Urban Mobility
Strategies for Liveable Cities
DEAR READERS,

For the first time in human history, the majority of the world’s population is living in cities. By the middle of this century two thirds of the world’s population are expected to be living in urban centres. For this reason alone, cities are key actors for achieving the Sustainable Development Goals (SDGs). Whether the goals of the 2030 Agenda will be achieved, and whether liveable cities will become a reality, are questions that will be decided in the cities. For this, residents need housing, work, food, healthcare, water and energy. They will want to send their children to school and enrich their daily lives with sports and culture. To do all this, city residents must be able to get around their city. Relying primarily on cars and motorcycles for this mobility would be disastrous, which makes it particularly important to me that we develop and support concepts of sustainable mobility, also with an eye to global concerns about resource and climate protection.

Increasing pressure of urbanisation makes it more and more difficult to create liveable cities. High levels of air pollution, chronic traffic jams, a lack of public transport, rising social inequality – the list of challenges facing cities is long. At the same time, however, cities are also places of change and innovation – places in which sustainable development can be effectively developed. Seen in this way, the trend towards urbanisation offers tremendous opportunities to take action, such as the development of functional, innovative and sustainable transport systems. As cities grow and new neighbourhoods are created, incorporated and developed, the need for sufficient bus, tram and metro lanes, as well as bike lanes and footpaths, must be taken into consideration from the outset.

This presents a perfect opportunity to lay the decisive foundations for and bring about a much-needed change in
transport policy. Without sustainable mobility concepts that include public transport as well as non-motorised transport; take into account the needs of poor and wealthy alike; and incorporate environmentally-friendly private vehicles and ‘shared’ use practices, cities will collapse under the burden of traffic jams, polluted air and noise. However, if cities make the shift now, they will be able to offer their residents a liveable environment. Against this background, the German Development Cooperation supports cities throughout the world in sustainably and rapidly transforming their transport systems, and thereby becoming not only more climate-friendly but also healthier, safer, more inclusive, more prosperous and more attractive.

This brochure outlines the strategies followed by the German Development Cooperation in the field of urban mobility and the criteria applied to support. It is of particular importance to me that we consider urban planning and transport planning together, put people first, and strengthen cities and communities as development actors.

Dr Gerd Müller, Member of the Federal Parliament
Federal Minister for Economic Cooperation and Development
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Summary

Concepts of urban mobility need to be rethought and, specifically, planned and implemented in a more sustainable, inclusive and integrated manner than has been the case until now. The German Development Cooperation is advocating for cities to move their transport systems towards sustainability in order to become more climate-friendly, healthy, inclusive, safe, prosperous and attractive. To achieve this, cities are being supported in developing and implementing integrated mobility concepts.

What this means in practice is that urban planning and transport planning need to be considered together to avoid, shift and improve transport. This also means putting people first, as they are ultimately the ones who use the various means of transport. This is why mobility concepts need to be tailored for their needs, and adequate infrastructural services must be offered. For this, cities need to strengthen their governance capacity. Only then can they steer settlement and transport developments, and connect with their hinterland, as integrated transport concepts demand. For sustainable mobility, a minimum level of urban planning and corresponding human and financial resources are necessary. National governments need to provide appropriate frameworks that incentivise and regulate sustainable mobility where needed. The German Development Cooperation is working on all of these aspects with its partner governments and cities.

The German Development Cooperation seeks to enable its partners to accomplish these complex tasks by assisting them with advice, financing and creating models for the future through pilot projects. As a part of this, we also favour the advantages of digitalisation, which facilitates new concepts of efficiency and use. Among the projects we support are: a sustainable mobility plan for Windhoek, a traffic control system for Huainan, the construction of a light rail system for Tunis and the formulation of clean air programmes for Asian cities. All of these projects – and many more – contribute to urban mobility capable of shaping the future.
Liveable Cities Are Mobile Cities
Mobility contributes to quality of life. It is the precondition for economic growth, trade and creativity, as well as for personal wellbeing. People who can easily move around in the city can enjoy more of life’s opportunities. Mobility creates access to opportunities for advancement, individuals and for the community as a whole.

