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**THIS ACTION IS FUNDED BY THE EUROPEAN UNION**

**ANNEX VII**

to the Commission Implementing Decision on the financing of the multiannual action plan for the NDICI-Global Europe thematic programme on Global Challenges (Planet) for 2023-2026

**Action Document for Green Deal Knowledge Hub - Sustainable mobility (Part I): urban nodes**

**MULTIANNUAL PLAN**

This document constitutes the multiannual work programme within the meaning of Article 110(2) of the Financial Regulation, within the meaning of Article 23 of the NDICI-Global Europe Regulation.

## 1 SYNOPSIS

### 1.1 Action Summary Table

<b>1. Title CRIS/OPSYS business reference Basic Act</b>	Green Deal Knowledge Hub - Sustainable mobility (Part I): urban nodes OPSYS number: <b>ACT-61823</b> Financed under the Neighbourhood, Development and International Cooperation Instrument (NDICI-Global Europe)
<b>2. Team Europe Initiative</b>	No
<b>3. Zone benefiting from the action</b>	Global
<b>4. Programming document</b>	Global Challenges (Multi-annual Indicative Programme (MIP) 2021-2027) <sup>1</sup>
<b>5. Link with relevant MIP(s) objectives / expected results</b>	Priority 4.2 Planet, Specific Objective 3 (Supporting the green transition in key areas)
<b>PRIORITY AREAS AND SECTOR INFORMATION</b>	
<b>6. Priority Area(s), sectors</b>	210: Transport & Storage 430: Other multisector ( <i>for urban component</i> )
<b>7. Sustainable Development Goals (SDGs)</b>	Main SDG (1 only): SDG 11 Sustainable cities and communities Other significant SDGs (up to 9) and where appropriate, targets: SDG 9 Industry, innovation and infrastructure; SDG 13 Climate Action, SDG 10 Reduced inequalities, SDG 5 Gender Equality
<b>8 a) DAC code(s)</b>	21010 Transport policy and administrative management – 50% 43030 - Urban development and management – 50%

<sup>1</sup> Decision C(2021)9157

<b>8 b) Main Delivery Channel</b>	13000 Third Country Government (Delegated co-operation) - ( <i>very likely Member State Development Agency</i> )			
<b>9. Targets</b>	<input type="checkbox"/> Migration <input checked="" type="checkbox"/> Climate <input checked="" type="checkbox"/> Social inclusion and Human Development <input checked="" type="checkbox"/> Gender <input type="checkbox"/> Biodiversity <input type="checkbox"/> Education <input type="checkbox"/> Human Rights, Democracy and Governance			
<b>10. Markers (from DAC form)</b>	<b>General policy objective @</b>	<b>Not targeted</b>	<b>Significant objective</b>	<b>Principal objective</b>
	Participation development/good governance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Aid to environment @	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Gender equality and women's and girl's empowerment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Reproductive, maternal, new-born and child health	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Disaster Risk Reduction @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Inclusion of persons with Disabilities @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Nutrition @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>RIO Convention markers</b>	<b>Not targeted</b>	<b>Significant objective</b>	<b>Principal objective</b>
	Biological diversity @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Combat desertification @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Climate change mitigation @	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Climate change adaptation @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>11. Internal markers and Tags:</b>	<b>Policy objectives</b>	<b>Not targeted</b>	<b>Significant objective</b>
Digitalisation @		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
digital connectivity digital governance digital entrepreneurship digital skills/literacy digital services		YES <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	NO <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	
Connectivity @		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
digital connectivity energy		YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	

	transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	/
	health	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	education and research	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
	Migration @	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Reduction of Inequalities @	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Covid-19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>BUDGET INFORMATION</b>				
<b>12. Amounts concerned</b>	Budget line(s) (article, item): 14.020241 Total estimated cost: EUR 8 500 000 Total amount of EU budget contribution EUR 6 000 000 The contribution is for an amount of EUR 6 000 000 from the general budget of the European Union for 2023 <sup>2</sup> . This action is co-financed in parallel co-financing by: - Agence Française de Développement (AFD) for an amount of EUR 2 500 000			
<b>MANAGEMENT AND IMPLEMENTATION</b>				
<b>13. Type of financing</b>	<b>Indirect management</b> with the entity(ies) to be selected in accordance with the criteria set out in section 4.3.1			

## 1.2 Summary of the Action

The world is urbanising at unprecedented speed, particularly in the Global South. Urban transport constitutes 40% of total transport energy consumption and is poised to double by 2050, despite ongoing vehicle technology and fuel-economy improvements<sup>3</sup>. Road transport accounts for 17% of the world's energy-related carbon dioxide emissions and 10% of global greenhouse gas emissions. It is also responsible for up to 90% of urban air pollution<sup>4</sup> and the main contributor to noise pollution<sup>5</sup>.

With the emergence of the urbanisation challenge (rapid urban growth coupled with increased motorisation rates leading to increased emissions, congestion, air pollution and social exclusion) and its major impacts on the environment and the economy, the European Union (EU) external action will need to be more present. And to be more effective, the European support will need to consolidate knowledge generated by previous interventions and to be more strategic in targeting and scaling up.

This global Action on sustainable urban mobility focuses on advocating and facilitating the dissemination of EU knowledge and best practices on **clean, low-carbon and inclusive mobility** solutions, on the implementation of sustainable urban mobility plans (SUMPs) and on covering early stages of investment identification and preparation, with the aim to accelerate Global Gateway delivery in urban areas which are strategic for the EU (such as the urban nodes of the Strategic Corridors, the urban nodes on the extended TEN-T network or priority partner countries). It builds on previous EU Initiatives (such as MobiliseYourCity) and aims to adopt a Team Europe approach to clean, low-carbon, inclusive and effective urban mobility.

In practice, the Action would:

- provide **support to the preparation of Global Gateway low-carbon urban mobility investments** in a selected number of strategic urban nodes and

<sup>2</sup> Including EUR 1 million for the NDICI Global Europe – Geographic programmes – Neighbourhood and the Instrument for Pre-Accession

<sup>3</sup> Source : ICLEI <https://sustainablemobility.iclei.org/urban-transport-and-climate-change/>

<sup>4</sup> Source : ICLEI quoting UNEP's <http://www.unep.org/transport/sharetheroad/PDF/SharetheRoadReportweb.pdf>

<sup>5</sup> Source: EEA <https://www.eea.europa.eu/publications/environmental-noise-in-europe/>

- co-finance the **knowledge creation, knowledge dissemination and advocacy** work of an already consolidated European initiative (MobiliseYourCity)

Agence Française de Développement - AFD (and the German government contributing through dedicated MobiliseYourCity secretariat staff and operational budget in the value of EUR 700 000) will co-fund the Action supporting the activities of MobiliseYourCity, a global partnership on low-carbon urban mobility. Since its inception, the German and French governments and the European Commission have been funding MobiliseYourCity, an initiative that has benefitted 72 million people with sustainable urban mobility plans and has mobilised EUR 1.7 billion for sustainable urban mobility projects implementation.

