



Sustainable Mobility for the city of Córdoba Argentina



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CÓRDOBA, capital city

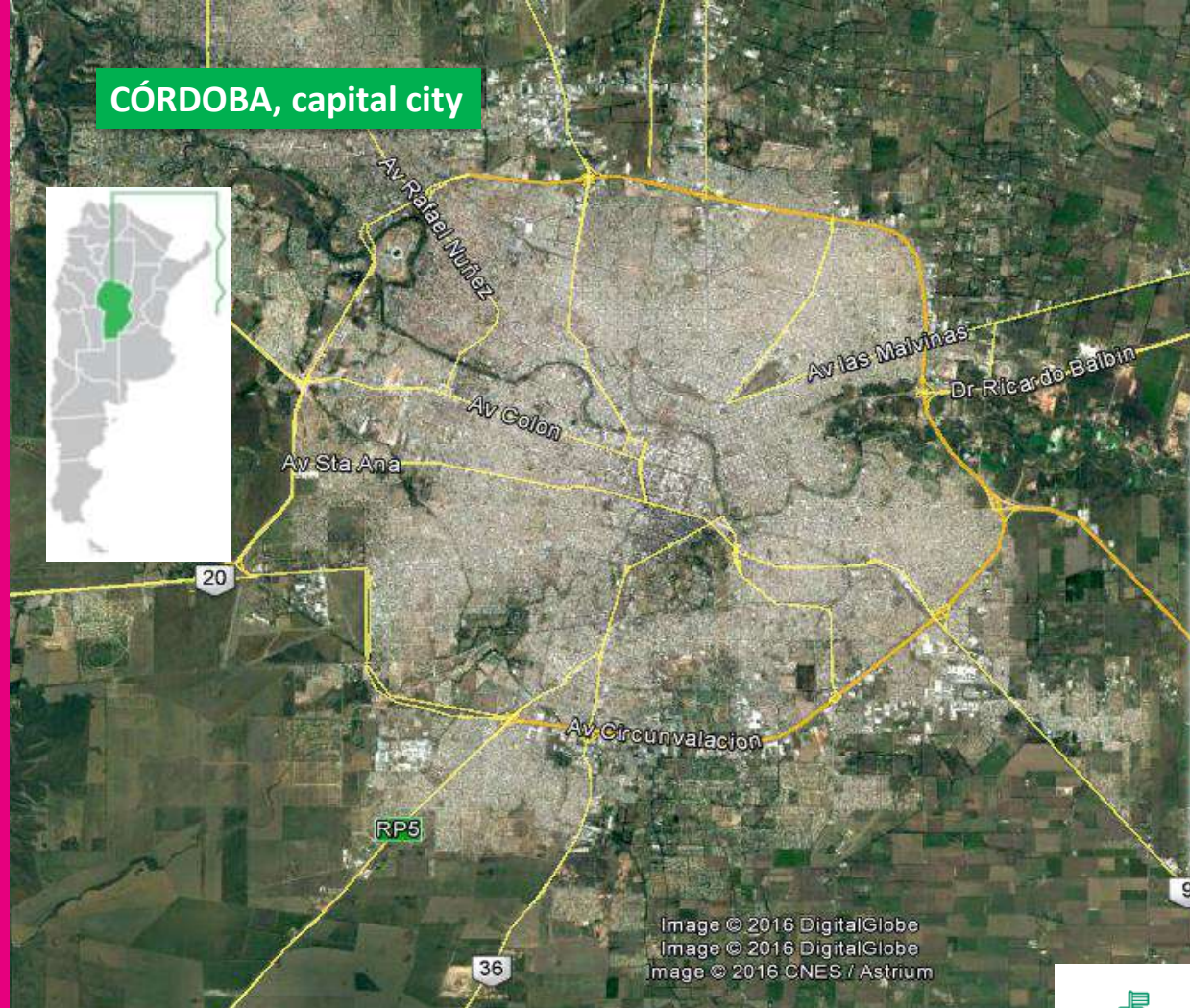


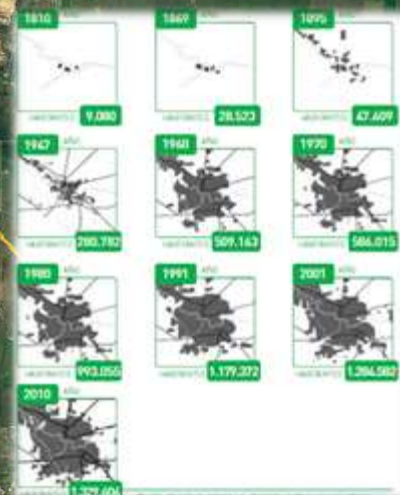
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1.329.604
Habitantes