This is another reason cities need sustainable transport systems. Cycling, walking, public transport, transporting goods in an environmentally friendly way and taking advantage of the ‘shareconomy’ – all this makes cities and metropolitan regions healthier, safer, more equitable, more climate-friendly and more prosperous. The car is still essential in certain cases, and here it is important to promote efficient and safe cars and clean propulsion systems. Transport systems should not be exclusively for the wealthy: city governments should design them to be accessible for the poorer residents as well, taking into account their mobility needs as the only way to make cities attractive and liveable places for everyone. Greater mobility does not necessarily mean more traffic, and in fact can mean precisely the opposite – at least, when long-term planning creates a ‘city of short distances’.

Many cities in our partner countries are growing extremely rapidly, along with the volume of traffic. These cities are facing immense challenges, not least because rising prosperity often comes with a stunning increase in the number of vehicles. Between 2012 and 2035 the number of cars will almost double worldwide from 900 million to probably 1.7 billion. Traffic now accounts for more than a quarter of global greenhouse gas emissions – a trend that is rising dramatically.

This has consequences: the average speed on streets is falling. In many metropolises commuters get stuck in traffic jams for hours, even early in the morning, hoping to make it to work on time. In São Paulo, for example, rush hour traffic jams stretch for more than 300 kilometres on peak days –

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a greater distance than the drive from Hamburg to Berlin. Many places are threatened by gridlock, at an increasing risk of a complete breakdown of their traffic system. This threatens trade and production, and negatively impacts development. At the same time, the quality of life declines, starting with economic slumps and ending with polluted air – as many cities are already covered by a permanent layer of smog. It is precisely the emerging and rapidly growing cities that have to deal with these issues. In the Indian city of Pune, for example, air pollution has increased by 35 per cent since 2010, with traffic as the main source of emissions.\(^3\)

Transport systems can rarely keep pace with urban growth. At the same time, urbanisation offers a prime opportunity to design sustainable transport systems that are climate-friendly, safe, healthy, economical and affordable. One-sidedly promoting motorised individual transport would lead more and more people to buy their own car, adding to further traffic jams and using up valuable urban space for parking and driving. More efficient cars with clean engines are important and good for the environment and climate, but in the long term do not solve traffic problems in cities. This is why in most cases individual transport is not the method of choice – the future belongs to public transport and concepts of sharing. New mobility services such as car and bike sharing or ridesharing (via apps) are supplementing the classic public transport offers. Such flexible solutions, which are also inexpensive, are increasingly reducing the need for private vehicles. Distinctions between private and public transport are becoming blurred, and owning a personal car is losing its significance. This growing ‘collaborative consumption’ should be encouraged. At the same time, cities should structure their growth so that they create as little traffic as possible, locating all the daily necessities of life within an easily accessible radius. Reducing traffic in this way results in greater individual mobility.

As with the energy revolution, the time has come for a new global paradigm shift with regard to transport: we need a transport transition. If cities begin paving the way for sustainable mobility, they will become future-oriented and liveable places, where people can breathe clean air, children can play in open spaces, and even disabled people have mobility. If cities fail at this, the quality of life will decline with rising poverty, the global struggle against climate change will be jeopardised, and the sustainable development goals will become impossible to achieve.

\(^3\) The Times of India (2016), http://timesofindia.indiatimes.com/city/pune/Vehicles-contribute-most-to-air-pollution/articleshow/50449237.cms
Why We Support Sustainable Mobility
HEALTHIER AND MORE CLIMATE-FRIENDLY CITIES

Air pollution is one of the main reasons worldwide for disease and death. Every year, more than three million people die, most of them in cities. The transport sector is one of the biggest producers of pollution, greenhouse gases and noise. Traffic is loud, and often the most dominant noise in a city. A future-oriented mobility plan needs to take these health risks into account.

The transport sector is increasingly responsible for greenhouse gas emissions. While CO₂ output from industry has declined in recent years, the opposite is true for transport. Although traffic volumes are increasing, the development of sustainable modes and transport technologies is lagging behind. As a result, the transport sector is more than offsetting the successes achieved by multi-billion investments in climate protection in other sectors. With the aim of decoupling resource consumption from economic growth, we are promoting sustainable mobility, contributing to a transformation to a Green Economy in our partner countries.

MORE INCLUSIVE CITIES

Mobility can help promote social justice. Today, mobility is often a privilege of the wealthy, whereas for the poor it can be very expensive. Slums and informal settlements are often far away from the city centre, and the journey to and from work and school is long and exhausting, where there is little or no public transport.

