

# COLOMBIAN POLICIES AND MEASURES THAT ENCOURAGE MODAL SHIFT TOWARDS CYCLING

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**CAMBIO  
CLIMÁTICO**



 **MINTRANSPORTE**



1. Which policies and technologies have proven record of high mitigation potential and could lower emissions by reducing transport demand growth, promoting energy efficiency, or reducing carbon intensity of transport fuels?

2. Which barriers and obstacles prevent such policies and technologies from wider replication in many locations? Which solutions could contribute to wider replication of best practices, lead to emission reductions and cost savings, and bring other sustainable development benefits?

3. How infrastructure development, land use policies and behavioral interventions can catalyze further emission reductions?

# POLICIES AND TECHNOLOGIES

**1. National Urban Transport Policy**

**2. Low Carbon Development Strategy  
(ECDBC)**

**3. Act. 1753 of 2015 National Development  
Plan (PND 2014-2018)**

# POLICIES AND TECHNOLOGIES

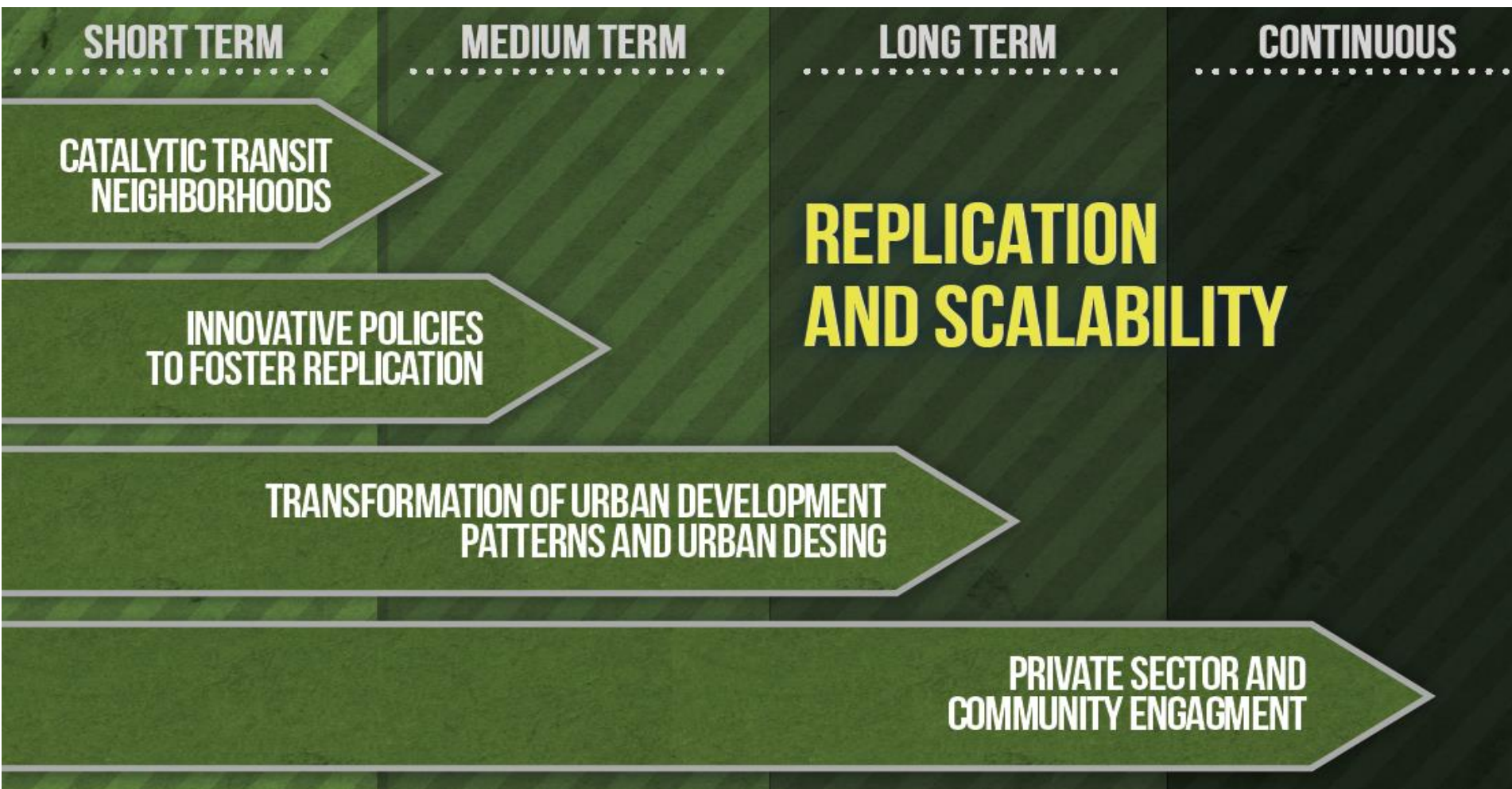
## Sectorial Mitigation Action Plan (PAS) Main Policy Lines:

