Sustainable Urban Mobility Plans in SEE

Open Regional Fund for South-East Europe - Energy Efficiency | 18.06.2019

EE in Transport Workshop, Jasna Sekulovic, Energy Community Secretariat, Vienna
Agenda

Why transport and sustainable urban mobility?

GIZ experience in the transport sector

Sustainable Urban Mobility Plan

GIZ ORF-EE projects in this field - SUMSEEC and SPS UM
Why transport and sustainable urban mobility?

Transport sector is contributing to global GHG emissions and thus to climate change;

Without tackling the transport sector, the Paris Agreement target cannot be achieved;

Transport accounts for almost 8 Gt CO$_2$ and is responsible for 28% of direct and indirect energy demand;

Transport is part of NDCs

119 countries define mitigation actions in the transport sector.
Development needs beyond climate change

• **Health:** Air pollution is directly responsible for up to one in five premature deaths in 19 WB cities, suggest preliminary results from a UN Environment; noise

• **Economic development:** e.g. Egypt loses 4 % of its GDP due to Cairo’s traffic jams (World Bank 2014).

• **Energy Security/Consumption:** High costs and dependency on energy imports; low energy efficiency

• **Quality of life:** increasing distance travelled and transport cost for population in large urban areas with commuting times of 1-2 hours.

• **Gender equality:** Access to transport impacts women’s employment: Equal travel opportunities could lead to 34% GDP growth in Latin America (CAF 2016)

• **Safety:** 1,25 Mio. road fatalities per annum, 90% of those in developing countries (WHO 2018).
GIZ experience in transport

Germany – leader in global transport transformation aims for 2030 reducing transport emissions by 40-42% (against 1990)

GIZ - implements at the moment over 20 projects in transport and climate change sector

GIZ is upscaling sustainable urban mobility through 3 international partnerships:

MobiliseYourCity, C40 Cities Finance Facility and Transformative Urban Mobility Initiative
Why focus sustainable urban mobility?

• On-going trend of urbanisation - worldwide and in SEE Countries;

• By 2030, 60% of the world’s population will live in cities;

• Mobility gives access to health, education, business and many other basic services – also plays a key role in 7 out of 17 SDGs;

• Challenge for cities to provide equal access to mobility (equal access for all)

• Inadequate public transport system;

• Non-motorised transport modes often neglected (walking, cycling)
How traffic shortens the life of Europeans

- Traffic Fatalities: 7,217
- Traffic pollution deaths: 28,000
- Deaths through lack of physical exercise: 42,000

Source: WHO, OECD, World Road Statistics. 2003
Influence of traffic on social contacts

**Light Traffic**
- 3.0 friends per person
- 6.3 acquaintances

**Moderate Traffic**
- 1.3 friends per person
- 4.1 acquaintances

**Heavy Traffic**
- 0.9 friends per person
- 3.1 acquaintances
“A good city is a city where the rich use public transport and not where the poor drive cars”

Enrique Penalosa, Mayor of the City of Bogota
Sustainable Urban Mobility Plan is:

“… 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.”

Source: EU SUMP Guidelines, 2014
Paradigms of transport planning

If you plan for cars and traffic, you get cars and traffic. “

Traditional Transport Planning
Focus on traffic
Traffic flow capacity and speed
Political mandates and planning by experts
Domain of traffic engineers
Infrastructure as the main topic

Investment-guided planning
Focus on large and costly projects
Limited impact assessment

„If you plan for people and places, you get people and places. “

Sustainable Urban Mobility Planning
Focus on people
Accessibility and quality of life
Important stakeholders are actively involved
Interdisciplinary planning
Combination of infrastructure, market, services, information and promotion
Cost efficient achievement of goals;
Gradual efficiency increase and optimisation
Intensive evaluation of impacts and shaping of a learning process

Source: Rupprecht Consult, quotations by Fred Kent, President of „Project for Public Space“: www.pps.org
Characteristics of SUMP

1. Participatory approach;

2. Pledge for sustainability;

3. Integrated approach;

4. Clear vision, objectives and a focus on achieving, measurable targets;

5. Five different steps- approach (vision and objectives, analysis with M&E, measures planning and prioritization, scenario building and action plan);

Means of transport - Graz 2004

Source: Mobility behaviour Graz 2004
Diagram: PGM-AMOR 2005
Since end of 2017 GIZ ORF-EE implements projects in SUM field commissioned by the German Federal Ministry for Economic Cooperation and Development (BMZ)

Different target groups

“Sustainable urban mobility in SEE cities (SUMSEEC)“

“Competence development of SEE parliamentarians on the topic of sustainable urban mobility (SPS UM)“
SUMSEEC Basic data

- **Duration**: December 2018 – April 2020

- **Key partners:**
  - WB countries:
  - Capital Cities;
  - Associations of Municipalities and Local-Self governments;
  - Network of Energy Efficient Capitals in SEE & Network of Municipal Associations from South-East Europe
SUMSEEC Project scope

- Based on the results of previous activities – main focus is on **sustainable and energy efficient transport**; **Sustainable Urban Mobility Plan (SUMP)** as the core instrument

**Overall objective**

- **Regional networks** in partner countries of Southeast Europe contribute to **capacity development** for the **design of energy-efficient, climate-friendly urban mobility**.

**Specific objective**

- Development of **energy efficient, sustainable and green transport solutions for SEE cities** by using of good practice from EU/Germany and following the EU2030 Energy Strategy, as well as the sustainable development goals
SUMSEEC Workpackages

Key elements of the project are:

- Tailored **SUMP support in capital cities** – capacity building through expert pools, study trips, training, …

- **Associations of municipalities**: SUMP support for other active cities - capacity building through expert pools

- Implementation of **demonstration projects** in capital and other cities

- Network of **SUM Ambassadors** for the promotion of SUM in SEE
SUMSEEC ongoing activities

- GIZ ORF EE supports the **SUMP preparation** in Podgorica, Tirana and Sarajevo;
- **Belgrade** is developing a SUMP with their own funds, GIZ ORF-EE gives **technical advice** to the SUMP project team in the City of Belgrade;
- **Pristina** (SUMP developed in 2018), **Skopje** (SUMP to be financed through IPA, starting in the end of 2019) – SUMSEEC supports the implementation of pilot projects, other support tbd;
- **Pilot projects** in Capital Cities;
- Capacity building – Building up a **regional expert pool** on SUMP development / SUM;
- Support to other municipalities through the **associations of municipalities** in South East Europe (Capacity building, pilot projects)
Competence development of SEE parliamentarians on SUM topic (SPS UM)

Albania, Bosnia and Herzegovina, *Kosovo, Montenegro, R.of North Macedonia, Serbia

Overall objective:
The capacities of parliamentarians in the countries of South-Eastern Europe to shape the political decision making process in the field of sustainable urban mobility are strengthened.

Target group:
Parliamentarians and parliamentary staff members
SPS UM ongoing activities

- Organising informative sessions within official the parliamentary bodies and/or Green Parliamentary Groups with SUM Expert contributions;

- Promoting regional and bilateral exchange – until now held two bilateraly organised trainings (KOS plus MAC; ALB plus MNE)

- In Serbian parliament the topic was part of the session within Commitee responsible for traffic

- May 2019 – regional study trip to Ljubljana; 34 participants
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On behalf of
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GIZ is responsible for the content of this publication.
Thank you!

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