It is not unusual for people to spend up to one fourth of their income on daily travel. If they cannot afford this, and there is no affordable transport available, they are left with their own two feet, or sometimes a bicycle. As a result, many openings – and thus, access to education, jobs and social participation – remain closed to the poor.

How much mobility is necessary, how far it is from A to B, also depends on how the city is laid out. Many cities sprawl (‘pancake cities’), requiring more transport. Unregulated growth and a lack of integrated planning lead to uncontrolled development, which becomes increasingly difficult to manage. Often the development of an efficient public transport system begins too late and cannot be subsequently incorporated into densely populated areas, or only with extreme difficulty. By contrast, cities that favour public transport networks and bicycles can expand...
their transport systems in growing quarters more easily and in particular at lower costs, which in turn benefits poorer residents most. This makes it even more important to adopt comprehensive sustainable mobility concepts as early as possible.

SAFER CITIES

Road traffic causes many casualties. According to the World Health Organisation, around 1.25 million people die in traffic accidents annually, the equivalent of the population of the greater Stockholm area. Twenty times more people are injured, often seriously. The most frequent victims are pedestrians and cyclists, often children and young people. In many cities, traffic accidents are the number one cause of unnatural deaths.

Often, cars and motorcycles dominate public spaces. The majority of cities in the global South lack safe and comfortable paths for pedestrians and cyclists. People who suffer from limited mobility are also frequently neglected. In these cases, planners and decision-makers need to be sensitised to these issues.

MORE PROSPEROUS AND ATTRACTIVE CITIES

Cities are attractive to companies because they can profit from the multitude of potential business partners and customers there. Good transport systems enable rapid deliveries and can cut costs, creating economic growth, jobs and a livelihood for many people. This is theory, at least: the reality often looks different. Traffic jams cripple economic activities and send transport costs soaring, completely negating the advantages offered by urban agglomerations. In the greater Cairo region, traffic jams cost the city an estimated USD eight billion every year – equivalent to four per cent of Egyptian economic output. 85 per cent of the population of Cairo need more than an hour to get to work – an enormous burden for everyday life. And in many other metropolises around the world, the situation is similar.

Sustainable mobility is a locational advantage, making cities more attractive for the drivers of economic development. IT industries are increasingly independent of traditional production locations. Their workers choose to live where they feel comfortable and are free from traffic jams. An attractive transport system is a precondition for cities seeking to be trendsetters.

Traffic jams cost Cairo USD 8 billion a year – the equivalent of 4 per cent of Egypt’s economic output.
How We Support Sustainable Mobility
City governments can achieve a transport transition if they lead effectively and consistently, apply integrated concepts, and place people at the centre of their policies.

The German Development Cooperation concentrates on supporting the development of mobility concepts in growing small and medium-sized cities. The goal here is to strengthen secondary cities as part of a national urban system. At the same time, these cities offer broad scope for designing and implementing concepts of sustainable mobility.

Spatial aspects are important to us. Resources such as land, air and water, which are increasingly subject to developmental pressures, can be efficiently used and protected by spatial planning. This, in turn, can create sustainable development options and counteract the dangers of uncontrolled development. This is the particular strength of integrated spatial development.

We support the digital transformation in the transport sector. Smart phones and computers are already simplifying access to sustainable mobility in many regions of the world. The success of sharing systems is closely linked to the spread of mobile devices. In addition, the responsible use of Big Data will revolutionise transport planning processes. The control of traffic flows will also be greatly affected by digitalisation. In the city of Huainan in China, for example, Germany is supporting this change through the development of intelligent traffic systems (see project example on page 22). We promote and support the digital revolution, without losing sight of what is most important – the people.

The German Development Cooperation supports the development of sustainable mobility in partner countries through policy advice, capacity development, financial support and direct investment in the construction, expansion and modernisation of transport infrastructure.