414.237
Hogares



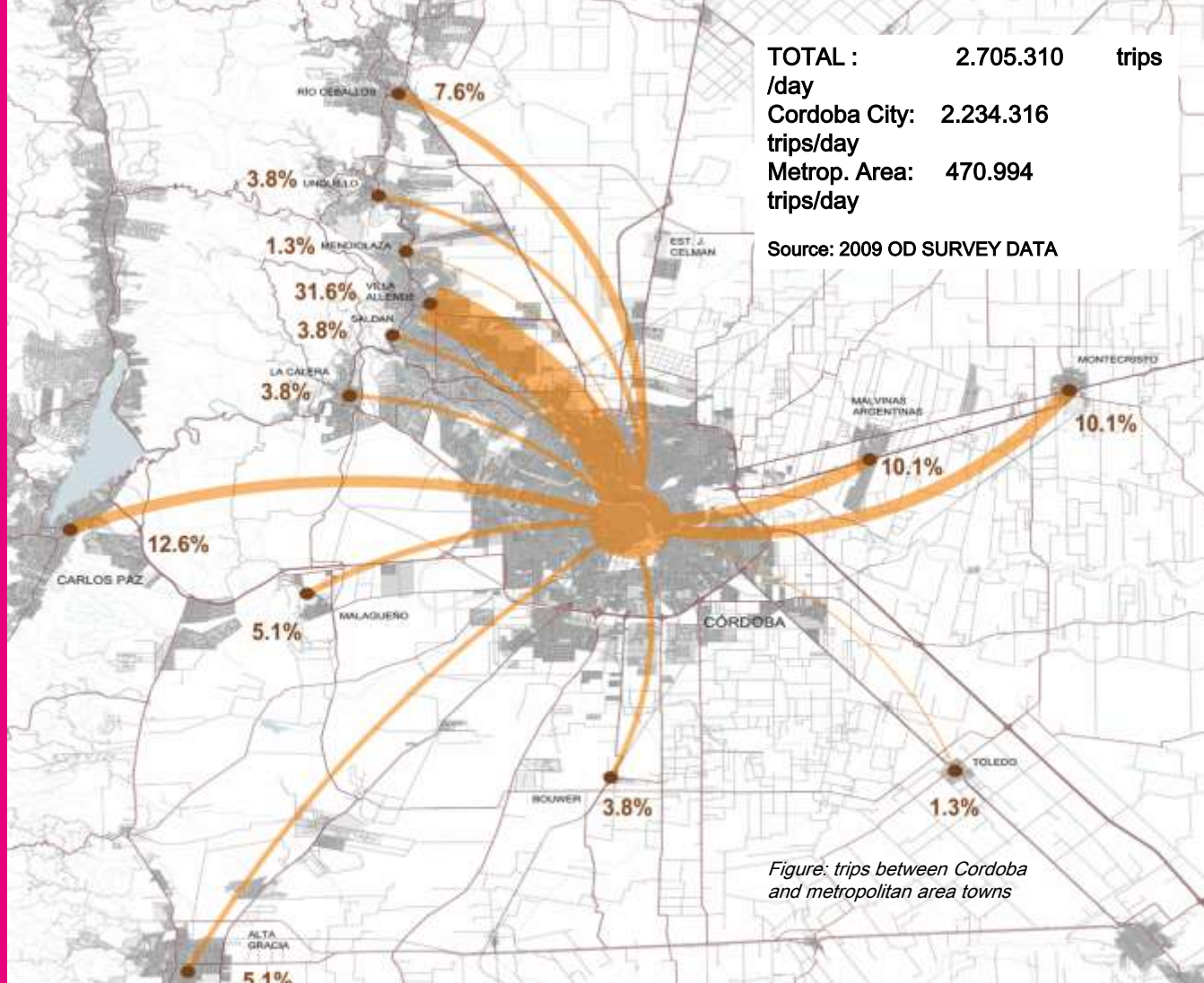
Google earth



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Radio centric structure

Discontinuous urban layout

Natural barriers: river, Cañada stream, topography

Artificial barriers: railway track, water channels

Private car traffic hinders mass transit operations

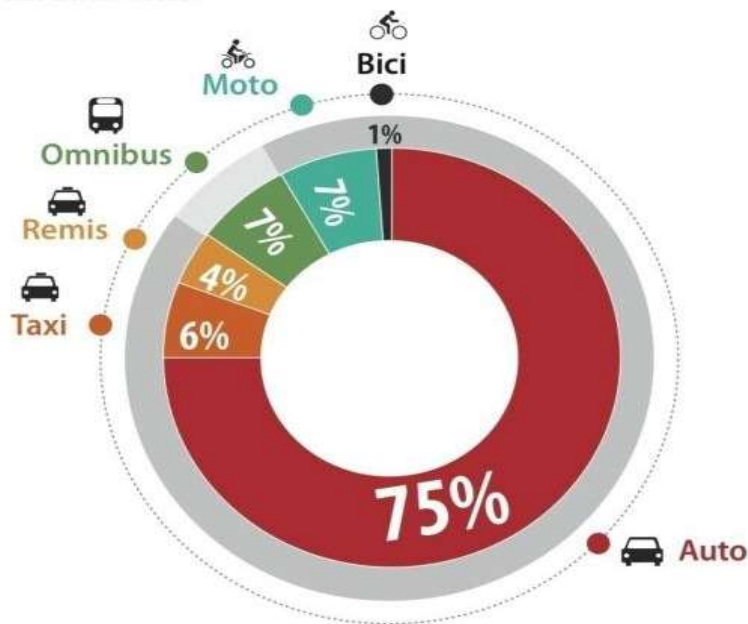
