

Tunisia

Partner country

Status of the project: Completed technical assistance



Context

Population: 11 540 000 | Growth rate: 1.1 %

Percent of urban population: 70 %

GDP per capita: 11 700 \$

Percentage of the population living below the national poverty lines: 14 %

Transport related emissions per capita: 0.6 tons per capita

GHG emissions per capita: 3 tons per capita

Nationally Determined Contribution (NDC): Quantified transport/mobility related NDC

The challenge

Tunisia is undergoing a rapid urban population growth, especially in the main cities Tunis, Sousse and Sfax. According to demographic projections the urbanisation rate should keep rising to reach a rate of around 75 % by 2030.

Due to the shortcomings of the public transport offer in terms of accessibility and quality of service, the share of collective and public transport has dropped from 70 % in the 1970s to less than 30 % today, from which about half are non-regular transport, such as taxi and shared taxi. This situation leads to an increasing use and ownership of private cars. Nevertheless, walking is the main transport mode in Tunisian cities as 36 % of the working population go to work by walk.

The main mobility related challenges in Tunisian cities are:

- Uncontrolled urbanization and peri-urbanization of cities with significant impacts on transportation needs and on the whole mobility system ;
- Insufficient public transport offer
- Increasing traffic congestion
- High rate of road fatalities;
- Poor management of resources and operations of public transports
- A weakness in governance systems linked in particular to a decentralization process that remains to be carried out.

By adopting a National Urban Mobility Policy (NUMP), the Tunisian Government wishes to review and develop the capacity of the mobility system in order to respond more sustainably to inhabitants mobility demand , while taking into account the socio-political context still in transition since the 2011 Revolution.

Support from the Partnership

Technical assistance: Development of a National Urban Mobility Policy

Funded by: FFEM and BMU-ICI

Funding amount: 0.3 M€ (FFEM), 0.1 M€ (Cerema) et 0.2 M€ (BMU-ICI)

Implemented by: GIZ, AFD, Codatu and Cerema

Local counterpart: Ministry of Transport

Objectives

The Ministry of Transport was assisted in the elaboration of the National Urban Mobility Policy and of a NAMA Transport. Particular attention was given to: governance and financial mechanisms, public transport restructuring, sustainable urban mobility, establishment of a GHG inventory and projections based on and international MRV methodology, capacity development.

Supported activities

Initial diagnostic and priority setting

Definition of a vision and strategic orientations

Definition of action plan, responsibilities, and resources

Elaboration of the NUMP

Selected NUMP measures and cost estimates

Measure	Cost Estimate
Creation of structures at the local scale for urban mobility planning and management	150 K€
Creation of a Central unity for technical assistance for the follow up on the SUMP's implementation	200 K€
Creation of a National Urban Mobility Commission	60 K€
Implementation of governance tools	50 K€ (Technical Assistance)
Capacity building for the managerial staff	100 K€
Integration of urban mobility programs in Engineers and urban planning studies	160 K€
information and awareness for Civil society, medias and elected	100 K€
Capacity buildings for operation managers, technical staff and execution agents	50 K€

Projected impacts

Indicator	Impact 2030	Baseline - 2016	Projected 2030 BAU	Projected 2030 SUMP scenario
Expected GHG emissions reduction in a SUMP scenario against a BAU scenario In tCO ₂ eq	-3 300 000 tCO ₂ eq	9 200 000 tCO ₂ eq	15 300 000 tCO ₂ eq	12 000 000 tCO ₂ eq
Access				
Increase of the proportion of the urban population living 500 meters or less of a public transport stop	Unkown	Unkown	Unknown	80 %
Modal share				
Increase of the modal shares of trips by public transport, walking and cycling	+31.4 %	53.6 %	Unknown	85 %
Road safety				
Decrease of traffic fatalities in the urban area, per 100.000 inhabitants	-50 %	55 fatalities/100 000 hab	Unknown	22 fatalities/100 000 hab

Highlights from the past year

Tunisia is working with several implementing partners to win on several fronts

Four MobiliseYourCity implementing partners have collaborated in Tunisia, bringing together the stronger qualities of every organisation, such as technical expertise in energy and public transport or institutional strengthening, allowing to implement a better NUMP in a complex institutional environment.

One of the greatest challenges encountered during the NUMP process has been the political backing and ownership of the other ministries. Awareness-raising work was carried out by the design office at the Ministry of Transport, which in turn conveyed the message to the various ministries and stakeholders (Ministry of Equipment and Housing, Ministry of Local Affairs, Ministry of Finance, etc.) This necessary coordination delayed the progress of the approach but was eventually fruitful and this coordination must be continued during the implementation phase of the NUMP.