LINKING URBAN AND TRANSPORT DEVELOPMENT

Preventing excessive traffic while simultaneously providing mobility for all groups of people is only possible if certain criteria are met. It is necessary to think beyond individual modes of transport, coordinate them with one another, take into account the financial costs and take into consideration the interdependencies with quality of life, safety and the environment. This is why we encourage integrated concepts which closely mesh urban and transport development. Our three principles for integrated and environmentally friendly urban mobility are therefore: avoid, shift and improve. In concrete terms this means:

Avoiding transport: one goal of urban development is to promote local accessibility, in the sense of a ‘city of short distances’. For this, compact structures and mixed land use are necessary to facilitate as many functions as possible in one neighbourhood, such as living, working, shopping and relaxing. Integrated urban development takes all of these factors into consideration. We support such planning processes.

Shifting transport: attractive public and non-motorised transport options are essential for sustainable mobility. Frequent service, good passenger information and simple tariffs are key to successful public transport systems. Finding the right public transport system depends on several factors, such as population dynamics, settlement
patterns, and the economic structure of a city. It is vital to thoroughly analyse the respective socio-economic conditions, compare concepts and then choose and develop the appropriate transport system.

‘Shifting’ applies not only to public transport, but also and equally to non-motorised transport, such as walking and cycling. The shorter the distances, the more compact and also safer the network of cycling lanes, the more likely people will walk or get on their bicycles.

‘Shifting’ transport can also benefit significantly from digitalisation. More and better information about public transport, through apps for example, renders it more attractive. The accessibility of various transport options such as car sharing and bike sharing, buses and trains, makes it easier for people to decide to give up their own automobiles, or to leave them parked and use these other modes of transport instead.

Every municipal decision for a specific transport infrastructure ultimately determines the cityscape for decades to come and has a long-term influence on the mobility behaviour of the residents. Timing is decisive here: whenever a new neighbourhood is built, the buses and trains need to be running when the first resident moves in, and the bicycle infrastructure needs to be ready, particularly as a new home always comes with the opportunity to leave behind old mobility habits and replace them with more sustainable ones.

Improving transport: there is no getting around the need to reduce automobile traffic and make it as safe and efficient as possible. For example, possible options include a speed limit of 30 km/h, which makes the city safer for pedestrians; parking facility management, which frees up streets; and transport management systems which improve the flow of traffic. Digitalisation in particular opens up completely new possibilities for optimisation, enabling the most efficient utilisation of the various modes of transport.

It is also important to design street areas so that all road users are safe and various uses of space are possible, such as streets where children can play, areas for markets and vendors, traffic lanes for environmentally-friendly transport, among others. Ultimately, more low-emission vehicles will be needed to protect the environment, and governments will have to provide the appropriate incentives for this.

A transport system can best be improved by already involving its users in the planning process. For this reason it is necessary to include and integrate all relevant actors in the decision-making process. Transport will only become modern and sustainable when people have access to these new mobility options and start using them.

The German Development Cooperation is committed to preventing excessive transport, improving existing transport and shifting, specifically towards sustainable modes of transport. The integration of diverse mobility options provides a guiding principle behind this commitment.

PUTTING PEOPLE FIRST

Mobility needs to be affordable and accessible for everyone. A good example of this is the integrated local public transport system of the Colombian city Medellin.

The public transport network in Medellin – which consists of an elevated rail system, a bus system and cable cars – transports around half a million passengers a day (for more information see www.metrodemedellin.gov.co). The priority in the planning and development of the traffic network is the inclusion of disadvantaged population groups, in order to provide equal access to transport services for all residents, promoting social justice. The cable cars are particularly innovative, because they provide access to the poor neighbourhoods on the mountainsides of the city. The consistent ticket system and affordable prices make the use of public transport attractive. For many citizens of Medellin this is the only reason they are able to get to jobs in the city centre.
This example shows how liveable cities develop when economic, social and structural aspects are balanced against one another during planning and decision-making processes and when the necessary transport infrastructure is provided.

When the future of their neighbourhood is at stake, people should have a say in the process. We support dialogue between city governments and those members of the population who could be negatively affected by a planned transition; such as private minibus drivers whose livelihoods are threatened by a new bus system. We encourage all parties concerned to acknowledge each other’s situations and support the search for solutions acceptable to all sides.

It is important to develop compact, multi-use neighbourhoods along the axes of the public transport network. There are many plots of land in the city which are particularly valuable, and kind prices can soar out of reach for normal people in areas where homes, jobs, green areas, entertainment and good public transport are all in close proximity.