Joint planning is absent concerning metropolitan area growth

Córdoba Metropolitan Area



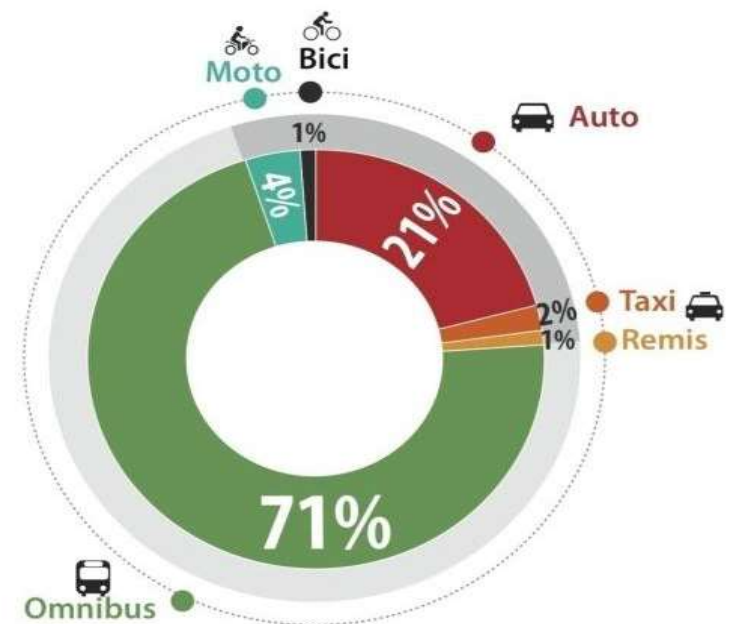
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MOBILITY SCENARIO (SOURCE: 2009 OD SURVEY)



Ocupación de la vía

75% of the street is occupied by cars, while other modes (taxis, buses, motorbikes and bikes) share the space that is left.



