Financing ITS to improve urban mobility in developing countries

The point of view of a bilateral financing institution, AFD

Bordeaux, October 2015
Content

- Urban mobility in developing countries: a key sector for climate change mitigation
- AFD Urban Transport Strategy
- ITS potential for climate change mitigation in emerging megalopolis
2.7 billion: additional urban inhabitants by 2050 - 92% in developing countries

- Urban mobility – and associated CO₂ emissions - will increase mainly in non-OECD countries
- There are solutions to “contain” GES emission of urban transport, from today (2.3 Gt CO₂) to a “High Shift Scenario” with a push on public transport → 2.7 GtCO₂ (-40% compared to IEA baseline)
- These solutions shall combine in a Sustainable Urban Mobility Plan (SUMP), at the metropolitan level, three approaches:
  - Avoid (trips)
  - Shift (from individual to public modes)
  - Improve (energy efficiency of fuels and vehicles)

... which requires “Enable” (institutions)
## The E-ASI approach for Sustainable Urban Mobility

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<th>Sustainable Urban Mobility Plans at the appropriate geographical scale</th>
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### The role of financing institutions: provide investments, assistance and capacity building

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What is AFD – the French Agency for Development?

- A bilateral development bank working with governments, local authorities and private sector in more than 70 countries, with different mandates:
  - Fight against poverty – priority for Sub-Saharan Africa, 36% of total funding
  - Inclusive and sustainable economic growth
  - Climate change mitigation and adaptation: 53% of total funding

- In the top 12 of international donors, with 8 billion € commitments (2014); out of which about 1 Bn € for transport sector; 50% for urban transport, all modes
AFD Transport strategy: 3 pillars

**Economic growth**
Efficient transport
Vehicle for trade and for territorial and regional integration in the global economy

**Poverty reduction**
Inclusive transport
Improve global mobility, open access to areas and support economic growth and poverty reduction

**Global public goods protection**
Sustainable transport
Safe, improving energy efficiency, reducing carbon footprint and contributing to food security
AFD Urban Transport Strategy: 5 guiding principles

- Integrate urban transport and urban development planning
- Better measure and communicate on climate change impact
- Improve governance with appropriate technical/institutional integration
- Adapt and work with local private sector, including paratransit
- Promote ITS / new technologies innovations
AFD urban transport portfolio

Investments in all modes:

- **Sub-urban / commuters trains**
  Tunis, Sao Paulo, Bandung ; (under appraisal : Dakar, Abidjan)

- **Metro/Mass Rapid Transit**
  Istanbul, Cairo, Sto Domingo, Rio de Janeiro, Lima, Hanoi, Bangalore, Kochi

- **Tram/Light Rail Transit**
  Istanbul, Izmir, Casablanca, Rabat, Tunis ; (under appraisal: Alexandria)

- **Bus Rapid Transit**
  Lagos, Curitiba, Dhaka, Amman, Addis Abeba, Cebu ; (under appraisal : Agadir, Manila)

- **Other modes:**
  Urban cables (Medellin), river transport (Izmir, Rio de Janeiro), hubs (Wuhan)

- **Urban roads**
  Dakar, Ivory Coast, Brazzaville, Gabon

Partnerships, training and capacity building

- Partnerships : **STIF, SYSTRAL, CODATU, CEREMA, SLOCAT**
- Urban transport in the Mediterranean, **CMI**
- Leaders in Urban Transport Planning (LUTP) with WB
ITS potential for climate change mitigation in cities suffering from paratransit externalities

1. Growing congestion
2. High accident rates
3. Environmental pollution
4. CO₂ emissions

Bogota
Kampala
Mexico City
Johannesburg
Quezon City
Guatemala City
ITS, an promising “piece” for the Sustainable Urban Mobility puzzle

- To better **assess demand** and select the best system
- To **adapt transport supply** in a flexible way (real-time)
- To **optimize, customize operation** and schedules
- To guide, inform and monitor users
- To make **numerically “visible”** the informal sector and turn it into a more efficient system

... AFD is supporting pilot operations:

Mapping of “**trotro**” in Accra, Ghana

Pilot being considered in Ivory Coast, Senegal
The challenge: how to promote ITS beyond the pilot operations?

At stake:

- Role of Government on regulatory framework (open data, personal data protection)
- Role of Public/private players (new actors vs. “classical” actors)
- Role of financial institutions

AFD proposal:

- Assist incubators for specific projects with TA funds
- Help design tools (planning, monitoring) to own data management
- Push for a “standard ITS component” in each operation/infrastructure project
- Define in specific context large ITS investment program
Thank you for your attention

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