The consequence of this is ‘gentrification’, which leads to the displacement of poorer residents as more affluent people move in. For this reason, central areas need to be made socially just, for example by developing social housing near transport hubs, and making the public transport services accessible to all residents.

A liveable city offers people adequate facilities for meeting, relaxing, strolling, and everything that enhances the quality of life. For this, a city needs open spaces. Transport must be organised in such a way that spaces are opened up and connected, instead of being destroyed or being turned into exclusive areas for a privileged few.

We also want to encourage cities and their residents to determine for themselves the quality of life in their city, and how it has changed. Is the air clean enough? How loud is traffic at night? Is the daily commute shorter and more comfortable than before? Are the pedestrian crossings safer? All of these questions need to be asked and answered.

The German Development Cooperation is committed to enabling everybody to benefit from modern means of transport, as this is the only way for mobility to be truly sustainable.
STRENGTHENING CITIES AND GOVERNMENTS AS DEVELOPMENT ACTORS

As development actors, cities localise many international goals (for example, the 2030 Agenda, the Paris Climate Agreement – COP21, or the New Urban Agenda – Habitat III). In this way, they make a valuable contribution towards sustainable global development.

A farsighted sustainable transport policy combines many things: health policy, environmental policy, urban development policy and social policy. Such a transport policy does not come into being on its own, it requires informed decisions and conscious efforts. Decisions reached today by parliaments, mayors or city administrations, and ultimately private investors influence people’s lives for many years to come. This makes it all the more important for both state and private actors at national, regional and local level to work together constructively.

Better management, stronger governance at the local level
To achieve improvements, cities need strong management capabilities. Efficient municipal governments manage housing and transport developments with foresight, entering into partnerships and creating the right incentives. For this they need decision-making powers and finances, established strategies, and capable, motivated employees in the administration.

Many city administrations, however, lack the appropriately qualified personnel for these complex tasks. As integrated transport development begins with skilled professionals, supplementary education and training as well as learning networks have to be provided. This will equip professionals with adequate qualification and sensitivity to realise such integrated approaches. We support cities and governments that want to create future-oriented mobility systems in developing these capacities.

Cities cannot be viewed in isolation. Rural-urban linkages are very important because of the flows of both goods and commuters, which makes it necessary to consider the greater urban area in transport development. Various actors in the city and its surrounding area should be brought together, for example through transport associations or metropolitan transit authorities. This can lead to a common system of timetables and tickets. Umbrella organisations which organise the transport of rural commodities to markets in the cities are also desirable. City residents get fresh fruit and vegetables, and small farmers get incomes which are steady and often higher.

The German Development Cooperation promotes the development of strong managerial capacities in city administrations, local councils and associations in partner countries, in order to shape sustainable urban development.

Establishing the right frameworks at the national level
National governments need on the one hand to create pressure to act, and on the other hand to allow free scope for the development of sustainable urban mobility. They need to support cities with guidelines and enter into dialogue with them, in order to reach a better transport policy together.

This is why it is important to follow the principle of subsidiarity and shift responsibilities in the transport sector to the government level that can best shape such tasks. Where reasonable, municipalities or local authority associations should make decisions relevant to transport themselves. They are best acquainted with the needs of their citizens and local issues. For this reason we assist our partners through political consultation to adjust laws and regulations so that more responsibility – including for finances – lies with the local level. This is how to create the right conditions for sustainable mobility in cities.

Cities require sufficient funds, which also may have to be provided by the national level, for example, if a new bus rapid transit system is being established. National governments can transfer funds or provide state guarantees for bonds or loans. The national government can also take out loans itself and channel the financing to particular local purposes. Ongoing operations in public transport can rarely manage without subsidies, particularly when the government needs to subsidise tariffs for lower income families.

Such expenditures generally overstretch community budgets. We support our partner countries in organising the necessary financial transfers, and in passing the relevant legislation and regulations. The city of Windhoek, Namibia, for example, received funding from the national transport ministry through the project ‘MoveWindhoek’ to buy buses for its new transport system (see project example MoveWindhoek – a shared vision for sustainable transport, p. 20).

National governments can make a significant contribution to greater transport safety by instituting motorcycle helmet laws, drunk-driving penalties or seat belt laws – and by enforcing them.

