As a result, depending on the local context and challenges related to urban mobility, MobiliseYourCity's technical assistance team took on different activities in 2017:

- ▶ Assessment of existing urban mobility strategies or plans at the national or local levels,
- ▶ Revision of existing urban mobility plans,
- ▶ Development of new NUMPs or SUMPs, including focuses on certain aspects.

In parallel, with this direct support to the development of urban mobility plans, the MobiliseYourCity Partnership has also continually supported the sustainable urban mobility ambitions of partner governments, and shared expertise on different aspects of urban mobility planning: developing SUMP

guidelines, observing mobility data, producing sustainable urban mobility planning toolkits for, etc.

### CAPACITY-DEVELOPMENT

The MobiliseYourCity Partnership offers capacity-building measures to enhance our partners' capability to tackle the challenges of sustainable urban mobility.

In 2017, the Partnership contributed to the development of skills and knowledge through a wide -range of actions:

- ▶ Organization of up to 30 workshops throughout our partner countries and cities,
- ▶ Contribution to more than 10 national or local events and public meetings,
- ▶ Delivery of 4 training programs,
- ▶ Organization of 4 training study tours for partner city officials,
- ▶ As well as other activities such as city-to-city cation.



**Image 39:** Zhitomyr, Ukraine

## 3 MANAGEMENT & COORDINATION

### 5.1. Budget & Contributions

Grant-programs explicitly connected with the Partnership

Affiliated programs

96

96

97

### 5.2. The MobiliseYourCity Secretariat Team

97

## 5.1 Budget & Contributions

### ► GRANT-PROGRAMS EXPLICITLY CONNECTED WITH THE PARTNERSHIP

TABLE 1: GRANT-PROGRAMS CONNECTED WITH THE PARTNERSHIP

Funding Source	Funding line	Implementing Agency	Budget (M€)	Period	Scope
European Commission (DG DEVCO) with French contribution	EU Asian Investment Facility (AIF)	AFD	3.5	07/2017 – 2020	3 SUMPs India
European Commission (DG DEVCO) with French contribution	EU Intra-ACP	AFD	3	12/2017 – 02/2022	<ul style="list-style-type: none"> <li>• Methodological advancement of the Partnership</li> <li>• Advancement &amp; Monitoring Evaluation</li> <li>• 1 SUMP in Yaoundé (Cameroon)</li> <li>• 1 SUMP in Grand Santo Domingo (Dominican Republic)</li> <li>• 2 SUMP to be further specified</li> <li>• Miscellaneous regional capacity development (“Community of Practice for ACP region”)</li> </ul>
France	Fonds Français pour l’Environnement Mondial (FFEM)	AFD	2	10/2016 – 12/2019	<ul style="list-style-type: none"> <li>• Partnership Management &amp; Coordination</li> <li>• 4 SUMP Morocco</li> <li>• 1 NUMP Morocco</li> <li>• 1 SUMP in Douala (Cameroon)</li> <li>• 1 SUMP in Dakar (Senegal)</li> <li>• Miscellaneous regional capacity development (“Community of Practice for francophone Africa”)</li> </ul>
France (Ministère de la Transition écologique et solidaire)	n.a.	ADEME, Cerema	Approx. 1.5	Annual allocations	<ul style="list-style-type: none"> <li>• Methodical advancement of the Partnership</li> <li>• Selected advisory support related to sustainable urban Mobility and GHG quantification in francophone Africa and Latin America</li> </ul>
Germany (Federal Ministry for the Environment, Nature, Conservation, and Nuclear Safety, BMU)	International Climate Initiative (IKI)	GIZ	4.0	01/2017 – 03/2021	<ul style="list-style-type: none"> <li>• Partnership management &amp; Coordination</li> <li>• Methodological advancement of the Partnership</li> <li>• 4 NUMP Philippines, Thailand, Tunisia, n.n</li> <li>• Miscellaneous regional capacity development (“Community of Practice for francophone Africa”)</li> </ul>
<b>TOTAL</b>			<b>15.0</b>		

## ► AFFILIATED PROGRAMS

TABLE 2: AFFILIATED PROGRAMS

Funding Source	Funding line	Implementing Agency	Budget (M€)	Period	Scope
European Commission (DG DEVCO) with French & German contribution	EUROCLIMA+	AFD, GIZ	10 (only urban mobility component)	9/2016 – 12/2019	<ul style="list-style-type: none"> <li>• 7 SUMP in Latin America to be further specified</li> <li>• 2 NUMPs in Latin America to be further specified</li> <li>• Miscellaneous regional capacity development ("Community of Practice for Latin America)</li> </ul>
Germany (Federal Ministry for Economic Cooperation and Development, BMZ), cofinanced by Swiss (State Secretariat for Economic Affairs, SECO)	SUMPs in Ukraine (bilateral activities)	GIZ	9.1	1/2016 – 10/2019	<ul style="list-style-type: none"> <li>• 5 SUMP in Ukraine</li> </ul>
Germany (Federal Ministry for Economic Cooperation and Development, BMZ)	Open Regional Fund for Energy Efficiency	GIZ	3.5	12/2017 – 04/2020	<ul style="list-style-type: none"> <li>• 6 SUMP in Balkan countries</li> <li>• Miscellaneous regional capacity development ("Community of Practice for Balkan Region)</li> </ul>
<b>TOTAL</b>			<b>13.5</b>		

## 5.2 The MobiliseYourCity Secretariat Team

### ► SECRETARIAT



**Markus Delfs**  
Partnership Coordinator



**Sandra Laquelle**  
Monitoring and Evaluation Manager



**Maël Martinie**  
Partnership and Outreach Manager



**Michael Engelskirchen**  
Operations in Latin America

Technical assistance rendered in beneficiary countries and cities under the MobiliseYourCity Partnership umbrella is coordinated by: D. Bosniak (GIZ, Western Balkan); F. Carcel (AFD; Santo Domingo), A. Chèvre (AFD; Casablanca & Kenitra), M. Cruz (GIZ; Philippines), M. Denyschenko (GIZ; Ukraine), T. Gouin (Cerema; MENA and Latin America), C. Gracy (ADEME; MENA), S. Laquelle (CODATU; Morocco and Senegal), O. Ledesert (Cerema; Oujda), C. Mettke (GIZ; Philippines), M. Martinie (CODATU; Cameroon), L. Tomasoni (CODATU; Tunisia), S. Saniel (Cerema; Rabat), M. Verdure (AFD; India)





# Mobilise Your City

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