1. Sustainable and low carbon urban transport systems
2. Freight Modal shift: from roads to rails and rivers
3. Freight logistics improvement
4. **Promotion of non motorized modes**
5. Travel demand management initiatives.

*Transport NAMAS aligned with the PAS*

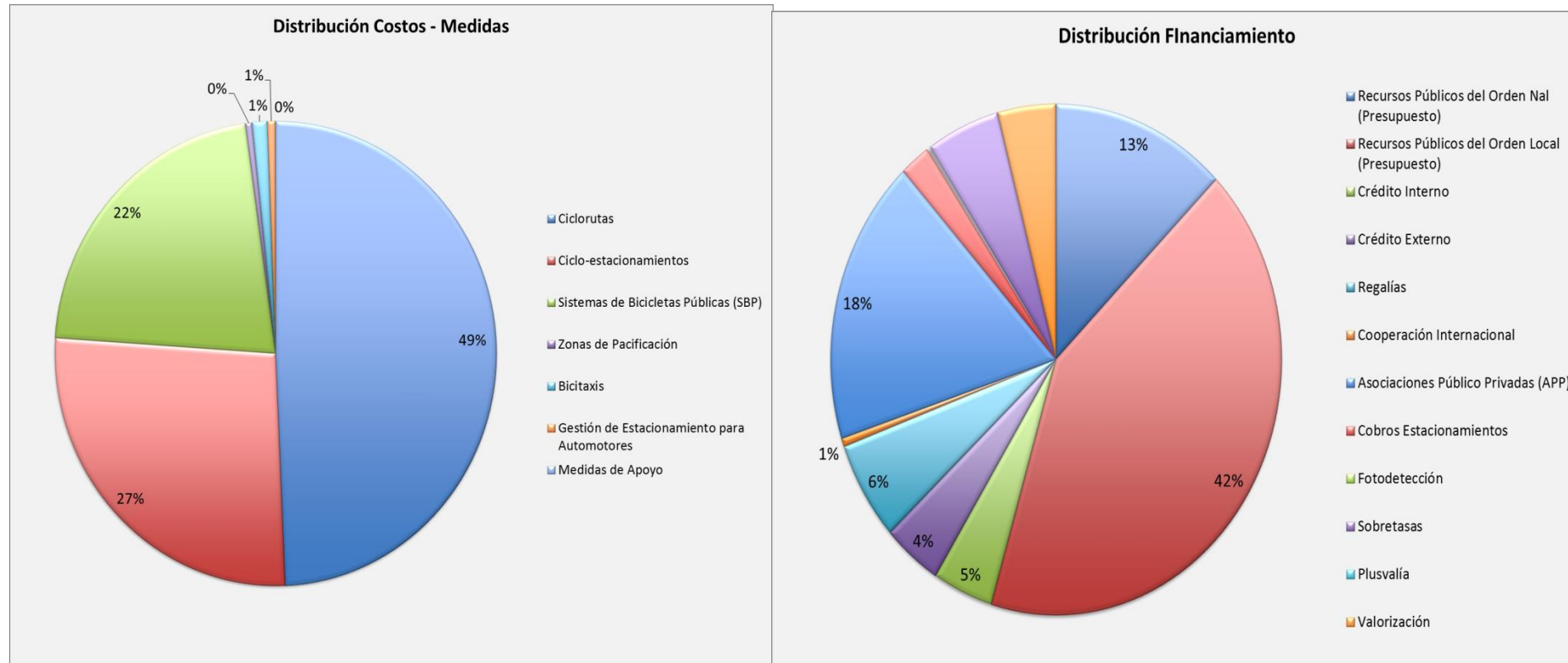
- a) Transport Oriented Development  
TOD NAMA
- b) Renovation of Cargo Vehicles
- c) **Non motorized modes promotion/  
Travel demand management  
TAnDem**
- d) Credited NAMAS under PMR: Vehicle performance standard and energy efficiency for transit fleet