Building on good practices and methods advocated in the new EU Urban Mobility Framework, the Action is aligned with the EU Green Deal Sustainable and Smart Mobility Strategy.<sup>6</sup>

“Green Deal Knowledge Hub - Sustainable mobility (Part I): urban nodes” intends to contribute to Priority Area 2 (Planet) of the ‘Global Challenges’ Multi-Annual Indicative Programme (MIP) under NDICI-Global Europe, directly addressing its “Specific Objective 3 - Supporting the green transition in key areas” by focusing on low-carbon mobility in urban areas. A future Action (Part II) under the Global Challenge – Planet (AAP 2025) will address the technology-related aspects of sustainable mobility in developing contexts, notably in relation to alternative fuels. The current action is aligned with and contributes to the SDGs, in particular SDG11 (sustainable cities and communities), but also SDG 9 (industry, innovation and infrastructure), SDG 5 (gender equality), SDG 13 (Climate Action) and SDG 10 (reduced inequalities).

The action will contribute to the realisation of the EU Gender Action Plan 2021-2025 GAP III<sup>7</sup>, in particular to its thematic area of engagement “Strengthening economic and social rights and empowering girls and women ” and “Addressing the challenges and opportunities of green transition and digital transformation”.

## 2 RATIONALE

### 2.1 Context

**Rapid and massive urbanisation is one of the megatrends of our century.** Cities are home to 55% of the world population and it is predicted that this figure will reach 70% (approximately 6.5 billion people) by 2050. Moreover, 95% of urban expansion in the next decades will take place in the developing world, creating additional pressure on the environment and on urban services provision, including mobility, which are already inadequate in terms of infrastructure and offer. This population growth, topped by increasing **motorisation rates, deficient and disconnected mobility offer and old vehicle fleets (and low-quality fuels)** results in more, longer, costly, and more polluting trips (for the ones who can afford them).

**Cities are already responsible for 70% of human induced global greenhouse gas emissions, , and hotspots of air pollution and noise.** One third of greenhouse gas emissions in major cities is generated by transport<sup>8</sup>, and air pollution as well as noise affect city dwellers most than any other environmental health factor. Urban nodes<sup>9</sup> have therefore a strong potential to promote the most environmentally and climate friendly transport modes and to contribute substantially to the Paris Agreement objectives.

At the continental and global scale, cities represent the first and the last miles of freight and passenger economic corridors. Transport planning in these nodes has an impact on flows along the corridor (e.g. on modal distribution) and vice-versa. If cities are well-functioning and productive this enhances the value of the corridors. Inversely,

<sup>6</sup> In particular this Action is aligned with the following pillars of the strategy: “make all modes of transport more sustainable” and “ make sustainable alternatives widely available to enable better modal choices”.

<sup>7</sup> [https://international-partnerships.ec.europa.eu/system/files/2021-01/join-2020-17-final\\_en.pdf](https://international-partnerships.ec.europa.eu/system/files/2021-01/join-2020-17-final_en.pdf)

<sup>8</sup> Source OECD

<sup>9</sup> 'Urban node' in the TEN-T context means an urban area where elements of the transport infrastructure of the trans-European transport network, such as ports including passenger terminals, airports, railway stations, bus terminals, logistic platforms and facilities and freight terminals, located in and around the urban area, are connected with other elements of that infrastructure and with the infrastructure for regional and local traffic. Similarly, in the context of this Action document, it means an urban area where elements of the transport systems interact and exchange.

corridors that are not well integrated/connected with surrounding cities would not properly contribute to exploiting their development potential.

With more than **80% of global GDP generated in cities**, urban areas are economic powerhouses and their connectivity is a key strategic asset. In Europe, for instance, the current proposed revision of the TEN-T Regulation recognises the economic growth and competitiveness significance of cities and has a specific focus on urban nodes highlighting “that capacity bottlenecks and an insufficient network connectivity within urban nodes do no longer hamper multimodality along the trans-European transport network” and requiring the “urban nodes should develop a Sustainable Urban Mobility Plan (SUMP), which is a long-term, all-encompassing integrated freight and passenger mobility plan for the entire functional urban area”. Similarly, on a global scale, Global Gateway will have to propose solutions to the (often congested) urban nodes in order to meet its objectives.

Cities also offer greater opportunities for social mobilization and women’s empowerment. Many young people, especially young women, regard the move to cities as an opportunity to escape traditional lifestyle models and experience new freedoms as urban areas offer greater access to education and health services, job opportunities and economic independence.

European cities and transport actors are internationally renowned for their innovative and effective **sustainable urban mobility solutions**. Good practices are shared through European networks and initiatives (CIVITAS<sup>10</sup>, ELTIS<sup>11</sup>, the Climate-Neutral and Smart Cities Mission<sup>12</sup>, ...), whose role has been not only to test and spread technical solutions, but also to advocate for greener mobility and create communities of practice. Due to the increasing relevance of urban challenges in partner countries, some urban mobility projects (mostly in Latin America and the Caribbean region (LAC), but recently also in Sub-Saharan Africa) and few global initiatives (generally broader than urban mobility) have been supported in the last years, including in close collaboration with European Member States. In particular, in the very field of urban mobility, the European Commission has supported the **MobiliseYourCity Partnership (MYC)** both through Euroclima+ and through contribution agreement to AFD. MYC was launched in December 2015 at COP21, with the aim to improve urban mobility for citizens and decarbonise transport to fight the global climate crisis. The main instrument used to trigger this shift has been a truly European tool, the Sustainable Urban Mobility Plan (SUMP), and, in addition to mobility planning, MYC has provided capacity building, advocacy and (more recently) support to implementation to its member cities. As research shows that urban mobility infrastructure and service planning may substantially improve women’s employment conditions, income levels and use of mobility services and can ultimately help tackle gender inequalities<sup>13</sup>, MYC has organised specific trainings on the topic and SUMP have taken into account gender differences in mobility patterns.

