

Connective Cities Dialog Event Tbilisi, Georgia

The role of sustainable mobility in SEE for reaching
(climate related) sustainable development goals (SDG)

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Dipl. Ing. Jan Rickmeyer

giz | Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH

G 310 – Energy, Water, Transport, Sector Project Sustainable Mobility



Sustainable mobility within SDG's




EQUITY

- Equity of access across income groups, gender, age, disability status, and geographical location—thus, leaving “no one behind”
- Improved access to jobs and productive opportunities
- Improved access to markets and basic services as health and education
- Reduction of transport barriers for groups such as women and girls




EFFICIENCY

- Better and faster access to world markets
- More efficient use of resources (including energy, technology, space, institutions and regulations)
- Decoupling of GDP growth and energy consumption for transport
- Increase in global trade
- Regional integration
- Simplified border crossings



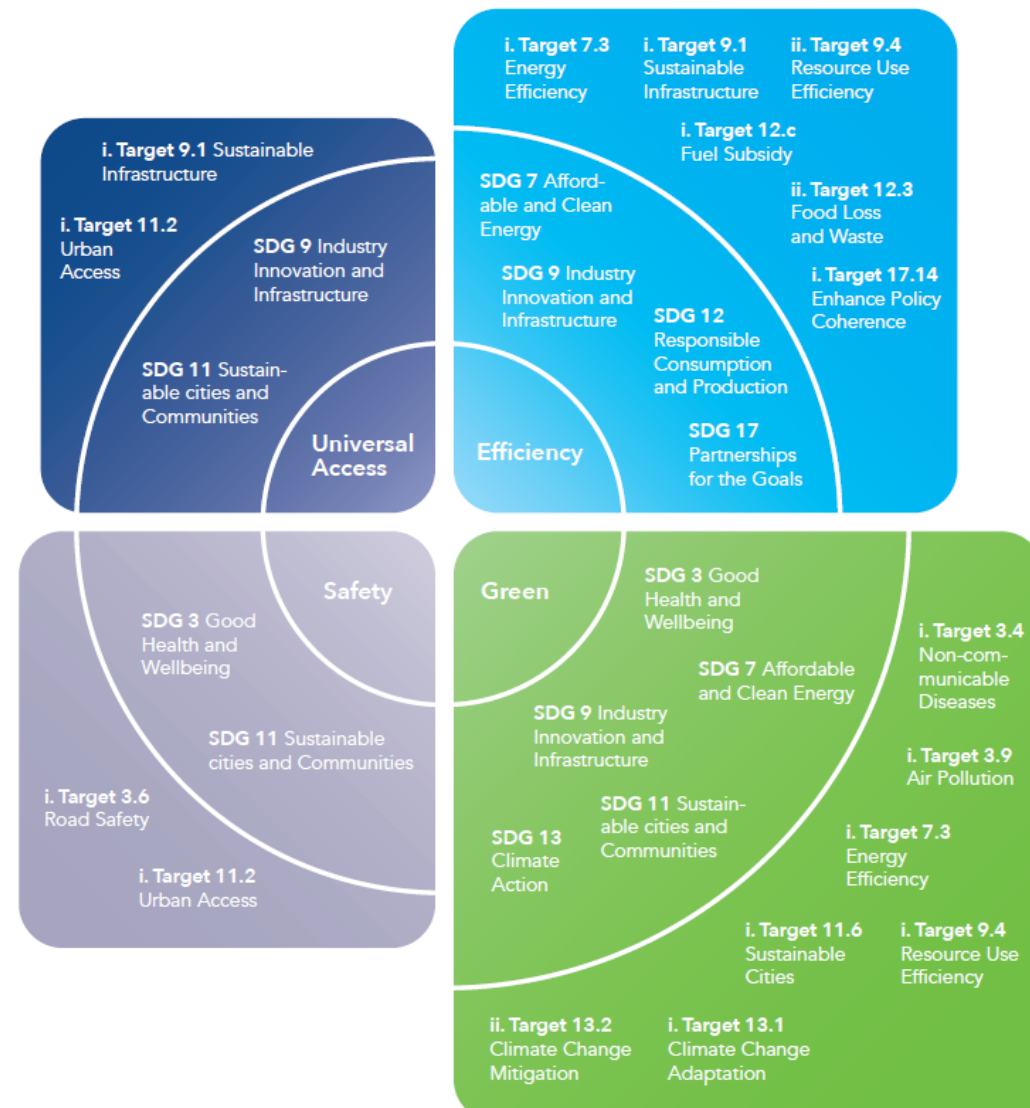
SAFETY

- Reduction of fatality, injury, and crash rates across all modes of transport
- Reduced risks for vulnerable groups, such as pedestrians, bicyclists, and children
- Reduction of social costs of transport related (such as health costs and forgone productivity)



GREEN

- Curbing the increase of global temperatures due to GHG emissions
- Better quality of air and lower noise pollution
- Resilience to climate disasters
- Preservation of Ecosystems
- Reduction of health costs associated with poor air quality and noise levels

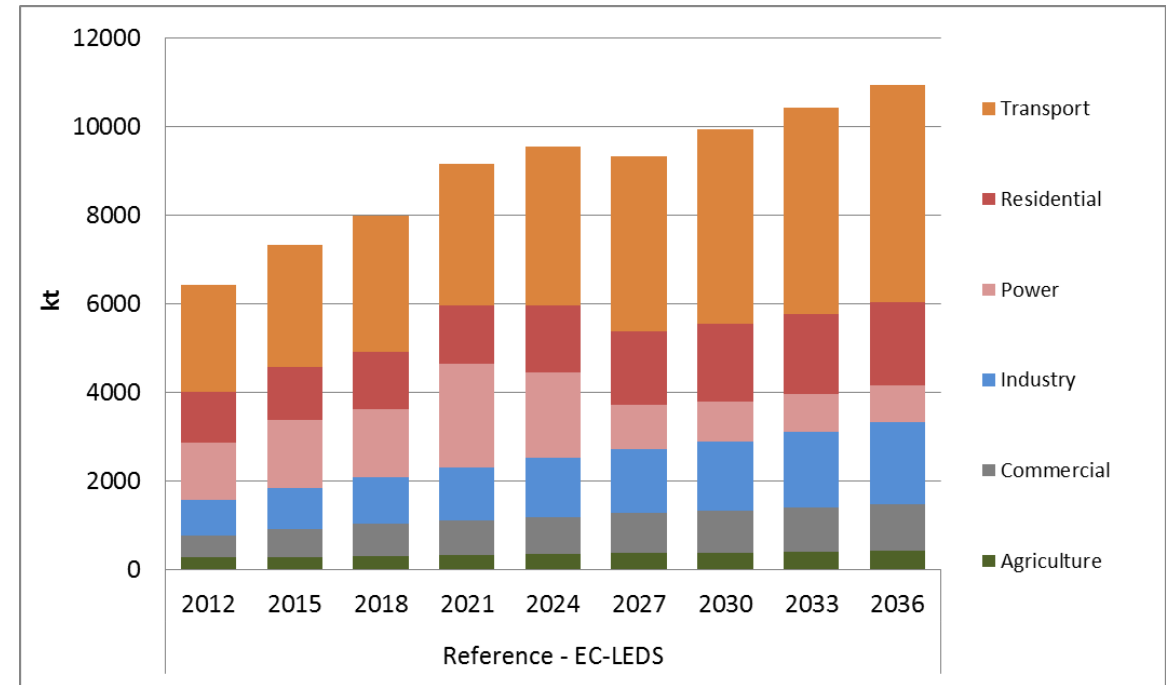


Source: Global Mobility Report 2017; SUM4All



Challenge of Mobility in SEE (e.g. Georgia)

- transport related emissions in 2012 amounted to 2.422 million t CO₂,
- represented approximately 40% of total energy related emissions and 15% of Georgia's total emissions
- With no action taken, transport emissions would more than double by 2036,
- more than any other energy related sector.