# BARRIERS AND OBSTACLES



# BARRIERS AND OBSTACLES

## NAMA TAnDem (Non motorized modes promotion) TRANSfer-GIZ support



# INFRASTRUCTURE DEVELOPMENT



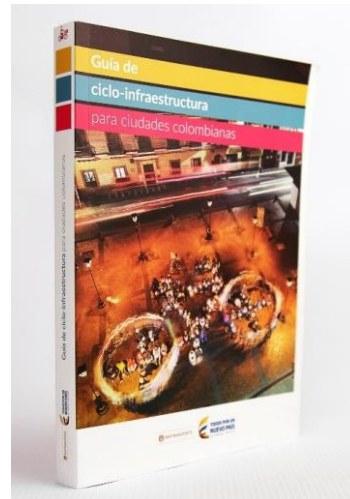
## Government investment

€161,000 in 4 Pilot Bike-Share Systems in 2015

€171,000 in Pilot Bike-Share Systems in 2016 nationwide.

11 Departments (ie. states) will have bike lanes in their main corridors

Bogota D.C bicycle modal share in 1999 was 0,5% and has increased to 5% (575 thousand trips) in 2015. This was due in great part to having built 467,5km of bikeways



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# An overview of policies and actions

- Work in NMT policies has been developed in Colombia with various components:
  - National government NMT policy and guidebook development (launched April 2016)
  - Combination of NMT and public transport: increase coverage with low-cost and high-impact solutions
  - Local governments own initiatives to increase bicycle use: infrastructure, promotion, regulations
  - Civil society support



# Bogotá Ciclovía

- Sundays and holidays
- 7am-2pm no cars on major roads
- Started as citizen + government exercise (3,8 kms) in 1974
- Extended in 1982 to 81 kms
- Extended in 1995 to 121 Kms
- Research demonstrated reduced pollution during ciclovía

## MAPA CICLOVÍA



Ruta CICLOVÍA  
Tramo CICLORUTA  
Tramo SUSPENDIDO por obras



Facebook: Eventos Ciclovía IDRD Prensa IDRD  
Twitter: @IDRD

[www.idrd.gov.co](http://www.idrd.gov.co)



