Role of AFD in financing Urban Transport

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Izmir workshop on Sustainable Urban Transport in the Mediterranean region
12 November 2014
A brief on AFD activities in 2013

- 7,5 billions euros of financing approved, for 676 new projects
- 70 local offices
- 1700 staffs

**Goals/Mandates**

- **Food security, infrastructures, education and health**
  - AFRIQUE SUBSAHARIENNE
    - 2 014 M€ d’autorisations de financement
    - 69% de l’effort budgétaire de l’État

- **Job creation, reduction of social and territorial inequalities**
  - MÉDITERRANÉE, MOYEN-ORIENT
    - 1 218 M€ d’autorisations de financement
    - 14% de l’effort budgétaire de l’État

- **Green and equitable growth**
  - AMÉRIQUE LATINE, CARAÏBES
    - 1 214 M€ d’autorisations de financement
    - 2% de l’effort budgétaire de l’État
  - ASIE
    - 1 010 M€ d’autorisations de financement
    - 10% de l’effort budgétaire de l’État

- **Housing, private sector, local authorities and regional integration**
  - OUTRE-MER
    - 1 478 M€ d’autorisations de financement

(Data 2012)
Strategic Orientation Plan for Transport (2009)

**Economic growth**
- Efficient transport
  - Vehicle for economic relations that bring about territorial or regional integration and facilitate integration into globalisation

**Poverty reduction**
- Equitable transport
  - Open up and give access to areas and support economic growth

**Protect global public goods**
- Sustainable transport
  - Safe, and mitigate GHG emissions
AFD Urban Transport Portfolio

- All transport modes projects represent 12 to 15% of annual AFD new commitments - i.e. around 1 Bn/year
  - Out of which 50% is dedicated to urban transport (about 500 M €/year), with a clear focus (80%) on rail modes (metro and tramways).

- A wide range of approaches: from project type (for metro/tramways) to budget approach (for a global mobility policy)

- Importance of exchange of expertise:
  - For strategic planning and project preparation
  - For governance issues
  - For twinnings and partnerships with French entities (STIF, SYTRAL, etc.)
  - For training (CEFEB, LUTP)

  - Importance of CMI platform on these issues
Examples of Urban Transport Projects financed by AFD around the Mediterranean

- **Tunisia**: suburban train (RFR) and tramway for Tunis
- **Morocco**: Casablanca tramway (line 1); Rabat tramway - line 1 (Morocco) and *under appraisal* future bus project in Agadir
- **Turkey**: Istanbul metro – Line 2 and tramway – Line 2; Izmir ferries, tramway and metro
- **Egypt**: Cairo metro – line 3 in different phases and *under appraisal* a future project in Alexandria
- **Jordan**: Amman BRT – Line 1
- **Algeria**: Alger suburban train
...and in other parts of the world!

**Africa: a focus on BRT**
- two BRTs (Lagos and Akkra) and future prospects in Ethiopia and Kenya

**Asia: a focus on metro due to high densities**
- Metro in Hanoi (Vietnam), Bangalore and Kochi (India)
- Dhaka BRT (Bangladesh)
- Bandung suburban train (Indonesia)
- Wuhan intermodal pole (China)

**Latin America: integration of modes**
- São Paulo suburban train Line 13 (Brazil)
- Rio de Janeiro: budget support for urban mobility policy
- Curitiba BRT (Brazil)
- Medellin Tramway and Metrocable (Columbia)
- Saint-Domingue Metro (Saint-Domingue)
Some innovative projects in urban transport

- **Metrocable**
  - Medellin (Columbia)
  - Rio de Janeiro (Brazil)

- **Urban ferries**
  - Rio de Janeiro - Niteroi (Brazil)
  - Istanbul and Izmir (Turkey)

- **Intermodal poles**
  - Wuhan (Metro/TGV/Airport) – China

- **Soft modes and parking**
  - Green Corridor in Cali (Colombia)
  - Two-wheels plan in Toledo (Brazil)

- **Partnerships with French entities**
  - Bordeaux-Le Cap (South Africa)
  - Paris (STIF)-Rio and Sao Paulao in Brazil
  - Lyon (SYTRAL)-Kochi (India)
Key elements for a successful urban mobility policy

- Need of a unique entity to carry out the functions of the « organizing body » (i.a. planning and integration of modes, project implementation and regulation)
  - Increasing role of municipalities in decentralized countries (Morocco, Turkey, Jordan)
  - Creation of a specific entity in centralized countries (Egypt, Tunisia)

- Need of a clear financial policy:
  - who pays for what?
  - contractualisation of performance against transfer of subsidies

- AFD is keen on supporting not only projects, but also urban transport policies and governance as well as facilitating partnerships
Thank you!

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