

National Urban Mobility Policies & Investment Programs (NUMP)

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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

Brasil: Law requiring SUMPs
EU: Clean Vehicle Directive

Policy

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

Programme

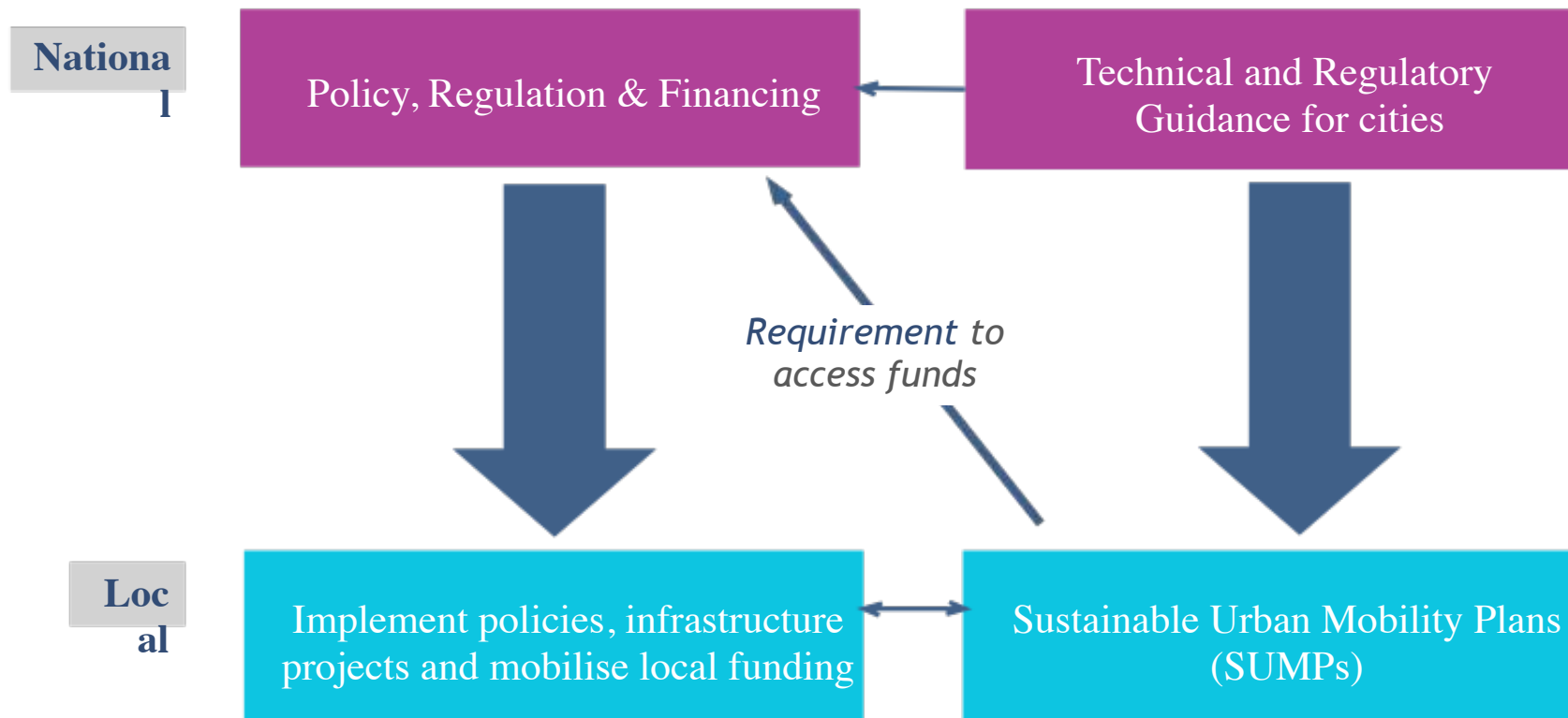
- Support and/or Investment Program
- Focus on selected topics / modes

Mix of Policy & Programme

- **Chile:** national sustainable urban mobility strategy
- **EU:** SUMP promotion programme (Civitas, Eltis)
- **Germany:** GVFG

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

Cities can do a lot...
... but need national government support resources



Our 4-step Development Process for a tailor-made NUMP



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
Scope, Directive	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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)

NUMP

Type	Mix
	Policy
	Programme

Federal Support Programme for Mass Transit (PROTRAM), Mexico



NUMP

Type	Mix
	Policy
	Programme

Objective	<ul style="list-style-type: none"> • Support PPP in urban mass transit projects • Implement integral transport systems • Support development of urban mass transit project and low-carbon transportation • Strengthen local institutional capacity and participation in planning, operation and regulation of urban PT
Scope, Elegibility, Modes	<ul style="list-style-type: none"> • Only Mass transit in large cities/ metropolitan areas (population > 500 000) • Applicable for infrastructure, control systems, fare collection • Modes: BRT, LRT (urban & suburban), Heavy Rail Transit (urban & suburban)
Types of Support	<ul style="list-style-type: none"> • Grants and Loans for Studies and Project Investment • Feasibility Studies: Grant for up to 50%, rest covered by State/ Municipality • Project Funding: Loan up to 33% if min. 34% from private investment (PPP) , rest from State/ Municipality • Technical assistance for institutional capacity growth of local institutions involved in planning, operation, regulation urban transport
Funding Source	Federal Infrastructure Fund (FONA-DIN)
Managing Agencies	National Bank of Public Works and Services (BANOBRAS)
Recipients	city, states, municipal governments
Status	On-going since 2008
More Information	www.fonadin.gob.mx/productos-fonadin/programas-sectoriales/programa-federal-de-apoyo-al-transporte-urbano-masivo/ (Website)

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