BOGOTÁ  
HUMANANA

CULTURA, RECREACIÓN Y DEPORTE - Instituto Distrital de Recreación y Deporte

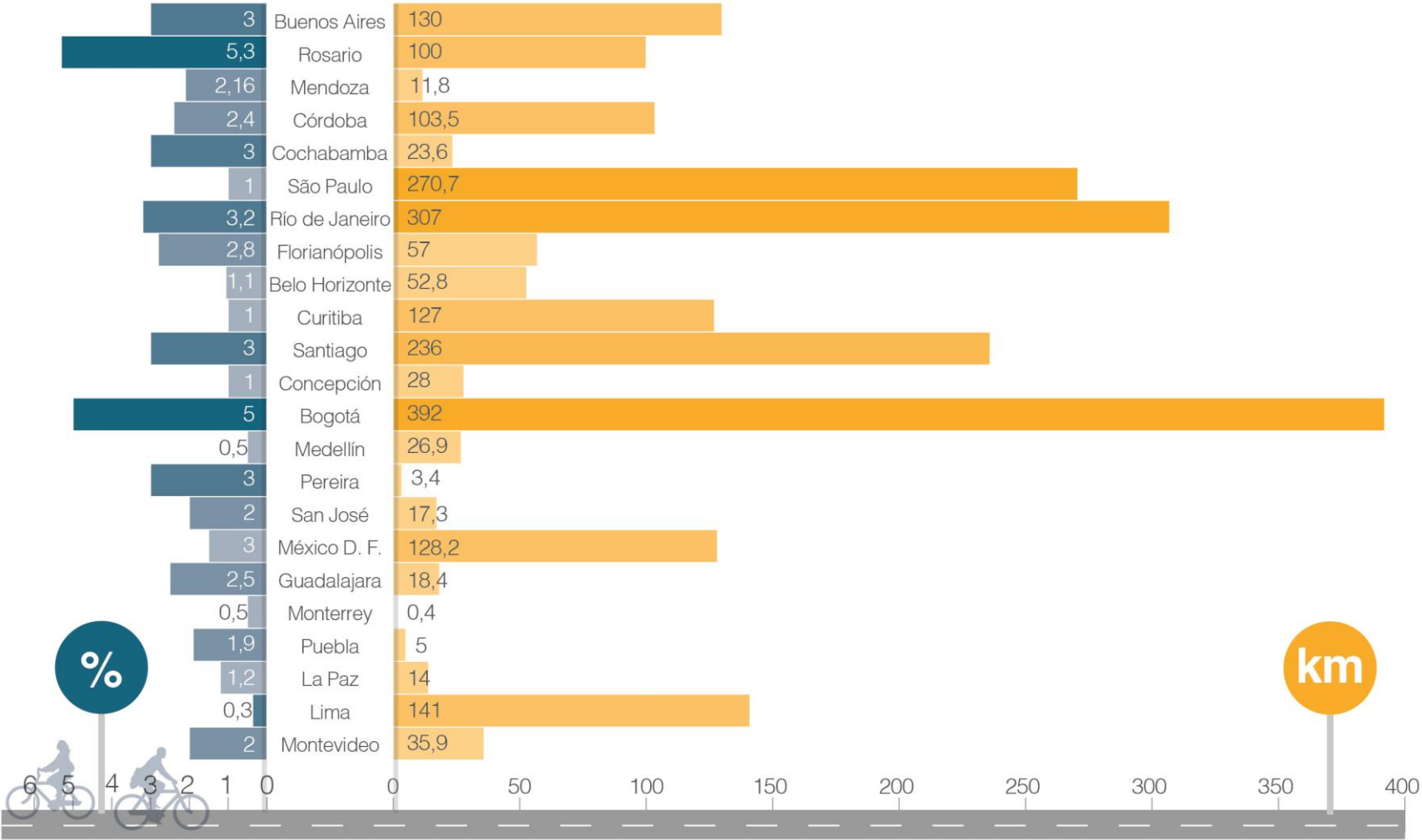
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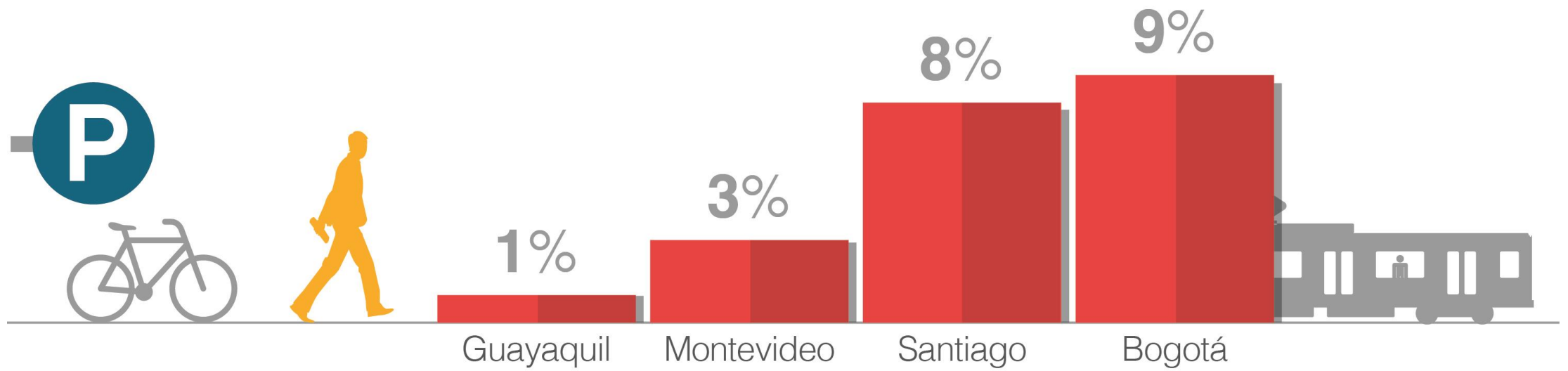
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TODOS POR UN NUEVO PAÍS  
PAZ EQUIDAD EDUCACIÓN

