Urban Mobility Plans as strategic tool for local and national level authorities

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SUMP-NAMA Roundtable

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Status Quo

- Generalist infrastructure-oriented transport planning neglects apart from factual mobility behaviour and needs
- Outdated road building norms favour high speeds of motorised transport
- no/limited guidance for safe and convenient walkways, cycling and public transport integration
- Public consultation neglected
Just ONE example: The ivory tower of transport planning

Strictly regulated procedure:

1. The decision on the elaboration of the plan or on its correction by the city council,
2. the commitment to provide finance by the city council,
3. the selection of the contractor via tender,
4. the preparation of the plan by the contractor,
5. public hearings following the draft master plan,
6. review by an authorised institute,
7. approval of the plan by the city council.
Regular results:
Urban Mobility Plans facilitate the development of a feasible and powerful strategy to tackle mobility challenges

An Urban Mobility Plan is a planning tool which comprises objectives and measures oriented towards safe, efficient and accessible urban transport systems.

✓ Planning process is designed to reveal the real challenges a city faces

✓ Offers the exploration of different development scenarios (there is always an alternative to Business-As-Usual!)

✓ Preparation process can help diverse stakeholders to rally around a common vision for their urban transport system
Urban Mobility Plans helps to align the development of transport systems with overarching-policy targets

→ Sustainable Development Goals

- **Economic & social development**: reliable, safe and affordable mobility services essential for sustainable development.

- **Environmental & urban development**: transport activities put stress on the global environment and urban areas through required space, road accidents, air pollution etc.

- **Social equity & inclusiveness**: focussing on the mobility needs of all people (not only car-drivers) – can reduce social inequalities and allow to make full use of a country's human potential for economic and social development.
The chain towards sustainable urban transport systems:

The country’s **sustainable development, climate & energy goals**

The country’s **urban transport policy**

**Institutions and a legal framework** supporting over-arching goals (incl. regulatory frameworks and design guidelines)

**Transport taxation and charging policies** (Where the money comes from?)

**Appropriate spending** - based on standardized evaluation criteria & priorities defined in Urban Mobility Plans (Where the money goes?)
Building blocks of sustainable urban transport financing

Funding Programs

Guidance for cities

Mobilise local funding options & capacities

Urban Mobility Plans

Explore role of provinces

Coordinate responsibilities

Allocation of grants/subsidies

National

Local
Guidance for Urban Mobility Planning

✓ Planning regulations and (design) guidelines
  … supporting integrated mobility and land-use planning (at local and regional level) with priority for sustainable transport
  … supporting the elaboration and application of quality/service standards for transport infrastructures and services
  … facilitating stakeholder and civic participation

✓ Design guidelines and operational regulatory frameworks
  … suitable to direct (private and public) investment towards quality public transport systems and vehicles
  … allowing cities to implement parking policies, ticketing systems, ITS, etc.

+ Capacity-building for local planners and decision-makers
INDIA – Comprehensive Mobility Plans

“A CMP presents a long-term vision of desirable mobility patterns (people and goods) for a city and provides strategy and policy measures to achieve this vision. It follows the guidelines set forth by National Urban transport Plan which emphasizes on NMT measures, PT systems and sustainable systems”

- National Urban Transport Policy: Comprehensive process description, funding program + national guidance
- Toolkits (Guidelines) revised in 2013 (to be ratified)

Source: CMP Preparation Toolkit - Guidelines and Toolkits for Urban Transport Development in Medium Sized Cities in India – MoUD/ADB
INDIA – Lessons learned

Lessons learned:

• A lack of ‘ownership’, understanding and feasibility of CMPs
  • Reason: plans were solely developed by consultancy firms without wider stakeholder involvement
  • Consequence: A lack of political priority-setting;
• “real challenges” like e.g. the lack of pavements and cycling infrastructure not properly addressed in most CMPs;
• a lack of proper monitoring and evaluation after project implementation makes it hard to assess whether or not goals are achieved;
BRAZIL – Planos de Mobilidade Urbana

• New National Policy on Urban Mobility (2012), PlanMob guidelines from 2007 currently being revised
• Massive investment in urban transport (~ USD 55 billion till 2020)
• New approaches for stakeholder involvement
• Capacity development Strategy of MoC (Min. of Cities)
Key lessons learned

(1) The role of national policy frameworks, funding schemes and guidance

(2) Evaluate and update policies and planning frameworks on a regular base → coordination between national and local levels

(3) Use the potential of stakeholder and citizen involvement to create a truly feasible strategy!

(4) Planning process and implementation of a UMP requires sufficient capacities and access to funding options
New publication from SUTP: Urban Mobility Plans: National Approaches and Local Practice

- In cooperation with
  
  ITDP | Institute for Transportation & Development Policy

  RUPPRECHT CONSULT

- Now available at www.sutp.org in English, Portuguese and Spanish

* Coming soon
Nationally Appropriate Mitigation Actions = NAMAs

- Relatively **new instrument** in the international climate regime
- **Voluntary** measures taken by **developing countries** reported to UNFCCC
- Aspiring at **transformational change**
- Need to be measurable, reportable and verifiable (**MRV**) 
- Expected to become the **main instrument for mitigation in developing countries** under the UNFCCC
- Types: **unilateral** (for recognition), for **support**, (credited)
- Wide **scope**: national targets, policies, programmes, individual projects
- **UNFCCC NAMA registry** (matchmaking, international overview)
- NAMAs **better suited for transport than CDM** (flexible instrument)
Why Transport NAMAs?