MYC has become a globally recognised knowledge hub for low-carbon urban mobility in the South, with a recognisable European character. MYC is funded by the EU, France and Germany and its implementing partners are primarily the Agence Française de Développement (AFD) and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ). Today, the Partnership has 69 member cities with a combined population of over 126 million people in 32 countries. Around 31 SUMP (and 9 National Urban Mobility Plans - NUMPs) have been supported; Asia-Pacific, LAC and Africa communities of practice were set up; and 1,7 billion Euro were mobilised for investments recommended in the SUMP/NUMPs.

Within the above context, the proposed Action intends to contribute to Priority Area 2 (Planet) of the ‘Global Challenges’ Multi-Annual Indicative Programme (MIP) under NDICI-Global Europe, directly addressing its “Specific Objective 3 - Supporting the green transition in key areas” (R2: Strengthened global knowledge and normative work on sustainable urban development, advancing integrated urban development with a view to foster cities that better deliver on green transformation, prosperity and inclusiveness, and on smart, sustainable and safe mobility in cities and beyond) **by focusing on low-carbon mobility in urban areas**.

The Action will be part of the Green Deal Knowledge Hub, established to support the implementation of the Green Deal’s international dimension in partner countries, mobilizing the best available international expertise and

<sup>10</sup> <https://civitas.eu/>

<sup>11</sup> <https://www.eltis.org/>

<sup>12</sup> [https://research-and-innovation.ec.europa.eu/funding/funding-opportunities/funding-programmes-and-open-calls/horizon-europe/eu-missions-horizon-europe/climate-neutral-and-smart-cities\\_en](https://research-and-innovation.ec.europa.eu/funding/funding-opportunities/funding-programmes-and-open-calls/horizon-europe/eu-missions-horizon-europe/climate-neutral-and-smart-cities_en)

<sup>13</sup> EIGE (2020) Urban mobility. Gender-sensitive infrastructure. Retrieved from: <https://eige.europa.eu/publications-resources/publications/gender-equality-and-urban-mobility>

projecting EU know-how in a cost-effective way. The Knowledge Hub covers the key priorities of the Green Deal and its related policy strategies – including green cities and sustainable mobility.

Therefore, the Action is a direct contribution to the **external dimension of the European Green Deal and Global Gateway implementation**. It is in line with the European Consensus on Development, which links sustainable transport and urban development to its planet, prosperity and people (human development) priorities. It further responds to the provisions and recommendation of the 2021 new EU Urban Mobility Framework in terms of translating good practises and methods of EU Urban Policy to the EU external context. In addition, the Action is in line with the Economic and Investment Plans for Neighbourhood regions which are supporting the implementation of urban mobility solutions for enlargement and neighbourhood countries. Finally, it could contribute to adopting the urban nodes requirements arising from TEN-T network to non-EU countries. The current action is aligned with and contributes to the SDGs, in particular SDG11 (sustainable cities and communities) , SDG9 (industry, innovation and infrastructure) and SDG 13 (climate action). The action is also aligned with and contributes to the EU Gender Action Plan 2021-2025 GAP III, in particular to its thematic area of engagement “Strengthening economic and social rights and empowering girls and women ” and “Addressing the challenges and opportunities of green transition and digital transformation”. Furthermore, the action could help to accelerate the planning and implementation of sustainable transport and the empowerment of women included in the international policy agenda through the 2015 Paris Climate Agreement, the 2030 development agenda and the New Urban Agenda (NUA) agreed at HABITAT III in Quito in 2016. This action complements the Global Knowledge Exchange Centre of the Urban Transitions Mission of Mission Innovation ([UTMC – UTM \(urbantransitionsmission.org\)](https://urbantransitionsmission.org)).

## 2.2 Problem Analysis

### Short problem analysis:

The unplanned massive growth in developing countries urban areas together with a car centric mobility model (which heavily discriminates urban poor<sup>14</sup> and becomes highly inefficient in such a rapid urbanisation scenario) translates into **congestion, air pollution, GHG emissions, noise** (and casualties), as well as into **increased social exclusion and reduced city productivity**.

Transport is often seen as gender neutral – a road or bus system will benefit all equally. However, women and men have different expectations, needs, and constraints for using transport. Urban environments, infrastructures, facilities and services can impede or enable, perpetuating exclusion or fostering participation and inclusion of all members of society.

Persons with disabilities face widespread lack of accessibility to built environments, from roads and housing, to public buildings and spaces, basic urban services such as sanitation and water, health, education, transportation, and emergency response programmes.<sup>15</sup>

Both in terms of climate/environment, social impacts and productivity, there is an **urgent need for structured and more sustainable, gender sensitive and inclusive urban mobility solutions**. This is becoming evident to an increasing number of policy makers in EU partner countries, as demonstrated (for instance) by the booming of Bus Rapid Transit projects in African cities, the interest into e-mobility deployment in Latin America and the Caribbean, the requirement for SUMP roll out in the extended TEN-T or, more generically, the number of EU Delegations solicited to support urban transport projects.

This however comes with enormous challenges, such as:

- lack of **vision and capacity** for sustainable urban mobility: traditionally, in many partner countries, the role of the public authorities has been to provide road infrastructure, while mobility services were left to private initiative. This model resulted in multiple and non-integrated (formal and informal) collective transport offers and (often) old vehicle fleets leading to longer and more polluting trips, transport accessibility gaps and little attention to non-motorised modes. With an increasing population and motorisation, this model becomes unsustainable not only from a social point of view but also from a

<sup>14</sup> Most trips in the Global South are still done on foot/bicycle but the urban space for those modes is more and more eroded by car space)

<sup>15</sup> [Disability, Accessibility and Sustainable Urban Development | DISD \(un.org\)](https://disability.un.org)

functional and environmental point of view. SUMP (or similar mobility plans) can provide a vision for optimisation and sustainability of the urban mobility system. However, more has to be done in terms of knowledge sharing and advocacy for sustainable urban mobility models. In this respect, the European Commission (the Commission) contribution to MYC is coming to end in 2023 and the new EUROCLIMA no longer has a specific pillar on urban mobility (meaning that the only way for the Commission to get involved in the future would be on specific demand for support from a LAC Government, but it is in competition with many other areas of support).

