National Urban Mobility Policies & Investment Programs (NUMP)

August 2019
NUMPs effectively enable Governments to tackle Urban Mobility Challenges

**National Urban Mobility Policies and Programmes** are first of all a paradigm shift of policy making by emphasizing the strategic role of national governments in regard to sustainable urban mobility. A NUMP therefore is a strategic, action-oriented framework, developed by national governments, to (depending on their focus)

- provide guidance and incentives for urban mobility transitions (plan),
- address specific issues related to urban mobility (policy),
- finance the implementation of projects and increase local capacities (programme).

They **build on existing policies and regulations** and aim to harmonise relevant laws, norms, sectoral strategies, investment and support programmes towards an **integrated approach** to maximise the benefits of cities and their inhabitants. It
NUMPs provide a framework for a urban mobility transformation that entails many benefits.

**Agree** on vision & targets through integration and policy co-ordination of multiple sectors.

**Enable** institutional cooperation with knowledge, resources and required authorities.

**Foster** participatory and multi-stakeholder approach involving different levels of government, private sector, civil society, academia, and other stakeholders.

**Connect**, with technical and financial support at national and local level.

**Coordinate** international, national and local finance and funding flows.

**Contribute** to local actions based on national strategy and targets and international climate change commitments (NDCs, New Urban Agenda etc.).
NUMPs types

**Policy**
- sector strategy (comprehensive)
- individual policy or package of policies (selected topics / modes)

**Programme**
- Support and/or Investment Program
- Focus on selected topics / modes

**Mix of Policy & Programme**
- Public Transport Investment Programmes: OECD countries, China, India, Mexico, Colombia
- E-Mobility Promotion Programmes: Uruguay, China, Germany, etc.

**Brasil:** Law requiring SUMP's
**EU:** Clean Vehicle Directive

**Chile:** national sustainable urban mobility strategy
**EU:** SUMP promotion programme (Civitas, Eltis)
**Germany:** GVFG
Cities can do a lot…
… but need national government support resources

- Policy, Regulation & Financing
- Technical and Regulatory Guidance for cities
  - Requirement to access funds
  - Implement policies, infrastructure projects and mobilise local funding
  - Sustainable Urban Mobility Plans (SUMPs)
Our 4-step Development Process for a tailor-made NUMP

**Initiation phase/ MobiliseDays**
Establishment of National NUMP Core Team

3 months

**Policy Inventory & Diagnosis (SQ Analysis)**
Diagnosis and framework report

3 months

**Strategic Phase: Goal Setting**
Wide stakeholder process to address specific country challenges; Analysis different future scenarios; Identification of priority measures; Joint vision for urban mobility & road map for NUMP development

3-6 months

**Tactical Phase: In-depth Elaboration**
Detailed policy development in thematic modules

Minimum 12 months

NUMP ready-to-implement (covering compulsory MYC NUMP criteria)
National Policy for Sustainable Urban Mobility, Brazil

### Objective
Promote broad integration of urban transport services as well as non-motorized and public transport usage through the development of SUMP's.

### Scope, Directive
- Large cities with >20,000 inhabitants (about 1600 cities) must develop a mobility master plan within 3 years linked to its urban development plans.
- Promotion of non-motorized and PT modes e.g. access control, emission standards, charge for infrastructure use, exclusive PT/ non-motorized vehicle spaces on roads, ...
- User Participation on Planning, Monitoring, Evaluation of local urban mobility politics.

### Legal Basis
Urban Mobility Law (2012)

### Type of Support
- Limited financial assistance from national level for developing and improving studies.
- Project funding mainly from loans through Development Banks (CAIXA, BNDES).

### Managing Agencies
Ministry of Cities

### Status
Passed in 2013, Deadline for presentation of plans May 2019

### More Information
Ministério das Cidades 2013: Política Nacional de Mobilidade Urbana Sustentável (Policy Paper)
Federal Support Programme for Mass Transit (PROTRAM), Mexico

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<th>Objective</th>
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<tr>
<td>• Support PPP in urban mass transit projects</td>
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<td>• Implement integral transport systems</td>
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<td>• Support development of urban mass transit project and low-carbon transportation</td>
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<td>• Strengthen local institutional capacity and participation in planning, operation and regulation of urban PT</td>
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<tr>
<th>Scope, Eligibility, Modes</th>
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<tr>
<td>• Only Mass transit in large cities/metropolitan areas (population &gt; 500 000)</td>
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<td>• Applicable for infrastructure, control systems, fare collection</td>
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<td>• Modes: BRT, LRT (urban &amp; suburban), Heavy Rail Transit (urban &amp; suburban)</td>
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<th>Types of Support</th>
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<tr>
<td>• Grants and Loans for Studies and Project Investment</td>
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<td>• Feasibility Studies: Grant for up to 50%, rest covered by State/Municipality</td>
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<tr>
<td>• Project Funding: Loan up to 33% if min. 34% from private investment (PPP), rest from State/Municipality</td>
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<td>• Technical assistance for institutional capacity growth of local institutions involved in planning, operation, regulation urban transport</td>
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<tr>
<th>Funding Source</th>
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<tr>
<td>Federal Infrastructure Fund (FONA-DIN)</td>
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<th>Managing Agencies</th>
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<tr>
<td>National Bank of Public Works and Services (BANOBRAS)</td>
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<tr>
<th>Recipients</th>
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<tbody>
<tr>
<td>city, states, municipal governments</td>
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<th>Status</th>
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<tr>
<td>On-going since 2008</td>
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<th>More Information</th>
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<tr>
<td><a href="http://www.fonadin.gob.mx/productos-fonadin/programas-sectoriales/programa-federal-de-apoyo-al-transporte-urbano-masivo/">www.fonadin.gob.mx/productos-fonadin/programas-sectoriales/programa-federal-de-apoyo-al-transporte-urbano-masivo/</a> (Website)</td>
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NUMPs – Lessons learnt

**NUMPs generate policy change, facilitate investments** (but transformation requires time and participation of stakeholders from the beginning for ownership)

**NUMPs can leverage private investments** (can ensure project feasibility beyond public budget limitations provided there is an enabling environment and framework)

**Social / institutional transformation often an obstacle** (Capacity Development and Technical Support on the Local Level are key for project development and implementation)

**Emerging economies can finance the transition** (Finance ministries important; should be involved early, NUMPs help reallocate existing budget, ODA/CF complementary)

**Success depends strongly on high-level political will** (coordinate with other sector policies, strengthen exchange and involvement of different government departments to guarantee continuity, and reduce risk of frequent minister, vice minister changes)

**Tools useful, but every NUMP is a different "animal"**
NUMPs support implementation and development of NDC

NUMPs help to implement NDCs …

- Sector transformation towards low-carbon development
- Participatory process fosters policy change

… and a direct NDC-link helps to implement NUMPs

- Cabinet level pressure for actions
- Political commitment