

[COLOMBIA/ CORPORACIÓN ANDINA DE FOMENTO (CAF)]



GREEN
CLIMATE
FUND

GLOBAL
PROGRAMMING
CONFERENCE

Project title

Sustainable Transport for Intermediate Cities: Pasto, Pereira, Montería, and Valledupar (STIC)

Result areas

Low emission transport
Buildings, cities and industries and appliances

Sector

Public

Total financing, USD

50,000,000

GCF financing, USD

40,000,000

Financial instrument

Grant/Loan

Description of specific climate change problem and how the project will address it

Transport in Colombia represents 12% of total GHG emissions, being the third largest emitting sector after LULUCF and energy. This programme attempts to reverse the trend in 4 strategic intermediate cities located in Colombia: Pasto, Pereira, Monteria and Valledupar. These cities present relatively **high and growing motorization rates**, urban population **growth**, and **urban sprawling trends**.

The programme's overall objective is **to reduce GHG emissions as a result of the adoption of more efficient, less carbon intensive modes of public and private transport** in these strategic intermediate cities in Colombia. This is to be achieved with a combination of strategic interventions to trigger:

- Modal shift from low capacity vehicles (i.e., motorcycles and private cars) to fewer better operated larger vehicles (i.e., integrated bus transport systems)
- Modal shift from motorized vehicles (i.e., SUV, cars, motorcycles, buses) to non motorized means of transportation (i.e., bicycles, walking)
- Lower travelled distance per activity as a result of better urban planning and transport demand management

Alignment with key country priorities and stakeholders engaged

- The **National Development Plan 2014-2018** includes the necessity to develop mitigation plans, which take place in the shape of low carbon transport development strategies. The recent **National Development Plan 2018-2022** promotes non motorized means of transportation (i.e., bicycles, walking) and their integration with BRT and urban system buses.
- The **Government** has promoted the development of integrated public transportation systems and has co-financed the development of infrastructure and planning studies.
- The **NDC** includes the promotion of NMT, the integration of TOD policies, the strengthening of public transport systems, and the management of transport demand
- Colombia's regional development bank (FINDETER) has developed a Sustainable Cities Program which include a chapter on sustainable mobility

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Activities

The Colombia's STIC Programme will co-fund a combination of low-carbon transport activities in the selected cities that together will achieve important synergetic effects to induce a sustainable shift to low carbon emission transport.

- 1. Types of Sustainable Transport Projects in the four (4) intermediate cities**
 - Modal integration
 - Non Motorized Transport (NMT)
 - Transport Demand Management (TDM)
 - Transit Oriented Development (TOD)
- 2. GHG emission reductions monitoring**
- 3. Communications Campaign**
- 4. Road Safety Strategy**

Expected outcomes

The program is expected to generate at least 507,000 tCO_{2e} over the next 10 years, resulting from the following programs:

- **Pasto:** 27.000 new trips taking place in bicycles. This means that about 5% of the total 573.000 daily trips will take place by bicycle, 38% by foot and 31% by bus.
- **Pereira:** increase of 3.0% in trips by bicycle; this leads a new arrangement of the vehicle fleet as follows: Bicycles 4.5%, Urban Buses 31.0% and MEGABUS 22.6%.
- **Valledupar:** The city will generate a 2.5% increase in bike transport combined with an increase in bus ridership (19% of trips).
- **Montería:** The composition of the city's modal distribution will then emphasize public transport and NMT: 25% by bus, 19% by motorcycles, 19% by foot and 12% by bicycle.

Paradigm shift potential

To scale-up and replicate initiatives the project will:

- **Identify existing success sustainable transport and mobility experiences** resulting from this Program's implementation. Successful projects should have a solid foundation and evidence for scaling up, based on improved understanding of the scale and impacts.
- **Address environmental, social, policy and legal issues** to enable conditions for the development of similar projects
- Develop and implement a **communication strategy**
- Promote structured **participatory decision-making and implementation** using clear rationale and impact-based orientation