



Shared Prosperity Dignified Life



COP27
SHARM EL-SHEIKH
EGYPT 2022

UN Climate Change High-Level Champions

Towards COP27: Arab Regional Forum on Climate Initiatives to Finance Climate Action and the SDGs
Project Fact Sheet

Energy Efficiency Improvement in the Sustainable Urban Mobility Sector

TUNISIA

Climate finance purpose
Mitigation
Sector
Transport
Geographic coverage
National/ Targeted administrative units: ministry of transport , Municipalities and agglomerations over 100 000 habitants
Description
<p>The project would implement some of the priority elements of Tunisia’s new National Sustainable Urban Mobility Policy (PNMU) validated by the Council of Ministers in May 2020. Main project components would be the following:</p> <ul style="list-style-type: none"> • Improvements in the governance framework for urban mobility at national and local level • Strengthening of the sector’s financing mechanisms • Preparation of strategic urban mobility plans in all main agglomerations of Tunisia aimed at improving the performance and energy efficiency of urban mobility systems, promoting non-motorized transport modes, and increasing access for women and reduced mobility persons • Development of the capacity and efficiency of formal and informal public transport through the reorganization of state transport enterprises, the introduction of best practice contractual systems, the rehabilitation and development of public transport infrastructure (including the introduction of bus lanes in high traffic corridors and the rehabilitation of Tunis’ light rail system), and the modernization of some of the rolling stock (notably in Tunis) • Promotion of the electrification of the transport vehicle fleet through the establishment of adequate incentives and creation of necessary facilities • Implementation of small, infrastructure Improvements with high benefit/cost ratios for traffic management, parking management and for facilitating the movements of pedestrians and cyclists
Beneficiaries
Citizens, disconnected habitants, main middle-class population, economic tissue, Gender is a main parameter in the establishment of this program.
Climate rationale
<p>Transport is the second energy consumer and the first GHG emitter in Tunisia. A large part of these emissions is due to urban mobility. Improving this sector’s efficiency, notably that of public transport and non-motorized transport would significantly reduce these emissions, which would help achieve the NDC objectives.</p> <p>In this context, Tunisia has adopted a new National Sustainable Urban Mobility Policy (PNMU) which includes in particular a strong vision of the development of carbon-efficient and ecological modes of transport as well as the strengthening of institutional and financial capacities of the State and local governments to implement it.</p>

Expected outcomes
<ul style="list-style-type: none"> • Creation of governance structures at the central and local levels. • Establishment of sustainable financing mechanisms for Urban Mobility. • Increase in the share of public transport and reduction in the share of private cars in urban travel. • Development of electric mobility • Increased use of bicycles and walking. • Adoption of an integrated multimodal urban mobility strategy with low CO₂ emissions for each agglomeration of more than 100,000 inhabitants. <p>Outcomes contribute to SDG 13.</p>
GHG reduction target
The estimated reduction in GHG emissions over 10 years is 340 000 tonnes of carbon dioxide equivalent (tCO ₂ eq)
Project implementation period
Phase 1: 2023-2025 Phase 2: 2026-2030
Total Project Cost
Amount in National Currency: TND 440 million Amount in USD equivalent (per 1 September 2022 exchange rate): USD 137.5 million
Financing requirement
Amount in National Currency: TND 328 million Amount in USD equivalent (per 1 September 2022 exchange rate): USD 102.5 million
Expected Tenor / Duration of financing: At least 25 years maturity with 5 years grace period.
Project Status: The proposed civil works and rolling stock are at pre-feasibility stage. Some of the key institutional improvements are under implementation.
Contractual Structure: Mostly Government ownership although private ownership would be explored for some of the public transport improvements (including the provision of rolling stock).
Project proponents
Ministry of Transport, Ministry of Finance, ANME, Municipal governments; UNDP, WB, AFD, AfDB, ISFD, FAO, GIZ, KfW.
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