Enhancing Capacity for Low Emission Development Strategies



Challenge of Mobility in SEE (e.g. Georgia)

Private cars in Georgia

წლები Years	ავტომობილები – სულ Motor vehicles – total	მათ შორის: Of which:			
		სატვირთო (პიკაპებისა და მსუბუქი ფურგონების ჩათვლით) lorries and trucks (including pick-ups and vans)	ავტობუსი და მიკროავტობუსი buses and minibuses	სპეციალური special	მსუბუქი passenger cars
2002	319.6	47.0	22.7	2.1	247.8
2003	323.6	45.5	24.1	2.0	252.0
2004	325.0	42.9	25.7	1.2	255.2
2007	510.6	51.5	42.8	...	416.3
2008	573.6	57.7	47.4	1.6	466.9
2009	606.9	54.4	42.9	8.7 ¹⁾	500.9
2010	652.0	59.7	45.9	10.3 ¹⁾	536.1
2011	702.7	65.6	47.6	12.3 ¹⁾	577.2
2012	762.2	73.0	49.2	19.1 ¹⁾	620.9
2013	831.6	78.5	51.2	29.2 ¹⁾	672.7

¹⁾ სასოფლო-სამეურნეო დანიშნულების ტექნიკის ჩათვლით. / Incl. agricultural machinery.

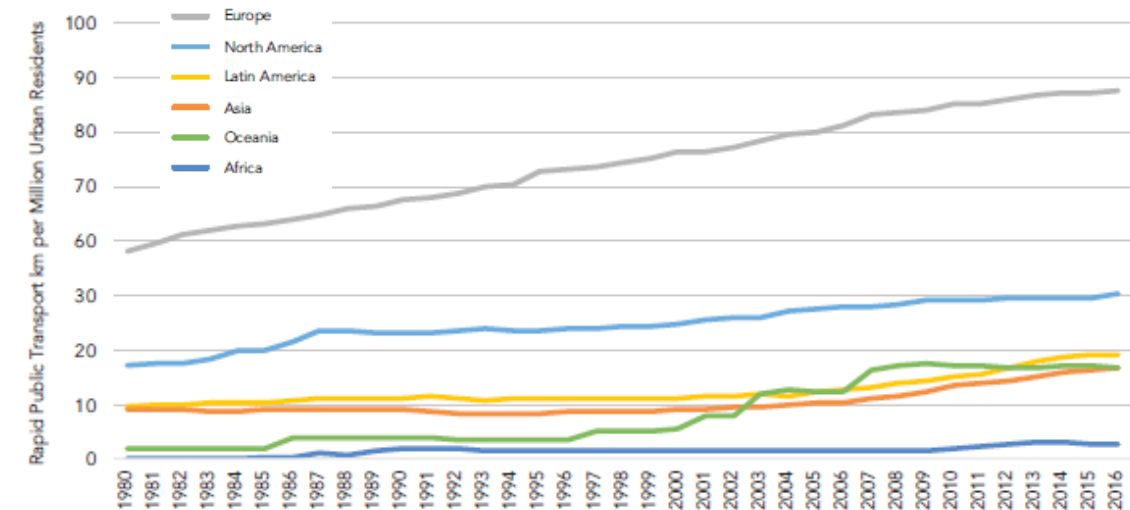
- number of all vehicles increased 2.5-fold between 2002 and 2013, the number of passenger cars was increasing from 247 000 to 672.000 vehicles
- mainly by importing pre owned cars
- Vehicle inspection service was shut down in 2002
- problem of high emission cars
- Insufficient or not competitive public transportation in most of the Cities



Global Challenge of Mobility

- 2014: 54% of the world's population lived in urban areas, will be 60% by 2030, 66% by 2050
- annual passenger traffic will exceed 80 trillion passenger km --> 50% increase from 2015
- Global freight volume will grow by 70% compared to 2015
- An additional 1.2 billion cars will be on the road (double today's total)

FIGURE 2.5: Supply of Rapid Transit Relative to Urban Population



Source: Institute for Transport & Development Policy 2017. Rapid Transit Database.



