COLOMBIAN POLICIES AND MEASURES THAT ENCOURAGE MODAL SHIFT TOWARDS CYCLING

GIUSEPPE DE ANDREIS BERRIO
COORDINATOR OF ENVIRONMENTAL AFFAIRS AND SUSTAINABLE DEVELOPMENT
MINISTRY OF TRANSPORT OF COLOMBIA
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?
1. National Urban Transport Policy

2. Low Carbon Development Strategy (ECDBC)

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

SHORT TERM
- Catalytic Transit Neighborhoods

MEDIUM TERM
- Innovative Policies to Foster Replication
- Transformation of Urban Development Patterns and Urban Design

LONG TERM
- Replication and Scalability
- Private Sector and Community Engagement

CONTINUOUS

Cambio Climático
Mintransporte
Todos por un Nuevo País
BARRIERS AND OBSTACLES

NAMA TAnDEm (Non motorized modes promotion) TRANSfer-GIZ support
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
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
Modal share vs. Infrastructure in Latin American Cities

Buenos Aires: 3% - 130 km
Rosario: 5.3% - 100 km
Mendoza: 2.16% - 11.6 km
Córdoba: 2.4% - 103.5 km
Cochabamba: 3% - 23.6 km
São Paulo: 1% - 27.0 km
Rio de Janeiro: 3.2% - 307 km
Florianópolis: 2.8% - 57 km
Belo Horizonte: 1.1% - 62.8 km
Curitiba: 1% - 127 km
Santiago: 3% - 236 km
Concepción: 1% - 28 km
Bogotá: 5% - 392 km
Medellín: 0.5% - 26.9 km
Pereira: 3% - 3.4 km
San José: 2% - 17.3 km
México D. F.: 3% - 128.2 km
Guadalajara: 2.5% - 18.4 km
Monterrey: 0.5% - 0.4 km
Puebla: 1.9% - 5 km
La Paz: 1.2% - 14 km
Lima: 0.8% - 141 km
Montevideo: 2% - 35.9 km
Intermodality

- Guayaquil: 1%
- Montevideo: 3%
- Santiago: 8%
- Bogotá: 9%
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
Bike parking in Bogotá

Capacidad
capacidad acumulada
INFRASTRUCTURE AND SERVICES

- Bus stops integrated with public spaces
- Bikelanes
- Pedestrians
- Transit with small medium and small capacity buses