

Sustainable Mobility Governance in Latin America: Cases of Study



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Governance

BEFORE

The concept of governance was used as a synonym for government.

NOW

It is used to emphasize processes of change with respect to more traditional forms of government. Referring to a new understanding of public action and its organizational structures with multiple actors aligned for the achievement of certain common objectives.



Governance approaches in Latin America



+ CENTRALIZED

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DECENTRALIZED +

Highly centralized governance approach in sustainable mobility implies less participation of local stakeholders and a top-down policy, while a very decentralized approach, even though it implies bottom-up policies, makes it difficult to manage aspects such as MRV and compliance with NDC goals due to the lack of involvement of national stakeholders.

E-mobility deployment

Mexico

- Fragmented competencies. There is no coordinating body for the different levels of government.
- Projects of national scope should be a presidential initiative. According to the National Electric Mobility Strategy, the Secretary of Environment and Natural Resources SEMANART will be responsible for coordinating, following up and communicating the progress strategy to the actors involved.
- There is no prospective planning of objectives and enforcement to comply with commitments to change the energy consumption matrix in the transportation sector.

Highlight:

- Vehicle manufacturers had some opposition, defined as a lack of confidence based on a lack of business knowledge.



E-mobility deployment

Costa Rica

- There are three bodies for Sustainable Mobility Governance: Technical Committee, Republic Commissioner and Hierarchs Board.
- Republic Commissioner convenes actors such as institutions, users, vehicle importers, real estate companies, among others, reporting to the Presidency.
- Decision-making takes place within Hierarchs Board, where ministers and vice-ministers meet on a monthly basis.

Highlight:

- The operation of the Commissioner has allowed the implementation of promotional electricity rates for public transportation and the installation of fast recharging points in the country.



E-mobility deployment

Colombia

- The Sustainable Transport Interinstitutional Board - MITS is responsible for coordinating the actors of the National Government in four (4) sessions per year, however it does not have the direct participation of decision makers.
- Depending on the needs, local governments, associations, private organizations, academia and others stakeholders may be invited to participate as considered by the Board.
- For decision-making, the delegates to the MITS prepare elements to present to the decision-maker of each organizations (ministries).

Highlight:

- Some regional governments are making progress in the implementation of zero and low-emission transportation programs.



E-mobility deployment

Brazil

- In a governance model with the participation of the three federative entities, municipalities are responsible for organizing and providing local urban transportation services. Inter-municipal and inter-state transportation is the responsibility of the states and the Federal Government is responsible for providing the guidelines for the mobility and transportation policy.
- This institutional arrangement puts the municipalities in a leading role when it comes to the electrification of bus fleets. Currently, the municipalities with the most electric buses in circulation are: São Paulo/SP, São José dos Campos and Campinas/SP.

Highlight:

- Brazil has a fleet of urban buses with more than 107 thousand vehicles. The investigation of new business models can give more dynamism to the governance of the sector and expand investment in the third largest global market for electromobility.



E-mobility deployment

Uruguay

- In 2014, the Inter-institutional Group on Energy Efficiency in Transport was created as an area of coordination and knowledge transfer to promote zero and low-emission sustainable mobility. It is composed by national government organisations from the transport, environment, energy and finance sectors, as well as the Municipality of Montevideo.
- Involving perspectives of different stakeholders slowed down the policy development process but improved the setting of objectives and allocation of responsibilities.

Highlight:

- Inter-institutional Group has been a reference for local governments. It also has the potential to eventually incorporate other them as permanent actors.