- data availability and limited technical and financial resources for **project preparation**: even where SUMP have been developed, bringing strategic planning to transformative actions and investments requires long and engaging processes, for which local authorities are often not equipped. For any financier, to consider investing in urban infrastructure, sound project preparation material is needed. Under the NDICI-Global Europe, funds are available for undertaking feasibility studies (e.g. through regional envelopes). However, before engaging into expensive feasibility studies, pre-feasibility and/or complementary studies are needed. For those, in previous Multiannual Financial Frameworks, the Commission contributed to initiatives such as CICLIA (Cities and Climate in SSA). These early-stage project preparation phases are nevertheless needed both to justify the need for fully fledged feasibility studies, and to create capacity in (nascent) urban mobility authorities, which (ultimately) will have to be responsible not only for project preparation, but also for project implementation and operation in the long term. Small pilot projects can also be considered a way to create capacity and stimulate project preparation as they bridge the knowledge and time gaps between a strategic vision and project implementation.
- Important **funding needs**: structuring and sustainable urban mobility infrastructure (such as urban rail or Bus Rapid Transit- BRT) is particularly capital intense. This is why, to deliver on global connectivity, Global Gateway counts on the active involvement of European Member states (MS) and Financial Institutions (FIs) as key partners.

Having FIs already involved in early stages of project preparation (such as in the MYC initiative) can increase the chances of project financing.

#### **Identification of main stakeholders and corresponding institutional and/or organisational issues (mandates, potential roles, and capacities) to be covered by the action:**

The Action intends to support the global transition to inclusive, climate-neutral, equitable and sustainable urban mobility and consists of interlinked knowledge generation and advocacy, and implementation aspects.

Therefore, the concerned stakeholders are:

- EU Delegations, EU Headquarters, EU MS and their agencies and Financial Institutions, international organisations and networks interested in sustainable urban mobility
- all counterparts in the partner countries involved in urban mobility, from ministries (in charge of transport, local, urban and territory development, planning, economy/finance etc.), through public agencies in charge of urban mobility and public transport, to local authorities (central for the planning and implementation of urban mobility solutions) and CSOs including women's and people with reduced mobility rights organisations, but also representatives of informal transports cooperatives / companies.

The final beneficiaries are citizens of the partner countries for whom clean, low carbon, effective and inclusive urban mobility measures are designed.

In terms of geographical coverage, the Action is global but, to maximise effectiveness (see lessons learnt section 3.4) the implementation activities will focus on the organizational and infrastructure aspects of those urban nodes that are **strategic for the EU** (examples of prioritisation criteria could be: nodes of the Global Gateway strategic corridors for what concerns Africa, priorities covered by the Economic and Investments Plans in the Neighbourhood regions, the extension of the TEN-T to third countries, actions identified under the Euro-Mediterranean Partnership (EUROMED), cities/countries where Delegations are active in urban development/sustainable mobility, cities where the EU and its Member States have already invested). Specific intervention cities/countries will be selected together with relevant EU Delegations and Commission services, according to the general practice of the Knowledge Hub (**demand driven**).

The activities of the present Action will be conducted in consideration and coherence of relevant domestic policies in countries and regions targeted, when and if political interest exists. EU Delegations and/or with EU MS agencies



and financial institutions active in these countries will ensure adequate dialogue with relevant authorities to this purpose.

### 3 DESCRIPTION OF THE ACTION

#### 3.1 Objectives and Expected Outputs

The Overall Objective of this Action is to support the global transition to inclusive, clean, climate-neutral, equitable and sustainable urban mobility.

The Specific(s) Objective(s) of this action are to:

1. Accelerate investments in low-carbon mobility solutions in the context of Global Gateway.
2. Improve knowledge and application of European best practices on sustainable urban mobility in partner countries (including on gender sensitive and accessible mobility for all users)
3. Improve policy dialogues and partnerships on the Green Agenda in relation to urban mobility.

The Outputs to be delivered by this action contributing to the corresponding Specific Objectives are:

Contributing to Specific Objective 1:

- 1.1 : Early-stage project preparation implemented.
- 1.2 : Small low-carbon urban mobility pilot projects implemented.

Contributing to Specific Objective 2:

- 2.1: Strengthened knowledge creation, dissemination, visibility and advocacy on sustainable urban mobility.
- 2.2: Strengthened capacities of urban mobility practitioners in targeted cities.
- 2.3: Increased recognition and integration of women and girls' needs, challenges and opportunities (as well as persons with reduced mobility and vulnerable people in general) in mobility projects and plans.

Contributing to Specific Objective 3:

- 3.1: Increased adoption of Sustainable Urban Mobility Plans (SUMPs) and/or National Urban Mobility Plans (NUMPs).
- 3.2: Increased opportunities for European Union Delegations (EUDs) and Financial Institutions (FIs) to be involved in sustainable urban mobility projects in partner countries.

#### 3.2 Indicative Activities

As the Knowledge Hub will be operated "on demand", the following activities are only indicative of the type of interventions this Action will be able to fund:

##### **Activities relating to Output 1.1:**

- Early-stage project preparation: produce pre-feasibility studies and/or studies to accelerate the preparation of low-carbon urban mobility projects (e.g. ESIA, gender analysis, analysis on air quality impacts, market studies, accessibility to all users, etc. – according to project needs and resources available) in selected strategic urban nodes
- Mobilise on demand expertise to support the implementation of urban mobility projects

##### **Activities relating to Output 1.2:**

- Define and design relevant pilot projects to accelerate clean, low-carbon mobility delivery in strategic urban areas (participatory and/or gender sensitive approaches to be utilised in order to ensure vulnerable people are also included)
- Implement pilot projects

##### **Activities relating to Output 2.1**

Support the MYC secretariat to:

- Organise exchanges of experiences between practitioners North-South and South-South
- Promote linkages with relevant European sustainable mobility initiatives (e.g. CIVITAS, ELTIS, TEN-T, the Urban Transitions Mission Centre)



- Develop knowledge products on inclusive clean, low-carbon urban mobility (e.g. thematic papers)
- Support communication and visibility on sustainable urban mobility good practices in Europe and in EU cooperation
- Organise and create content for events, conferences, trainings
- Participate in international events to advocate for sustainable urban mobility

#### **Activities relating to Output 2.2**

- Provide technical support and capacity building to local authorities to accelerate and optimise project implementation. This can be done through MYC (communities of practices/trainings) or through ad hoc, more structuring (longer term) technical assistance (TA)

#### **Activities relating to Output 2.3**

- Integrate gender sensitive practices and findings from gender analyses (and in general “leave no one behind” approaches, for instance towards people with reduced mobility or people living in informal settlements) in all the Activities promoted by this Action

#### **Activities relating to Output 3.1**

- Preparation of SUMP and/or NUMP with involvement of EU Delegations (EUDs), wherever a SUMP (or NUMP) will be considered necessary
- Policy dialogue with relevant urban mobility stakeholders (e.g. based on SUMP process or results)

#### **Activities relating to Output 3.2**

- Reach out to relevant FIs to ensure rapid and adequate financing for sustainable urban mobility projects
- Provide relevant inputs to EUDs for their policy dialogue on urban mobility in targeted cities
- Promote results of this Action’s Outputs and/or other relevant sustainable urban mobility initiatives (e.g. MYC, CICLIA, other sustainable mobility project-preparation facilities) such as early-project preparation studies towards FIs
- Linking this Action’s Outputs to EFSD+ products for their application

These activities will be complemented by measures from other MYC members. The contributions of each partner will be coordinated through governance structures as explained in section 4.6 .