Also necessary are the right incentives from national governments, for example with regard to fuel prices. Petrol and diesel are not taxed in many countries and are often even subsidised, discouraging steps towards higher energy efficiency or the use of alternative fuels and alternative...
propulsion systems. At the same time, eliminating subsidies offers many advantages: it releases part of a country’s budget with which they could finance, for example, public transport, bicycle paths or road maintenance. With the International Fuel Prices Project, Germany has been observing the development of global fuel prices for more than 15 years, providing a basis for the sustainable regulation of fuel prices worldwide.

The German Development Cooperation supports its partner countries in setting the right incentives for sustainable mobility in cities.

THE SUSTAINABLE URBAN TRANSPORT PROJECT
A good example of how knowledge about sustainable mobility can be transmitted is the ‘Sustainable Urban Transport Project’ (www.sutp.org). For more than 15 years it has offered a wide array of materials which employees at ministries and city administrations can use for self-training. This is augmented with training programmes which more than 5,000 decision-makers and experts from Africa, Asia and Latin America have participated in.

More financing, better financial management at the municipal level
In order for cities to properly carry out their tasks as development actors, they not only need more autonomy, but also better financial management. Otherwise, cities will hardly be in a position to secure additional debt financing, for example for the expansion of public transport networks.

Frequently, cities lack the necessary financial means, precisely at those times when they need to make major investments in infrastructure. External financing sources can help to bridge these gaps, i.e. in the form of loans, grants, mixed financing, bonds or Public Private Partnerships.

Such external financing models are only possible, however, if a city has its own resources. Communities need to be creditworthy, or they will find it virtually impossible to find financiers. Regular revenues, evidenced through budget management, accounting, auditing and expenditure control, is needed for this, as well as good financial management. Here is where urban transport services can make an important contribution: in the form of fees from public transport services, together with various toll systems, such as congestion charges, heavy goods vehicle levies, car tolls, and in the form of fuel taxes, vehicle taxes, parking fees and many other charges.

However, changes do not necessarily need to be accompanied by high costs. Sometimes a small sum is enough
to achieve a great deal, such as road markings or mobility consultancy. City governments should think extensively about such measures which achieve large effects at little expense.

→ The German Development Cooperation strengthens cities by enabling them to secure the appropriate sources of income and improve their financial management, so that they can realise future-orientated mobility projects geared toward the benefit of the community.

Education, training and international networking
Effecti ve municipal governments need well-educated personnel who are well versed in the field of sustainable mobility. For this reason, political advice is accompanied by professional development of staff and managers as a fixed part of every German development cooperation project. Exchanges – for example, between planners, transport authorities, civil society actors and engineers – are also important. We provide training materials and courses, as well as platforms for the exchange of knowledge, drawing, among others, on the far-reaching experience of German transport policy.

An additional important element is the international exchange between municipal stakeholders, enabling them to improve their expertise for identifying complex solutions by peer-to-peer learning. We also strengthen regional networks, for example in Asia.

Those who represent their cities in international negotiations can express the concerns of their residents on a global platform, such as international agreements for air pollution control. We therefore strengthen lobbying of and for cities at international negotiations, including the provision of financing for sustainable transport systems for climate protection.

→ The German Development Cooperation helps cities develop capacity, by supporting education and training and networks that extend across borders.
The goal is clear: to protect cities from a transport crunch, and to set them on a new path towards sustainable mobility in the face of climate change and urbanisation. This transport transition needs to be implemented globally, so that instead of becoming ungovernable and inhumane centres, cities actually benefit from the advantages their compact spaces provide.

The German Development Cooperation considers transport policy to be a key component of progressive city development, precisely because it combines many factors that make a city liveable, among others linking business and work with living and shopping, leisure and fun with health and education. All of this would be impossible without the movement and mobility of all the population groups involved. Without appropriate mobility, cities will come to a standstill in every respect, barely able to meet future challenges. Thus, mobility must no longer be at the expense of the environment and the climate.

