

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



Implemented by



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 CO₂ 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:

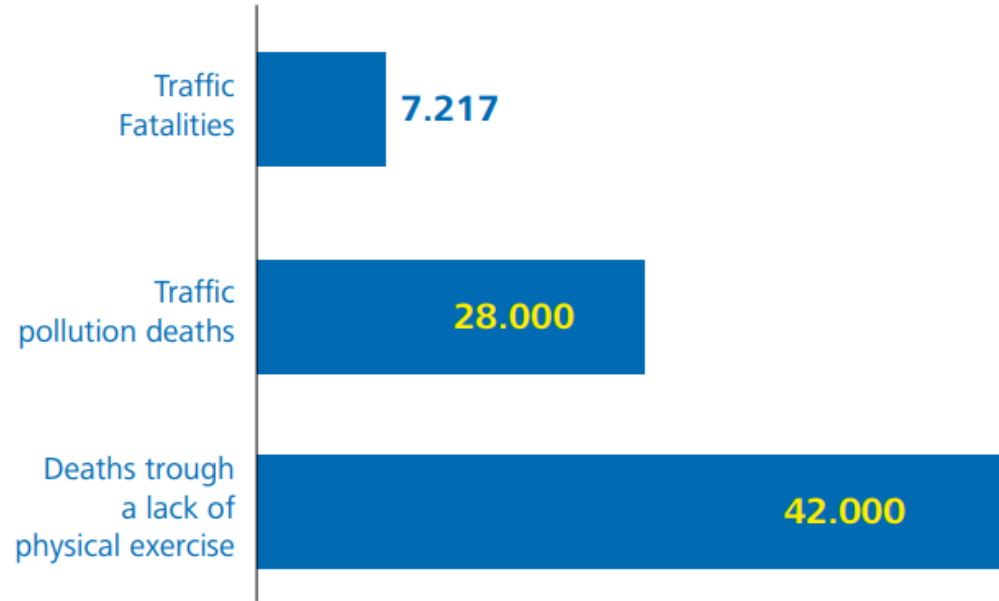
MobiliseYourCity, C40 Cities Finance Facility and Transformative Urban Mobility Initiative



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

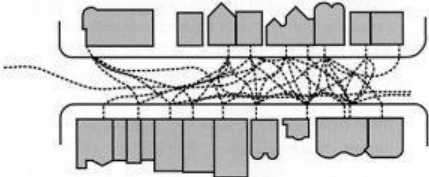


Source: WHO, OECD, World Road Statistics. 2003

Influence of traffic on social contacts

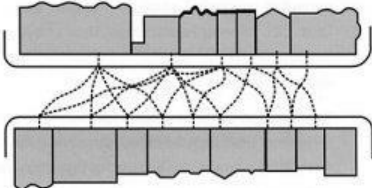
Light Traffic

3.0 friends per person
6.3 acquaintances



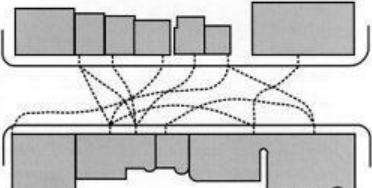
Moderate Traffic

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

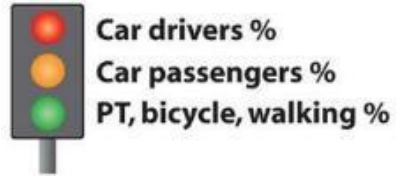
Intensive evaluation of impacts and shaping of
a learning process



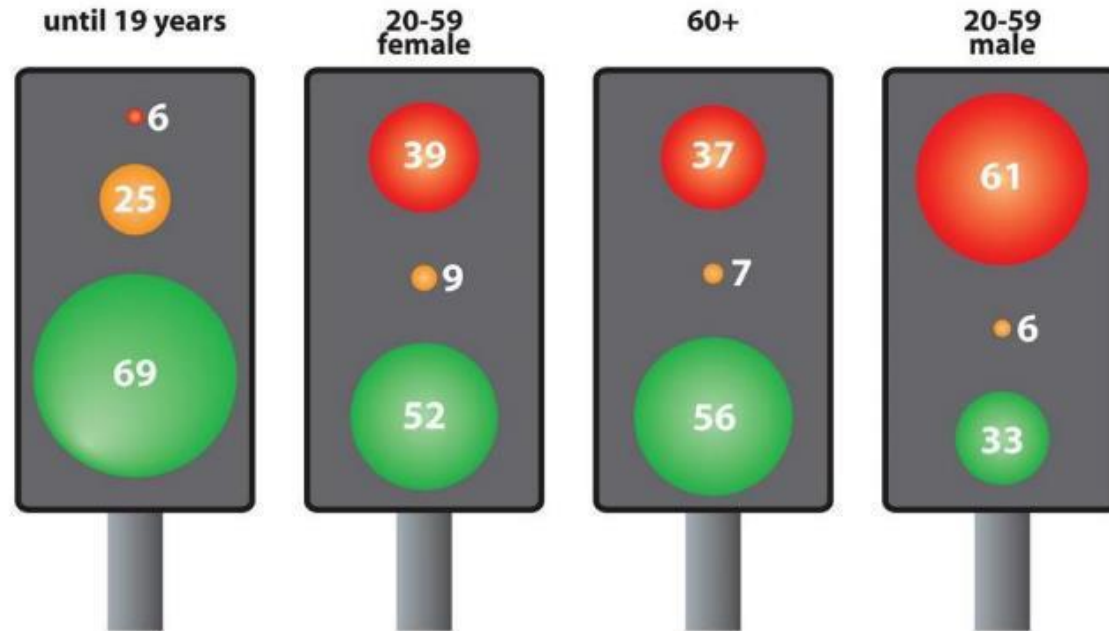
Characteristics of SUMP

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);
6. Review of transport costs and benefits.

Means of transport - Graz 2004



Source: Mobility behaviour Graz 2004
Diagram: FGM-AMOR 2005



Sustainable Urban Mobility Projects within GIZ ORF-EE

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



Pictures – All rights reserved: Robin Hickmann, Sven Ledwoch, Armin Wagner

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

Network of Schools for Political Studies

07/2018-04/2020



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 Committee 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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