### **3.3 Mainstreaming**

#### **Environmental Protection & Climate Change**

##### **Outcomes of the SEA screening** (relevant for budget support and strategic-level interventions)

The Strategic Environmental Assessment (SEA) screening concluded that no further action was required, nevertheless key environmental and climate-related aspects will be addressed during design, in a case by case basis.

##### **Outcomes of the EIA (Environmental Impact Assessment) screening** (relevant for projects and/or specific interventions within a project)

The EIA (Environment Impact Assessment) screening classified the action as Category B (not requiring an EIA, but for which environment aspects will be addressed during design). Capacity building and advocacy activities can also be used to reinforce environmental aspects.

##### **Outcome of the CRA (Climate Risk Assessment) screening** (relevant for projects and/or specific interventions within a project)

The Climate Risk Assessment (CRA) screening concluded that this action is no or low risk (no need for further assessment).

##### **Gender equality and empowerment of women and girls**

As per the OECD Gender DAC codes identified in section 1.1, this action is labelled as G1. The project aims to promote more inclusive and sustainable urban mobility systems, including a specific focus on women, who

generally have less access to mobility than men in southern countries and in particular less access to individual means of transport. The identification and consideration of the specific difficulties of women in access to mobility are systematically dealt with in the SUMPs/NUMPs developed within the framework of MobiliseYourCity, in particular via the use of gender-differentiated data and the organization of dedicated focus groups. Actions in favour of employment conditions in the public transport and paratransit sectors will also be included in the project. MobiliseYourCity has also developed a range of webinars on the integration of gender issues into urban mobility planning processes and, through the GIZ partner, has access to the Women Mobilize Women network (<https://womenmobilize.org>).

Gender equality and human rights expertise will be ensured during the implementation of the intervention via integration of expertise in relevant technical assistance and capacity building activities and documents.

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### **Human Rights**

Both the strategic urban mobility studies (SUMPS, NUMPs) and pilot project are inclusive processes and will involve duty-bearers (e.g. official from Ministry in charge of transport and urban development, public transport agencies, local authorities) as well as rights-holders (e.g. local population, users associations). The proposed action will develop the capacities of the stakeholders as 'duty-bearers' to meet their obligations. Since the action targets vulnerable segments of the economy, it will pay special attention to ensuring that rights are consolidated and when possible expanded.

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### **Disability**

As per OECD Disability DAC codes identified in section 1.1, this action is labelled as D1. Similarly, to what will be done for women, access to public transport and active transport modes for people with disabilities will be taken into account in the projects, as well access to employment in the sector. The inclusion of persons with disabilities will be ensured through the design of plans and projects, promotion of policy dialogue and capacity building in order to increase opportunities to access public transport systems that are organized to suit their needs.

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### **Reduction of inequalities**

The socio-spatial inequalities due to the weaknesses of the public transport service (accentuated by increased urban mobility demand), automobile congestion and air pollution can have impact on cohesion and social peace. This action is therefore a contribution to the improvement of mobility for city dwellers, to the improvement of their living environment, to the improvement of road safety and to the accessibility of certain outlying districts. And to a restoration of the presence and image of the State as a provider of basic services to populations, including the most vulnerable.

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### **Democracy**

The project aims to promote more inclusive urban mobility systems. SUMP/NUMP elaboration are by nature very inclusive processes and therefore promote democratic processes.

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### **Conflict sensitivity, peace and resilience**

Some populations, who will not benefit from restructuring and development of public transport in targeted cities, could be frustrated not to be covered by the public service. The action intends to include also paratransit / informal transport operators that traditionally operate in peri-urban areas, populated with poor and vulnerable populations in order to cover as many possible users as possible.

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### **Disaster Risk Reduction**

A city with more efficient flows of people and goods is better able to prevent saturation at critical points where disasters of various kinds (floods, fires, landslides, etc.) could occur. Disaster Risk Reduction will be assessed and integrated where relevant.

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### **Other considerations if relevant**

n/a

### 3.4 Risks and Lessons Learnt

<b>Category</b>	<b>Risks</b>	<b>Likelihood (High/ Medium/ Low)</b>	<b>Impact (High/ Medium/ Low)</b>	<b>Mitigating measures</b>
Political	Lack of political ownership of urban mobility development by partner countries' authorities.	<b>M</b>	<b>H</b>	Within the cities that are considered a priority for the EU, the Commission will make sure to select the most committed partners and ensure political dialogue in countries (including with EU Delegations)
Operational	Overlaps between the various EU support kits linked to urban mobility	<b>L</b>	<b>L</b>	Choosing a different implementation modality than the INTPA Technical Facilities will provide more flexibility and ensure a division of labour between the Commission and EU Member States, based on each partner country situation and human resources available to ensure more effective European presence and approach.
Planning, processes, and systems	A gender blind, neutral or negative context and problem analysis could reinforce existing gender inequalities and non-realisation reatization of women empowerment expected results of the Action and/or hinder its efficiency and sustainability	<b>M</b>	<b>M</b>	Knowledge and tools for gender analysis have been adopted by MYC. Gender-sensitive monitoring, specific gender indicators, use of sex-disaggregated data and specific evaluation of gender equality results will be promoted and used whenever possible. Expertise in gender will be ensured. Lessons and good practices on gender -sensitive urban mobility plans from previous projects will be considered.
Communication and visibility	Low visibility of EU action	<b>L</b>	<b>M</b>	Choosing carefully the implementation partners. EU Member States financial institutions or development agencies will be favoured. Moreover, advocacy and knowledge activities will mostly be channelled through MYC, which has a strong European connotation given its funding members and donors (the French and German governments and the European Union). Favouring bridges between MYC and other European

				initiatives (such as CIVITAS or ELTIS) will also be pursued.
Operational	Studies and/or projects are not followed by financing	<b>M</b>	<b>H</b>	Choosing carefully the implementation partners to make sure that Financial Institutions (FIs) have a stake (either co-funding or implementing) in the projects preparation/support selected by the Action; defining a governance mechanism that will take into account FIs pipelines together with EU strategic priorities.