- MRV
- Co-Benefits
- Innovation Potential
- International Recognition
- Access to support
The new TRANSfer Website: http://transport-namas.org/

A Knowledge Hub for Transport NAMAs

Consolidation of major transport-related information on both country and international level:

- **Handbook**: how to create a NAMA
- **Toolbox**: how to make it efficient and effective
- **Projects**: practical examples & lessons learned
- **Transport NAMA Database**: information on NAMAs currently in progress
- **Recent News and Upcoming Events**

Our aim is to encourage policy-makers to initiate important steps towards more sustainable transport systems and thereby facilitating economic growth.
Greenhouse Gas Emissions of Transportation:
The transport sector in Indonesia emitted 25% of all energy-related emissions in 2010 (91% in road transport).

Challenges of urban transport: Rapid motorization leads to air pollution, decreasing life quality (congestion, noise, road safety), comprising economic development

Core problem: There is no structure to technically and financially support local governments in developing sustainable transport systems.

Objective of NAMA SUTRI: To establish a national urban transport program by providing technical and financial support for sustainable urban transport policies and projects.
Concept of NAMA SUTRI

**Funding sources**

- Domestic
  - Funds at National Level
  - Local spending
- International
  - NAMA Facility
  - Other donors/initiatives

**Proposals, reports**

**Grants, (soft loans)**

**Organizational structure**

**Steering Committee**

**Technical Support Unit**

- Main Services
  - Training for cities
  - Consultancies for cities
  - Pre-feasibility studies
  - M&E, Knowledge Management

**Sustainable Transport Fund**

- Main Services
  - Co-funding of TDM measures (Phase 1)
  - Co-funding of SUT measures (Phase 2)
  - Fund Management

**Support services**

- Support requests
- Support services
- Project proposals, reports
- Grants, (soft loans)

**Impact**

- **Phase 1**
  - Implementation in Pilot Cities
- **Phase 2**
  - Full-scale NAMA Implementation

**7 cities:** Batam, Manado, Medan, Palembang, Solo, Yogyakarta, Bogor

**Further cities**
First-hand knowledge on Sustainable Urban Transport on [www.sutp.org](http://www.sutp.org) and [www.capsut.org](http://www.capsut.org)

GIZ Sourcebook on Sustainable Urban Transport

- addresses the key areas of sustainable transport policy framework
- consists of over 70 modules, technical papers and training packages
- intended for policy-makers and their advisors

Contact: [transport@giz.de](mailto:transport@giz.de)
Thank you for your attention!

Visit [www.sutp.org](http://www.sutp.org) and [www.capsut.org](http://www.capsut.org)

Contact: [transport@giz.de](mailto:transport@giz.de)
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<th>Work Packages</th>
<th>Selected Activities</th>
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<td>(1) Development and operation of the Technical</td>
<td>• Organisational development measures for the Technical Support Unit</td>
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<td>Support Unit</td>
<td>• Definition and development of service packages and modes of delivery</td>
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<td>• Technical support to implement fast-start measures</td>
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<td>(2) Policy advice and technical assistance on</td>
<td>• Agreement with financing partners on standard operation procedures</td>
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<td>improving funding mechanism</td>
<td>• Pilot-testing of the mechanism</td>
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<td>(3) Capacity development on transport planning in</td>
<td>• Establishment of a pool of consultants to support cities on long-term and short term</td>
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<td>cities</td>
<td>• Technical assistance on policy design, project management and technical aspects</td>
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<td>(4) Support to funding and implementation of</td>
<td>• Development of guidelines and standards to ensure a high quality of urban transport</td>
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<td>pilot projects</td>
<td>• Development of demonstration projects to be supported under NAMA SUTRI</td>
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<td>(5) MRV System development and Mainstreaming</td>
<td>• Development of a common MRV methodology</td>
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<td>• Provision of technical advice for the standardisation of data collection and</td>
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Sept. 2014 NAMA Summit Indonesia
**Project Implementation Schedule**

**Phase 1: Fast start**
- Support initial measures in cities (low-hanging-fruits)
- Pilot-test capacity building scheme
- Prepare funding mechanism
- Develop MRV methodology

**Phase 2: Mainstream**
- Develop SUT more systematically (create good projects)
- Operate capacity building scheme
- Pilot testing funding mechanism
- First monitoring reports and GHG inventories

**Phase 3: Up-scale**
- TSU identifies and supports projects
- Review and adjust capacity building scheme and funding mechanism
- Up-scale funding, prepare for more cities
- Monitor and report systematically

1/15 – 6/16

7/16 – 6/18

7/18 – 12/19
GERMANY – Transport Development Plans

- “non-obligatory” process - but required for receiving national funds for large-scale projects and as input for sectoral (obligatory) plans

- … allow coordination of mobility planning with overarching planning documents, neighboring communities and all relevant stakeholders.

- … are required for land-use planning and as base for further strategic planning documents, such as
  - Local/regional public transport plans
  - Cycling and Walking strategies
  - Commercial transport concepts (Freight plans)
  - Road Safety programmes
  - Noise reduction plans
  - Clean-air plans
National Transport Funding in Germany

Focus on Investment - Federal Local Transport Financing Law

- Co-financing transport projects by 75% to 90%
- Co-financing large scale local rail infrastructure by 60%

Focus on Operational subsidies for public transport - Federal Regionalize Transport Law

- 6.5 billion Euro annually (currently) ~ 80 €/inhabitant
- Channeling all funds to the provinces/Länder (according to a share based on the number of inhabitants)
Funding & Financing

- Dedicated funds for urban and regional transport

Fuel & Vehicle Taxes
User charges
Public sources ?
Private sources ?
Loans and grants ?
Climate finance ?

Urban/Regional Transport Fund

Capital investments: Infrastructure and technology
Recurrent expenditures: Operations and maintenance