# Modal share vs. Infrastructure in Latin American Cities



## Intermodality

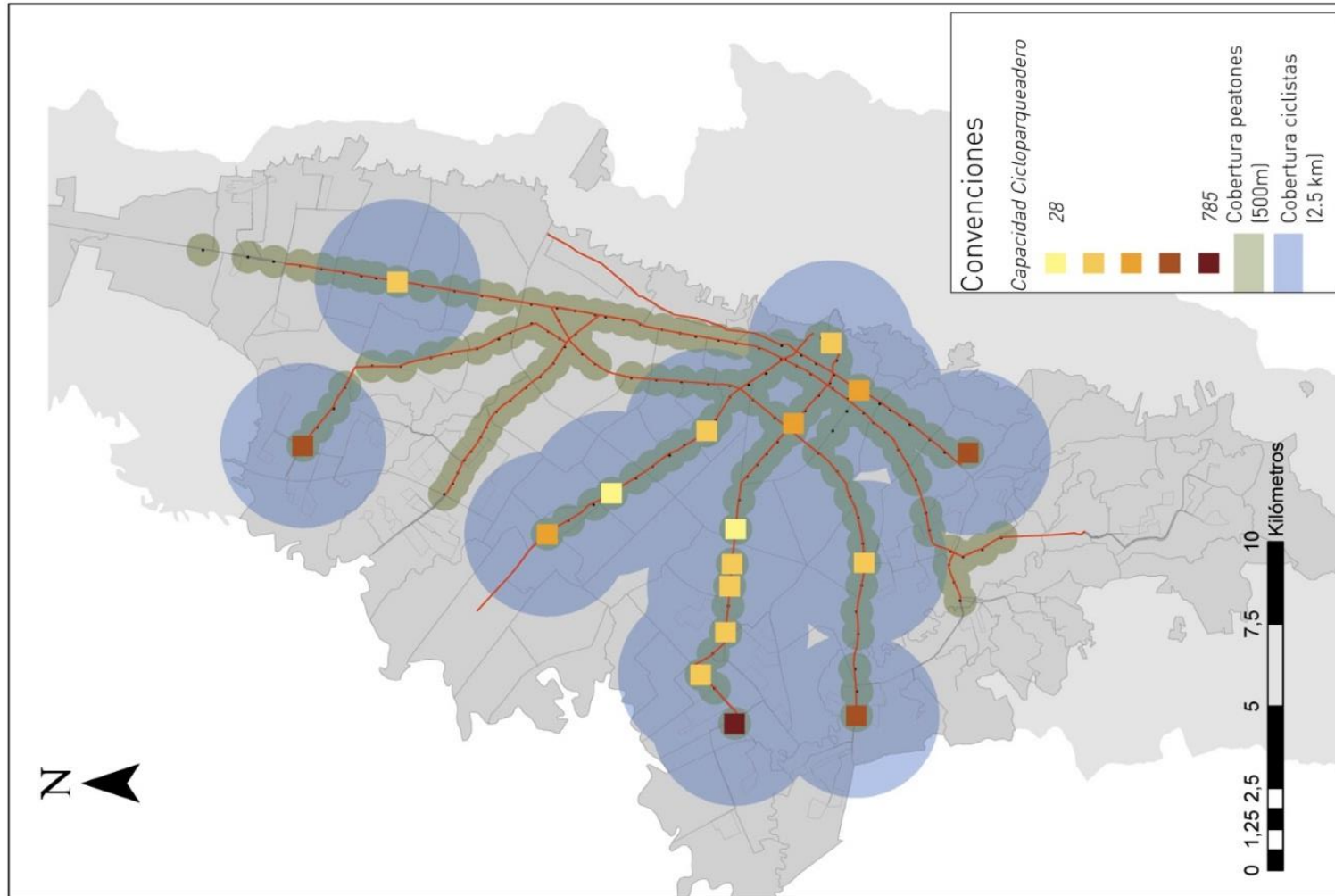


# Bicycle – public transport integration



Fuente: Despacio para Ministerio de Transporte 2016

# Increase of public transport coverage



Fuente: Despacio para  