### Lessons Learnt:

The Action will build on, pursue and expand recent initiatives on urban mobility. Several lessons can be drawn from them:

**TEN-T lessons:** the evaluation<sup>16</sup> made for the TEN-T Regulation revision said: “There were several areas identified where the Regulation is not delivering to the expected level. More needs to be done in relation to decarbonisation and sustainability, and there are several suggestions for improvement at the level of urban nodes” and “With regards to SUMP, the evaluation found that the effective integration of urban nodes in the Core Network Corridors is a key component of the decarbonisation effort”. Urban nodes are centres for decarbonisation efforts due to their dual functionality given their role in network structuring and, simultaneously, facilitating last/first mile connections. There is also a great potential of urban nodes development to boost competitiveness.

A smooth trans-European transport network will be achieved only if underpinned by urban nodes in a pro-active manner and if integrated with the respective urban realities, which consist of spatial structure, existing infrastructure, local economy and needs of the population. Last, but not least, in relation to their size, and also being central points of research and development, urban nodes are focal points for the deployment of smart, innovative mobility solutions.

**MYC lessons:** In order to maximise the impact of grants, the Commission will have to select more strategically the cities where SUMP or support to their implementation will be approved. In the past, this selection was more based on the declared interest of the cities (members of the MYC Initiative), but the risk is that the SUMP is not implemented because of lack of capacity or interest from financiers. Moreover, experience has shown that for a project to reach implementation multiple inputs and supports are needed, so funding and interventions should converge.

AFD also underlined that it takes often more than one year between the SUMP finalisation and the loan signature, period during which the momentum might be lost. It is therefore important to keep working with the concerned city, ideally through concrete (small) initiatives.

Finally, the support needed has to be tailored to the capacity of the city (financial and technical): in the past, some SUMP have been “over-dimensioned”, resulting in plans that are difficult to implement.

An evaluation of the EU contribution to the MYC initiative is ongoing. The result will be integrated in the contracting documents of this Action.

**Lessons from programmes in the EU** (e.g. urban mobility and CIVITAS/ELTIS): Sustainable urban mobility planning has been supported by European policies and programmes, such as CIVITAS, the EU Framework for Research and Innovation (Horizon 2020 and now Horizon Europe) and INTERREG. EU funding programmes, such as CEF Cohesion Policy Programmes, Recovery and Resilience Plans and EIB financing, rely on SUMP as an effective investment framework for their support. The Commission Staff Working Document linked to the new EU Urban Mobility Framework says that: “The central element of the urban mobility package, the concept of sustainable urban mobility planning (SUMP) and related European guidelines have been relatively widely used and proved

<sup>16</sup><https://op.europa.eu/o/opportal-service/download-handler?identifier=e2c74973-4c18-11ec-91ac-01aa75ed71a1&format=pdf&language=en&productionSystem=cellar&part=>

effective and useful for local authorities, planners and stakeholders. However, there are wide variations in uptake and quality of the SUMP.” Therefore, to address these concerns, the proposal for the upcoming TEN-T Regulation (currently under negotiation by the co-legislators) requires approximately 424 major cities (urban nodes of the TEN-T network) to adopt a SUMP by 2025. As announced in the new Urban Mobility Framework, a Commission Recommendation was adopted in March 2023 to encourage each Member State to set up a National Support Programme for Sustainable Urban Mobility Plan (NSSP) to help provide guidance during the rollout of SUMP across Europe. This Action builds upon the EU approach to SUMP and their implementation, including linkages with FIs.

**Lessons from EU projects in partner countries:** SUMP in which EU Delegations have been involved because of aligned agendas (e.g. Yaoundé) had more chances to translate into concrete project implementation and more visibility for the EU investment.

Several instruments are available to support the Global Gateway agenda. However, if they are targeting EU Delegations, they might not be mobilised when urban mobility is not a priority of the MIP although the Commission would be strategically interested to specific urban nodes (e.g. Abidjan); if they are available to financial institutions, they cover more advanced and more expensive stages of project definition. To get there, preparatory work (strategic vision, policy dialogue, early-stage preparation or testing...) is needed and that is what this Action is targeting. Moreover, partnering with FIs from early stages of project preparation increases the chances that a project reaches financial close and implementation.

### 3.5 The Intervention Logic

The underlying intervention logic for this action is that:

- In order to deliver the Global Gateway objectives on transport connectivity, particularly their green component, sustainable low-carbon urban mobility interventions are a priority.
- European policies and good practices have demonstrated that effective and inclusive mobility can be achieved through low-carbon paths.
- If knowledge sharing about these European good practices (such as SUMP) and advocacy towards sustainable low-carbon urban mobility solutions is reinforced (especially through a European advocate, such as MYC), then local political awareness and a global green transition can be fostered and European investments and solutions promoted.
- If cities that are strategic for the EU are supported in developing their SUMP, then integration of gender perspective, social inclusion and environmentally friendly and low-carbon solutions (which are typical features of SUMP but are not traditionally included into transport masterplans) can be achieved, and EU best practices can be exported to external action.
- However, even when partner cities have a sustainable mobility plan, they often lack experience and/or resources (technical and financial) to bring them to implementation.
- If early project preparation, technical support to local authorities and small implementation experiences (“pilots”) are supported, then stronger business cases for investors can be developed and increased capacity of local actors can be attained (for them to be able to support the project preparation – particularly the integration of local stakeholders and economic interests- and later project operations).
- This in turn can justify the mobilisation of bigger envelopes for feasibility and detailed project design phases (pipeline building) and ultimately lead to implementation.
- If Financial Institutions (FI) are more closely involved in sustainable urban mobility project preparation and advocacy (like in the case of the MYC initiative), then more financing can be geared towards sustainable mobility in urban nodes.
- In particular, if the implementing partner for this Action is a FI and cities to support are selected in a more strategic way (e.g. building on processes already started), then chances are higher that the projects will find a financier.