Sustainable transport policy is not a niche issue for interested specialists, but rather something which affects everyone because it directly impacts the welfare of all urban residents. For this reason, the German Development Cooperation is active on many levels and with many instruments to ensure that the transport transition will succeed. This engagement will become even stronger in the future. The German Development Cooperation can draw on experience in its own country, from local authorities and the private sector, and effectively utilise this in partner countries. Digitalisation and new technologies offer further opportunities to bring about this change, not for their own sake but according to the guiding principle that people – and especially the poor – must always come first.
PROJECT EXAMPLE ‘MOVEWINDHOEK’:
A SHARED VISION FOR SUSTAINABLE URBAN TRANSPORT

The Namibian capital Windhoek urgently needs a better public transport system. Its current system is inadequate, forcing many inhabitants to turn to expensive taxis and spend up to a quarter of their income on mobility – or travel even long distances on foot. At the same time, automobile traffic is increasing.

Together, the City of Windhoek, the Ministry for Public Works and Transportation and the German Development Cooperation developed the ‘Sustainable Urban Transport Master Plan for Windhoek’ (the ‘MoveWindhoek’ campaign), which was adopted in 2014. With its help, transport in Windhoek will change completely over the next twenty years, becoming affordable, accessible, attractive and efficient. At the moment, the city is working to improve bus services, increase cycling and set up pedestrian zones.

For its innovative approach, the project MoveWindhoek won the ‘Africa Grow with Public Transport Award for Integrated Mobility’ in 2013. A decisive in the award was the active engagement of the inhabitants of Windhoek. Together with their city administration, they developed a common vision for sustainable mobility.

For further information, see www.movewindhoek.com.na.
PROJECT EXAMPLE ‘CLEAN AIR IN ASIAN CITIES’: AN EXAMPLE FOR AN ENTIRE REGION

Many Asian cities suffer from air pollution. The main reason for this is the steadily rising volume of traffic. With the project ‘Clean Air for Smaller Cities’, the German Development Cooperation is helping twelve medium-sized cities in eight countries to design and implement clean air programmes.

These plans have become models for other cities. In Indonesia, for example, two cities began to develop such clean air programmes, and then eleven followed with emissions monitoring systems, which they developed and financed themselves. More and more cities are joining them, inspired by these examples.

There is also a training programme entitled ‘Train for Clean Air (T4CA)’, in which more than 1,000 experts participated in 2013 and 2014. In the meantime, this programme has been institutionalised in Thailand, Indonesia, the Philippines and Viet Nam. An NGO is now continuing the programme, so that experts throughout the entire region can continue to receive training even after the end of the project.

By implementing various measures in the transport sector the new clean air programmes contribute to the improvement of air quality in Asian cities, and simultaneously support the development of sustainable transport systems.

Further information can be found at www.citiesenvironmenttransport.org
PROJECT EXAMPLE ‘DIGITAL TRAFFIC MANAGEMENT IN CHINA’: OPTIMISING TRANSPORT

Huainan is a Chinese economic metropolis, with a current population of around 2.5 million, and constantly growing. Using a promotional loan, an intelligent transport management system is being developed to better regulate the flow of traffic and improve energy efficiency. This makes use of new Intelligent Transport System technologies (ITS) such as GPS data which use traffic flow analysis to manage traffic. Linked with an automated traffic light system, it prevents bottlenecks and traffic jams, without the need to widen or extend streets.

A parking guidance system is planned for the future, as well as dedicated bus lanes to make public transport more attractive. This not only eases the traffic burden, but also reduces the number of accidents and casualties. The traffic police can also take advantage of this intelligent system to free traffic jams and react more quickly to accidents.
PROJECT EXAMPLE ‘LIGHT RAIL FOR TUNIS’: DRIVING FUTURE MOBILITY

In the capital city of Tunisia, public transport has clearly failed to keep pace with either the population growth of recent years or with the dynamics of the economy. The tram network covers only a portion of the city and is reaching the limits of its capacity, as is the bus service.

For this reason the Tunisian government would like to add an urban rail system to the existing bus and tram network. Set on its own track system, urban rail can transport hundreds of thousands of people from point A to point B quickly and in an environmentally friendly way. The plan includes the construction of five rail lines with a total length of 85 kilometres in the greater region of Tunis. As part of the first phase, two lines are currently being built through the centre of Tunis towards the outskirts of the city, with a length of 18 kilometres. Together with other partners, the German Development Cooperation supports the project with a development loan of EUR 47 million.

This project connects to the past, when we supported the construction of the tram network of Tunis – the Métro léger. The network’s first lines were opened in 1985 and were the first of their kind on the African continent. To this day the city tram network is the heart of the public transport system of the capital.