Personas transportadas

71% persons travel by bus while 21% make their trips by car

Cars carry only 21% of all travelers and take up 75% of the street
Buses carry 71% of total travelers taking up only 7% of the street



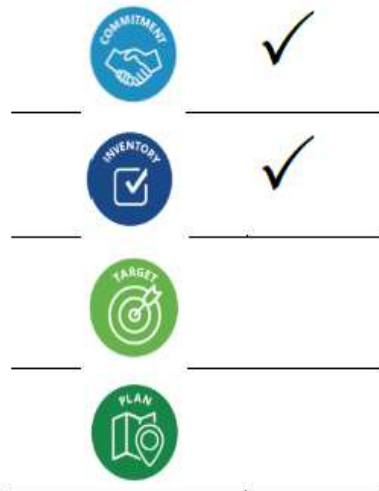
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January 13, 2017

Dear Mayor Ramón Javier Mestre,

We have analyzed your city's publicly reported data and can confirm that your city has earned the following sub-badges:



These badges will be prominently displayed with your city profile on the Compact of Mayors website (www.compactofmayors.org). We encourage you to publicly share your commitment to the Compact and show that local leaders are seizing an opportunity to take an ambitious action to fight and adapt to climate change.

Thank you for your demonstrated leadership and for your continued commitment to global sustainability.

Sincerely,

CDP Cities



Cordoba relies on its first greenhouse gas emissions (GHG) inventory.

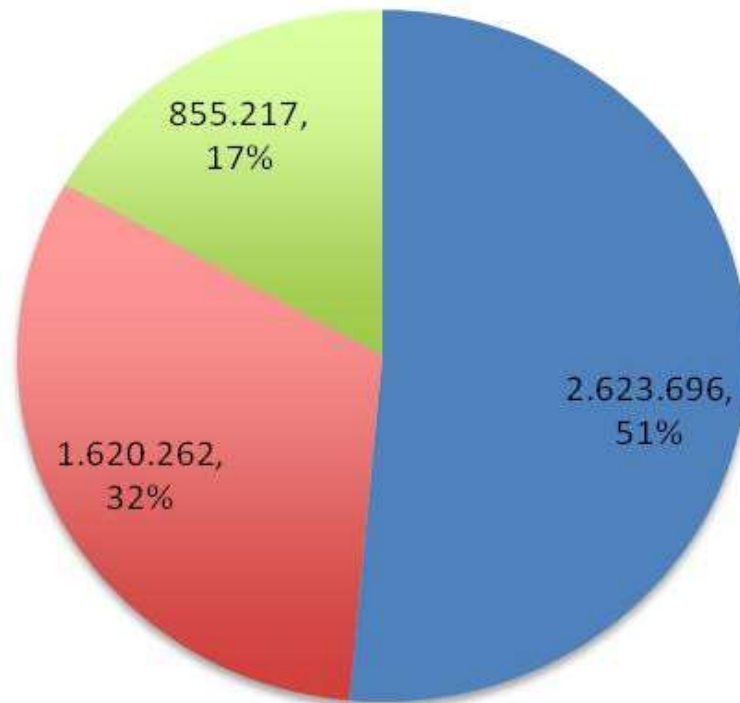
Cordoba joined the CDP in 2014. In this context, the city compromised to join efforts with more than 400 cities in the world in order to reduce Climate Change within urban areas (Compact of Mayors, 2015)



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DISTRIBUTION BY SECTOR OF GAS EMISSIONS OF GREENHOUSE EFFECT CÓRDOBA CAPITAL, ARGENTINA



Year Report 2014
Basic Level (*)

■ Energía estacionaria

■ Transporte

■ Residuos

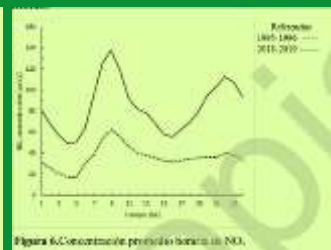
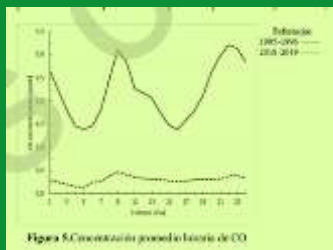
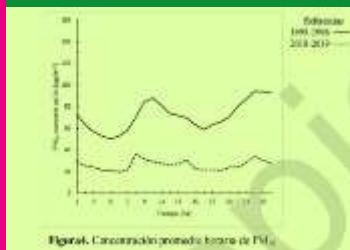
■ IPPU