Global Challenge of Mobility



- 2013 until 2040: energy related CO₂ Emissions are expected to grow by 40% between 2013 and 2040, on average 1.2% per year under current policy scenarios
- Transport sector emits 23% of global energy-related greenhouse gas emissions and 18% of all human-made emissions in the global economy.
- In LIC and MIC, 98% of cities do not meet air quality guidelines

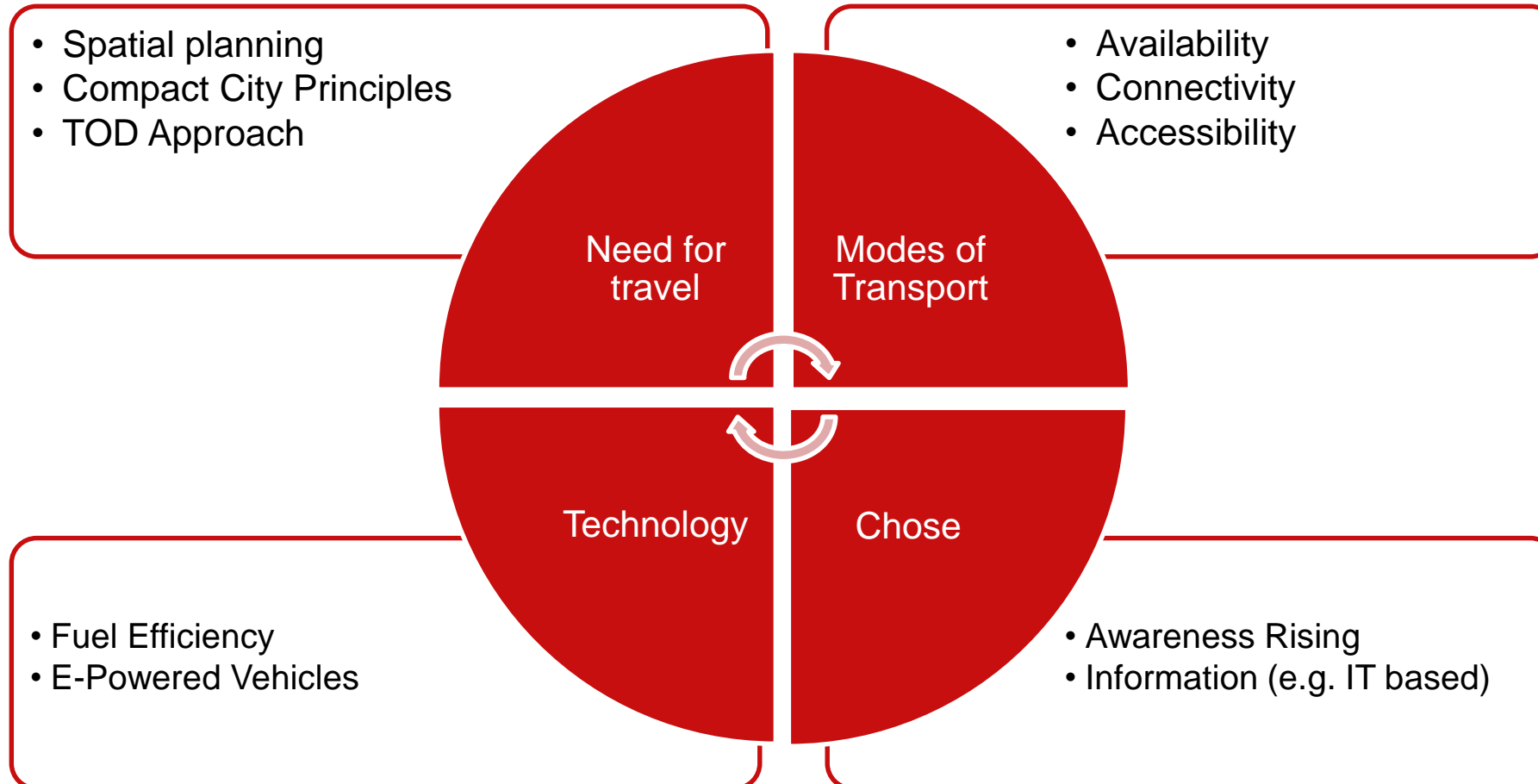


How to tackle Mobility Challenges





How to tackle Mobility Challenges





How to tackle Mobility Challenges



Dialog and Communication

Pilot Projects



Capacity Building



Transformative Urban Mobility Initiative

The global implementation initiative on sustainable urban mobility supporting urban decision makers to accelerate and scale their efforts through finance, capacity building and fast-scaling pilot projects.

