

Urban mobility in the Mediterranean
CMIM, Urban mobility Program
Damascus regional conference
13th of April 2009



Urban mobility and sustainable development in the Mediterranean

Regional diagnostic

Sylvain Houpin
Blue Plan



PNUE



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The result of a medium terms programme within a partnership framework

The urban mobility programme have involved :
Veolia Environnement,
the World Bank(WB),
the French Development Agency (AFD)
the Med-cites network.

- ✓ **6 study cases**
Istanbul, Alep, Tunis, Algiers, Tangier, Algiers and Greater Cairo
- ✓ **A regional seminar**
with all the stakeholder of the program (experts and steering comity)
23, 24th of November 2009
- ✓ **A regional study**
Synthetic analyses and mains learning points
(Mobility demand/transportation supply/ governance)



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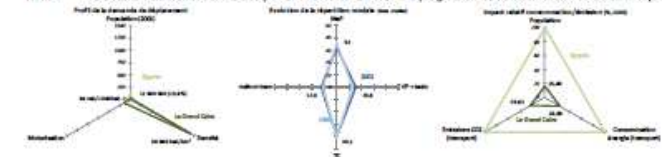
Profil comparés de six villes méditerranéenne

Istanbul Des densités et un taux d'équipement important doublé d'une offre de transports artisanaux traditionnelle en forte régression et au profit de l'automobile

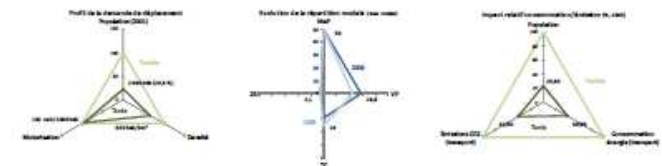


d'énergie et d'émissions de GES important pour les transports certainement liés à un niveau de congestion important du réseau routier. Malgré une densité extrême la marche reste en retrait par rapport à d'autres villes de la région

Tunis Un étalement urbain caractérisé par de faibles densités et une progression de la motorisation se traduisant par



des taux de consommation d'énergie pour les transports et d'émissions de GES conséquents. Malgré une offre de transports collectifs des plus développées dans la région, la part de l'automobile dans les déplacements est en nette augmentation



Spatial Dynamics

URBAN AREAS

Urban Mobility: A key challenge for the future of the Mediterranean cities?

Two in every three inhabitants of the countries bordering the Mediterranean live in urban areas. While walking remains a dominant transit mode in the cities to the south and east, public policies encouraging mass motorisation as well as the deterioration of service quality in public transport have driven uncontrolled urban sprawl and increased car dependency in most cities.

Given the expected effects of climate change, the historic vulnerability of the Mediterranean cities can but be exacerbated. Whilst producing fewer greenhouse gases, these cities are nonetheless more affected than other regions around the globe, putting them in the front line for the drawing up of adaptation strategies to climate change and for revisiting their modes of development.



Blue Plan Notes
Sustainable and Development in the Mediterranean
10th April 2010

Relatively unsustainable conditions, with worrying prospects:

Most of the cities to the south and east but also in some on the northern shore show varied yet converging trends:

- A constant increase in demand for travel, closely linked to urban sprawl and the uncoupling of home from work.
- Widespread congestion along the main thoroughfares and, consequently, a drop in travel speeds.
- Mass motorisation dynamics encouraged by the opening up of the markets and the introduction of consumer credit.
- Recurrent shortcomings in public transport provision in terms of servicing, level of service and also inter-modality.
- Constantly increasing GHG emissions linked to the transport sector- road transport in particular- which depends heavily on fossil fuels.

Population distribution



Gradual awakening to the stakes relating to urban mobility

The urbanisation processes in the cities to the south and east along with certain cities on the northern bank are marked by the predominance of extensive reasoning, triggering informal and uncontrolled development dynamics. However, the extension of the Cairo metro, the bus rapid transit (BRT) lines in Istanbul and the tram projects in Morocco and Tunisia are all the result of public policy aimed at developing public transport. Such examples illustrate a recent awakening on the part of the public authorities to



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Centre d'Activités Régionales du Plan Bleu



Mobilité urbaine et développement durable en Méditerranée

Diagnostic prospectif régional



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Sophia Antipolis, Avril 2010



More information

www.planbleu.org



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