Ministerio de  
Transporte 2016

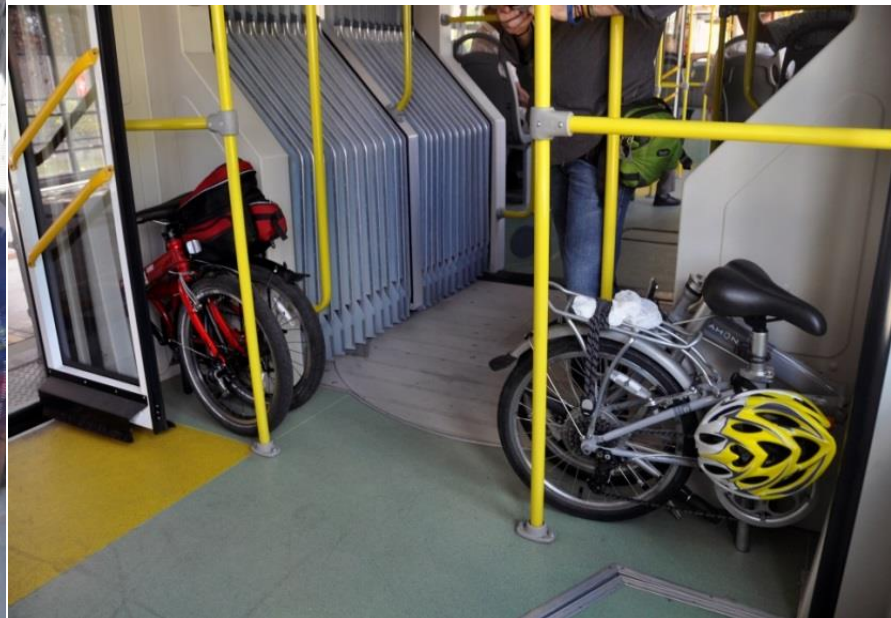
The Japanese solution



## Colombian solutions



# Integration with BRT, metro and cablecar Medellín



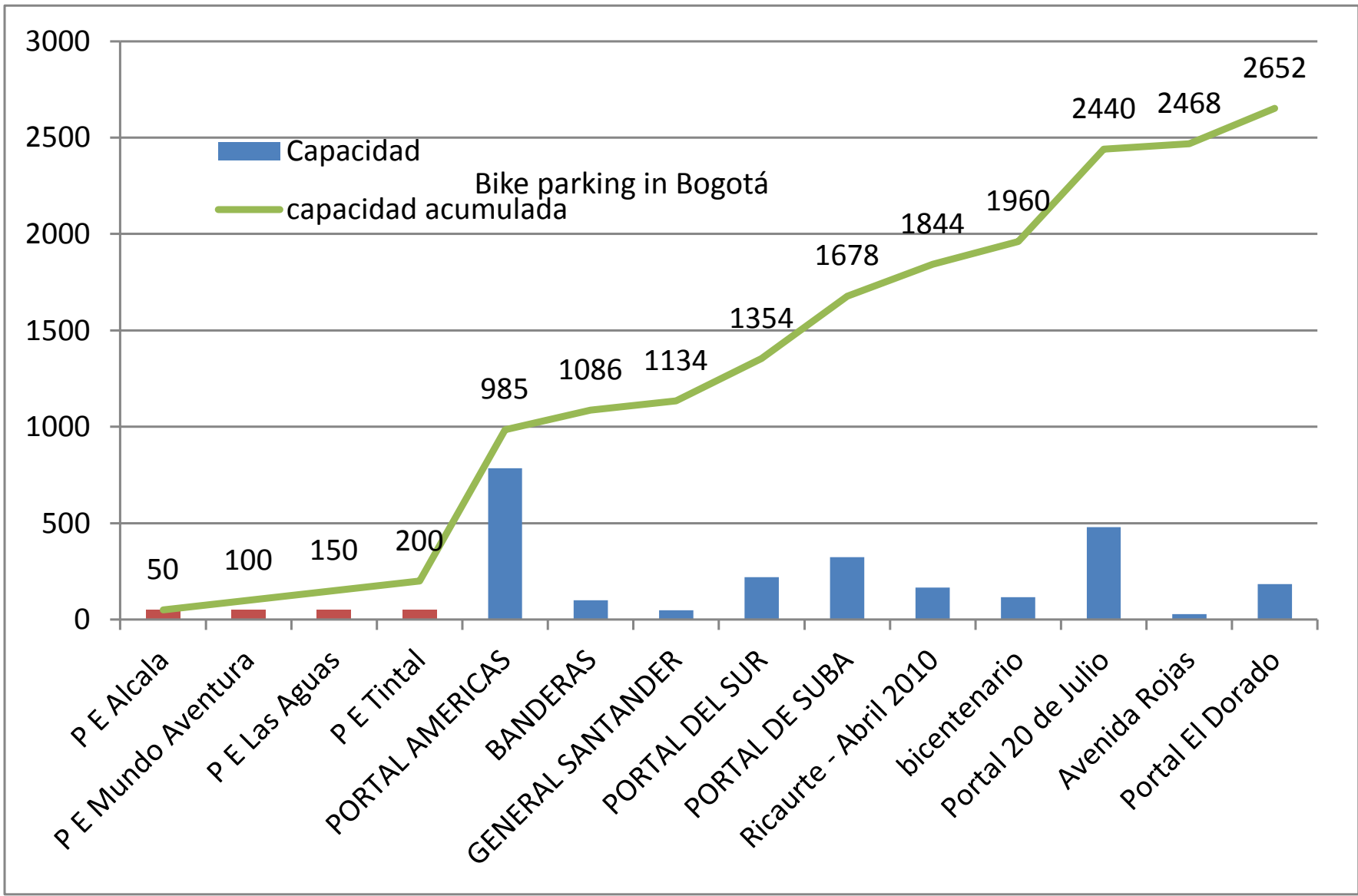


# Bicycle- BRT integration in Bogotá (2500+ parking spaces in network)



# Bogotá TransMilenio bike





# INFRASTRUCTURE AND SERVICES



Bus stops integrated with public spaces



Bikelanes



Pedestrians



Transit with small medium and small capacity buses