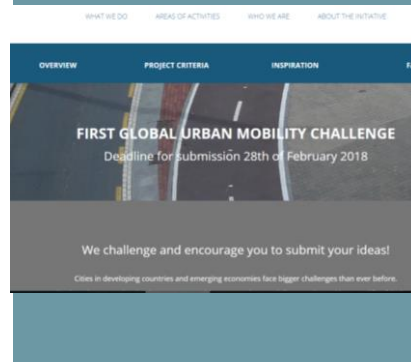
- ✓ **New Urban Agenda Implementation Initiative**
- ✓ **Paris Agreement & MP GCA Initiative**
- ✓ **SDG 11.2 Alignment (urban access)**





scaling up Pilot Cities

Pilot Projects



Knowledge



Financing



Early Stage Pitching

Conception / Communication

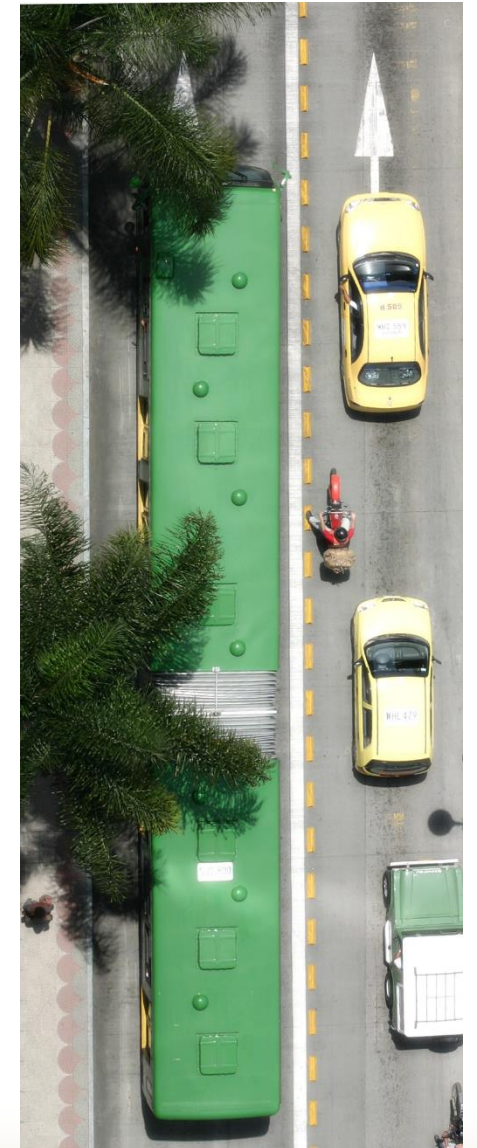


Financing sustainable urban transport projects and support of project preparation, working together with all tiers of government in Asia, Europe and the Americas

- Options for promotional loans, subsidized loans and grants
- Preparation and realization of bankable projects
- Investment related capacity building

Since 2016,
EUR 1Bn

Support of
back-to-back
policy dialogues to assist
project implementation on
all scales





Global Urban Mobility Challenge

Scaleable, highly visible annual programme supporting cities and their low-carbon, people-centered pilot projects

- Supporting innovative pilot projects with measurable impacts
- Scalable and replicable solutions for sustainable urban mobility