The action will be successful if investment can be unlocked.

### 3.6 Logical Framework Matrix

This indicative logframe constitutes the basis for the monitoring, reporting and evaluation of the intervention.

On the basis of this logframe matrix, a more detailed logframe (or several) may be developed at contracting stage. In case baselines and targets are not available for the action, they should be informed for each indicator at signature of the contract(s) linked to this AD, or in the first progress report at the latest. New columns may be added to set intermediary targets (milestones) for the Output and Outcome indicators whenever it is relevant.

- At inception, the first progress report should include the complete logframe (e.g. including baselines/targets).
- Progress reports should provide an updated logframe with current values for each indicator.
- The final report should enclose the logframe with baseline and final values for each indicator.

The indicative logical framework matrix may evolve during the lifetime of the action depending on the different implementation modalities of this action.

The activities, the expected Outputs and related indicators, targets and baselines included in the logframe matrix may be updated during the implementation of the action, no amendment being required to the Financing Decision.

Results	Results chain (a): Main expected results (maximum 10)	Indicators (a): (at least one indicator per expected result)	Baselines (values and years)	Targets (values and years)	Sources of data	Assumptions
Impact	To support the global transition to inclusive, clean, climate-neutral, equitable and sustainable urban mobility	<p>1 Greenhouse gas emissions (tonnes CO<sub>2</sub>eq/year) avoided with EU support * **<sup>17</sup></p> <p>2 Number of countries receiving EU assistance in support of international climate, sustainable energy and environmental objectives * (with a focus on accelerating implementation of clean, low carbon urban mobility)</p> <p>3 Number of countries with (a) enhanced urban and/or smart &amp; sustainable mobility planning frameworks, integrating EU high level objectives*</p>	<p>1- 0 in 2023</p> <p>2- 0 countries in 2023</p> <p>3- 0 countries in 2023</p>	<p>1- Expected reduction of GHG emission by 0.25 MTCO<sub>2</sub>eq/year<sup>18</sup> for the year 2030</p> <p>2- 5<sup>19</sup> countries/cities in 2028</p> <p>3- maximum 2<sup>20</sup> countries/cities in 2028</p>	Implementing entity reporting (based on type of assistance required by cities and emissions calculator for GHG)	Not applicable

<sup>17</sup> As the Action is about project preparation, in order to avoid double counting, here we measure “expected” CO<sub>2</sub> emission avoided *if* low carbon projects or plans (SUMP/NUMPs) which are prepared by this Action are fully implemented.

<sup>18</sup> Compared to a BAU scenario without this Action’s intervention, expected impact of adopted and fully implemented SUMP/NUMPs and/or projects in covered cities by 2030.

<sup>19</sup> Target is not high in order to avoid double counting (additional countries compared to countries where MYC interventions are already supported by EU).

<sup>20</sup> Value is low because this Action focusses more on bringing SUMP/NUMPs to implementation than to design new SUMP/NUMPs.

<b>Outcome 1</b>	1. Accelerate investments in low-carbon mobility solutions in the context of Global Gateway	<p>1.1 Number of people gaining convenient access to a sustainable and improved urban transport mode . Disaggregated by: a) through pilot project b) expected through project preparation or SUMP</p> <p>1.2 Evolution of secured financing (billion €) in the cities covered by this Action</p> <p>1.3 Number of new sustainable mobility projects in the FIs pipeline a) in EFSD+ (blending and guarantees) b) overall (in the cities covered by this Action)</p>	<p>1.1- 0 in 2023</p> <p>1.2- 1,7b Euro in 2023 (source: MYC global report)</p> <p>1.3 – 0 in 2023</p>	<p>1.1 – a) 20 000 in 2028 b) 1 million in 2030</p> <p>1.2 – Additional 0,75b Euro in 2028 (only in the cities covered by this Action)</p> <p>1.3 – a) 3; b) 5</p>	<p>Implementing entity reporting;</p> <p>1.4a) European Commission reporting</p>	<p>Partner cities remain committed to low-carbon urban mobility</p>
<b>Outcome 2</b>	2. Improve knowledge and application of EU best practices on sustainable urban mobility in partner countries (including on gender sensitive and accessible low barrier mobility for all users)	<p>2.1 Number of MYC Knowledge Platform users (disaggregated by sex)<sup>21</sup></p> <p>2.2 Global attendance at the Mastering Mobility Series (on-line training) (disaggregated by sex, age and disability status)</p>	<p>2.1- 67,000 in 2022 (48,8% women)</p> <p>2.2- 817 in 2022 (44% women)</p>	<p>2.1- 100,000/y by 2028 (50% women)</p> <p>2.2- average 850/year during the implementation of this Action (50% women)</p>	<p>MYC reporting</p>	<p>MYC secretariat is financed and operational.</p> <p>Sustainable urban mobility remains high on the agenda of cities outside Europe</p>

<sup>21</sup> Indicators 2.1 and 2.2 are measuring the global impact of the MYC partnership as it is difficult to separate the contribution of each partnership member. Moreover, figures desegregated by sex are only for users who specified their gender.



<b>Outcome 3</b>	3. Improve policy dialogues and partnerships on the Green Agenda in relation to urban mobility	<p>3.1 Number of EUDs engaged in urban mobility policy dialogue thanks to this Action</p> <p>3.2 Number of cities covered by the Action where FIs are engaged in urban mobility policy dialogue</p>	<p>3.1 0 in 2023</p> <p>3.2 tbd in 2023</p>	<p>3.1 7 by 2028</p> <p>3.1 4 by 2028 (excluding the implementing entity)</p>	<p>3.1. European Commission reporting</p> <p>3.2 Implementing entity reporting</p>	The Green Agenda remains a priority for development partners and early project preparation is seen as essential step towards investments.
<b>Output 1 relating to Outcome 1</b>	1.1 Early stage project preparation implemented	1.1.1 Number of new studies (e.g. pre-feasibility studies, gender analysis) benefitting the design of projects on sustainable urban mobility completed	1.1.1- 0 in 2023	1.1.1 – 4 in 2028	Implementing entity reporting	
<b>Output 2 relating to Outcome 1</b>	1.2 Small low-carbon urban mobility pilot projects implemented	1.2.1 Number of pilot projects successfully implemented with the support of this Action	1.2.1 0 in 2023	1.2.1 3 in 2028	Implementing entity reporting	
<b>Output 1 relating to Outcome 2</b>	2.1 Strengthened knowledge creation, dissemination, visibility and advocacy on sustainable urban mobility	<p>2.1.1 Number of content papers / methodological papers / studies produced by MYC Secretariat</p> <p>2.1.2 Participation of MYC Secretariat to international advocacy events on sustainable urban mobility</p>	<p>2.1.1- 12 in 2022</p> <p>2.1.2- 8 in 2022</p>	<p>2.1.1- 20 in 2028</p> <p>2.1.2- 8/year by 2028</p>	MYC reporting	
<b>Output 2 relating to Outcome 2</b>	2.2 Strengthened capacities of urban mobility practitioners in targeted cities	<p>2.2.1 Number of supported urban transport authorities (ad hoc TA) by this Action</p> <p>2.2.2 Number of events / trainings on urban mobility (and GG) conducted by MYC</p>	<p>2.2.1- 0 in 2023</p> <p>2.2.2 16 training sessions online in 2022</p>	<p>2.2.1 – 2 by 2028</p> <p>2.2.2 - 15/year until 2028</p>	<p>2.2.1 – Implementing entity report</p> <p>2.2.2 MYC reporting</p>	
<b>Output 3 relating to Outcome 2</b>	2.3 Increased recognition and integration of women and girls' needs, challenges and opportunities (as well	2.3.1 Number of gender responsive programmes/plans/measures by partner governments that increase access for			Implementing entity reporting;	

