

# PROMOTING SUSTAINABLE TRANSPORT IN LATIN AMERICA

## PROJECT SUMMARY

The GEF funded project “Promoting Sustainable Transport in Latin America” is an output of the already established Network for Environmentally Sustainable Transport in Latin America and the Caribbean (NESTLAC). NESTLAC was created with the objective of promoting and facilitating the implementation of environmentally sustainable transport options in Latin America and the Caribbean (LAC) by: (1) disseminating information on the benefits of sustainable transportation and on successful experiences; (2) assisting in the development of sustainable transport project proposals and; (3) assisting in project implementation. Therefore, NESTLAC will be key not only in the process of dissemination and awareness creation, but also in assisting in the actual implementation of three demonstration projects to be implemented in Guatemala City, Panama City and Concepción, Chile (one project in each city).

### **Objectives:**

#### *Project’s overall objective:*

The overall objective of the project “Promoting Sustainable Transport in Latin America” is to create the needed awareness and understanding of the benefits of sustainable transport project implementation among politicians, decision makers and stakeholders of the Latin American (LA) region, which may lead to the actual implementation of sustainable transport projects in the various countries of the region.

This will be done by facilitating and widely disseminating the implementation of three demonstration projects in the cities mentioned above, projects which in turn address three specific aspects of transport sustainability, namely, Bus Rapid Transit (BRT), Bus Regulation and Planning (BRP) and Non-motorised Transport (NMT). To further facilitate the overall objective of this project, a set of guidelines for the planning and implementation of transport projects addressing the three sustainability aspects mentioned above, will be prepared by the UNEP Risø Centre (URC).

#### *Project’s immediate objective:*

The project’s immediate objective is to improve mobility and reduce transport GHG emissions in Guatemala City, Panama City and Concepción, Chile.

The project will also include activities to ensure dissemination of the three cities’ activities across the broad Latin American region. These will include posting, on NESTLAC’s website, the mid-project and end-of-project regional workshops, and preparation of guidelines for the implementation of sustainable projects of this type that can be used by other regional cities.

## **Project Outcomes:**

### *Overall outcome:*

Extensive use of URC produced guidelines for the implementation of sustainable transport projects addressing aspects such as BRT, BRP and NMT by transport authorities of the countries of the region.

### *Immediate outcomes:*

1. BRT project implementation in Guatemala City in a manner that incorporates all the project activities into the planning and construction of the second corridor of Guatemala City's BRT system. A target GHG reduction of 95,000 tonnes per year, upon full project implementation, is set for this corridor.
2. Implementation of Panama City's transport programme aimed at improving the regulation and planning of the bus system in a way that all the economic, social and environmentally sustainable dimensions are adequately incorporated. A target GHG reduction will be set for this project early on during the MSP phase of the project.
3. A strong behavioural change in Concepción's inhabitants leading to a significant shift from private motorised to non-motorised transportation and to corresponding benefits. A target GHG reduction of 5,000 tonnes per year is set for this project.

A more detailed description of the immediate outcomes for each of the cities is provided below:

1. To facilitate and strengthen the implementation of the second corridor (West Line) of Guatemala City's BRT system "TRANSMETRO", by supporting the Municipality of Guatemala City to conduct a number of studies/activities needed to achieve a more economic, social and environmentally sustainable project implementation. The proposed studies/activities include basic data collection (such as an origin-destination survey), an assessment of expected travel demand along the planned BRT corridor, a land-use study, and public consultation. These and other activities will ensure that the design of the BRT line is optimal and will result in a maximum mode shift to the BRT system, and that there is strong public awareness, input and support for the plan. The execution of the proposed activities will be the responsibility of the Municipality of Guatemala City, with guidance and technical assistance from the URC and a team of independent consultants. The results of these GEF funded activities will be used to guide the design and implementation of the corridor. The planned corridor will transit from the East to the West of the city, and will meet the demand of two of Guatemala City's major arteries; Calzada San Juan and Calzada Roosevelt. Currently, around 40% of all transit trips (just fewer than one million trips per day) use these arteries as their main route. The implementation of this corridor is part of the city's "Urban Mobility Plan for 2020", and it will be financed by the Municipality of Guatemala City
2. To facilitate the implementation of a transport programme aimed at improving the planning and regulation of the urban bus system of Panama City. This will be done by supporting the Transit and Road Transport Authority (ATTT) of Panama to undertake a number of studies/activities required for taking all the economic, social and

environmental dimensions into consideration for the design of the new bus regulatory system. The activities will include an evaluation of the current bus system, surveys of bus ridership, and origin-destination survey, public consultation and an evaluation study. The execution of these GEF funded studies/activities will be the responsibility of the Transit and Road Transport Authority of Panama (ATTT), with technical assistance of the URC and a team of independent consultants. The results of these activities will be used to guide the implementation of bus system reforms. Panama City's programme includes strengthening the role of the ATTT to act as the regulatory agency of the public transport system, improving the functioning of the bus system operators, reallocation of current busways, and the replacement of old buses with cleaner and more efficient ones. The financing for the implementation of the main programme has been secured, and will be provided partly by the Government of Panama, and partly by the Inter-American Development Bank

3. To support the Executive Transport Secretariat of the Chilean government (SECTRA) in designing and implementing a major information and dissemination campaign aimed at promoting the wide-spread use of a planned 24 kilometres bicycle lane. In a similar way to the other two cities, SECTRA, acting as the national executing agency, will be in charge of the project implementation, with assistance from the URC and a team of consultants. The planned 24 kilometres bicycle lane is one component of the project known as "Biovias", for which financing has been secured by the Chilean government. The GEF-funded project components include a current "situation diagnosis" and strategy elaboration, execution of a pilot dissemination plan, development and dissemination of safety materials, and an evaluation study. The GEF funded components will feed directly into the construction phase of the bicycle lanes and ensure the dissemination of information about the bike lanes, as well as provide for evaluation of the entire effort.

## **Project Duration**

The project has duration of three years. Implementation is expected to start in April-May 2006, and be completed by April-May 2009.

## **Milestones**

- Kick-off meeting will be held the first or second week of May 2006 in Concepción, Chile;
- Halfway implementation workshop. Date and venue to be decided;
- Most of the studies/activities are expected to be completed after one year, except for evaluation studies which will be completed half year after project completion;
- Final dissemination regional workshop. Date and venue to be decided