■ AFOLU

5099000 mtCO₂e

Unit of measure: Million tons of carbon dioxide equivalent

CIQA –Observatorio Ambiental. Air quality criteria pollutant measurements, 1998 and 2019



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Sustainable City Government Goals 2016/2019

Quantitative and qualitative public transport enhancement, promoting car user shift to transit

Upgrade of public spaces to foster non motorized mobility, together with its institutionalization and community appropriation

Traffic calming measures deployment, aimed towards improving traffic flow and traffic safety

Accomplish accident rate decrease by means of education and transportation planning

Improve citizen service provision



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MOBILITY MANAGEMENT

Public Transport System



- Integral Mobility Plan (2013)
- New Regulatory Frameworks:
 - Bus Service System (201x)*
 - Public Bikes System (2018)*
- Fleet replacement (Average age = 3.5 years)
- Technological upgrade (low emissions engines)
- Traveler information system



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MOBILITY MANAGEMENT

Traffic Operations



- Traffic light system upgrade (920 intersections/455 centralized control)
- CCTV traffic monitoring cameras (64 new cameras)
- Metered parking service grant (5000 spaces in dense areas)
- Vehicle Technical Inspection grant
- Urban freight regulations
- New segregated bus & bicycle lanes / calm streets



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CURRENT PROJECTS FOR FUTURE MOBILITY

EUROCLIMA PLUS CÓRDOBA: SUMP (Sustainable Urban Mobility Plan) GHG MITIGATION STRATEGIES

- Mobility Plan with consensus / Mobility Pact
- Active and mass transit mobility prioritization
- Calm traffic and low emissions central area / Logistic hub
- GHG scenarios and models for plan components
- Local Action Plan for the transport sector



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ECOLOGISTICS - ICLEI

LOGUS - CAF



CURRENT PROJECTS FOR FUTURE MOBILITY

URBAN FREIGHT PROJECTS

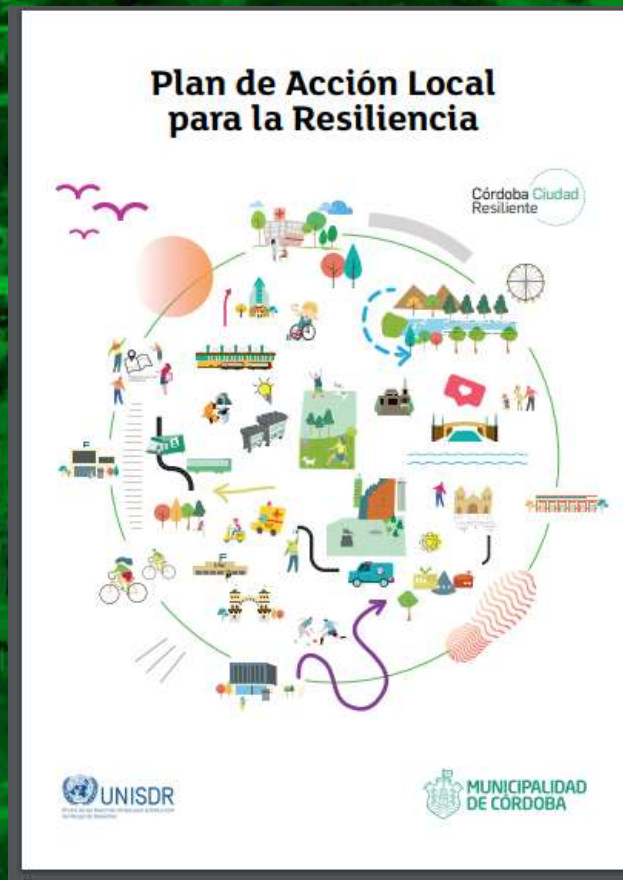


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CURRENT PROJECTS FOR FUTURE MOBILITY

UNISDR



- World Campaign "Developing Resilient Cities", and in accordance with the Sendai Framework, has elaborated the Local Action Plan, 2018
- Is the first step of the process in the construction of a public policy oriented to urban resilience, with the participation of key institutional and social actors in the life of our community.



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THANKS FOR YOUR KIND ATTENTION!



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