Awards
up to € 200k
per pilot project

Deadline
2018
28th of February

Annual Awards

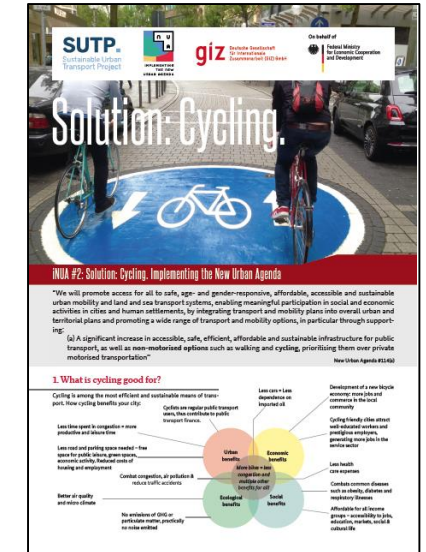
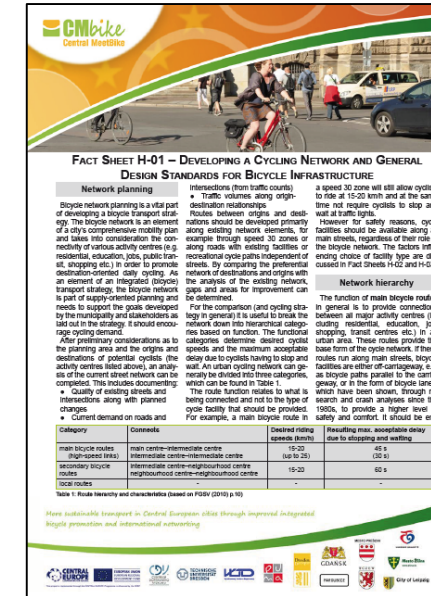




further resources

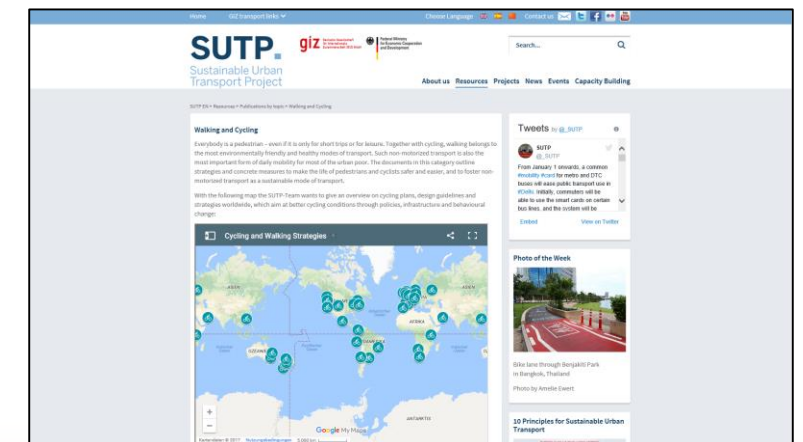
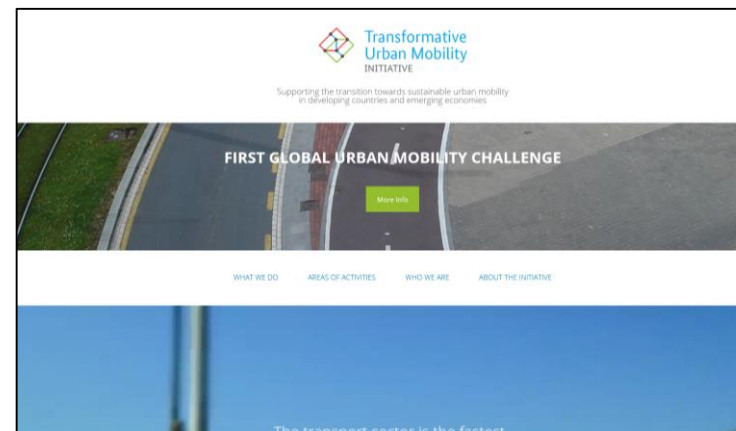
Website of Sustainable Urban Transport Project including resources and fact sheets about cycling

- www.sutp.org



Website of Transformative Urban Mobility Initiative (TUMI)

- www.transformative-mobility.org



Dipl. Ing. Jan Rickmeyer
Sustainable Urban Transport Project

sutp@sutp.org // transport@giz.de

SUTP.
*15 years serving the sustainable
urban mobility community*



**Transformative
Urban Mobility**
INITIATIVE

 www.sutp.org;

 [sustainableurbantransportproject](https://www.facebook.com/sustainableurbantransportproject)

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