	as persons with reduced mobility and vulnerable people in general) in mobility projects and plans	<p>women and girls to safe, affordable, accessible and sustainable public transport in urban areas</p> <p>2.3.2 Number of programmes/plans /measures by partner governments that increase vulnerable people (for instance people with reduced mobility or people living in informal settlements) access to safe, affordable, accessible and sustainable mobility in urban areas</p>	<p>2.3.1 0 in 2023</p> <p>2.3.2 0 in 2023</p>	<p>2.3.1 9 in 2028</p> <p>2.3.2 9 in 2028</p>	MYC reporting (new initiatives after 2023)	
<b>Output 1 relating to Outcome 3</b>	3.1 Increased adoption of Sustainable Urban Mobility Plans (SUMP) and/or National Urban Mobility Plans (NUMPs)	3.1.1 Number of new SUMP/NUMPs developed with this Action's support, disaggregated by country	3.1.1 0 in 2023	3.1.1 maximum 2 in 2028	Implementing partner reporting	
<b>Output 2 relating to Outcome 3</b>	3.2 Increased opportunities for EUDs and FIs to be involved in sustainable urban mobility projects in partner countries	3.2.1 Number of Action-supported cities for which EUDs and/or FIs are engaged in urban mobility policy dialogue (e.g. fora, local events)	3.2.1 0 in 2023	3.2.1 7 in 2028	3.2.1 European Commission , implementing partner and MYC reports	

## 4 IMPLEMENTATION ARRANGEMENTS

### 4.1 Financing Agreement

In order to implement this action, it is not envisaged to conclude a financing agreement with the partner countries.

### 4.2 Indicative Implementation Period

The indicative operational implementation period of this action, during which the activities described in section 3 will be carried out and the corresponding contracts and agreements implemented, is 60 months from the date of adoption by the Commission of this Financing Decision. Extensions of the implementation period may be agreed by the Commission's responsible authorising officer in duly justified cases.

### 4.3 Implementation Modalities

The Commission will ensure that the EU appropriate rules and procedures for providing financing to third parties are respected, including review procedures, where appropriate, and compliance of the action with EU restrictive measures<sup>22</sup>.

#### 4.3.1 Indirect Management with an entrusted entity

This action may be implemented in indirect management with an entity, which will be selected by the Commission's services using the following criteria:

- Having experience in similar actions (knowledge creation and dissemination, global coverage, multi-stakeholders, multi-million budget)
- Having experience in sustainable low-carbon urban mobility planning and implementation
- Having experience in engaging with local authorities

The implementation by this entity entails a close partnership with the MobiliseYourCity Initiative and the possibility to support financially (through this Action) selected MobiliseYourCity activities.

#### 4.3.2 Changes from indirect to direct management mode (and vice versa) due to exceptional circumstances (one alternative second option)

If indirect management with an entrusted entity cannot be possible due to circumstances outside of the Commission's control, direct management mode may be envisaged through grants.

Call for proposals targeting NGOs and INGOs active in sustainable urban mobility might be launched as an alternative to the indirect management mode outlined in section 4.3.1.

### 4.4 Scope of geographical eligibility for procurement and grants

The geographical eligibility in terms of place of establishment for participating in procurement and grant award procedures and in terms of origin of supplies purchased as established in the basic act and set out in the relevant contractual documents shall apply.

The Commission's authorising officer responsible may extend the geographical eligibility on the basis of urgency or of unavailability of services in the markets of the countries or territories concerned, or in other duly substantiated cases where application of the eligibility rules would make the realisation of this action impossible or exceedingly difficult (Article 28(10) NDICI-Global Europe Regulation).

<sup>22</sup> [www.sanctionsmap.eu](http://www.sanctionsmap.eu). Please note that the sanctions map is an IT tool for identifying the sanctions regimes. The source of the sanctions stems from legal acts published in the Official Journal (OJ). In case of discrepancy between the published legal acts and the updates on the website it is the OJ version that prevails.

## 4.5 Indicative Budget

<b>Indicative Budget components<sup>23</sup></b>	<b>EU contribution (amount in EUR)</b>	<b>AFD contribution (co-financing in parallel)</b>
Specific Objective 1, 2 and 3 Indirect management with an entrusted entity- cf. section 4.3.1	6 000 000	2 500 000
<b>Evaluation</b> – cf. section 5.2 <b>Audit</b> – cf. section 5.3	May be covered by another Decision	
<b>Totals</b>	6 000 000	2 500 000 <sup>24</sup>

## 4.6 Organisational Set-up and Responsibilities

The governance structure of the indirect management with the entrusted entity is particularly important as the Commission will need to make sure that the choice of the urban nodes and advocacy/knowledge creation activities are in line with strategic priorities of the European Commission (on demand nature of the Knowledge Hub). At this stage, it is envisaged that, based on prioritisation criteria already mentioned in this AD (e.g. relevance for the Global Gateway agenda; priority for the TEN-T or the EUROMED activity plans; existence of a SUMP/NUMP; engagement of the relevant EUD in the urban mobility sector) the entity will provide a proposal of activities which will have to be validated by the European Commission. In order to avoid impasses and delays, it is recommended that bi-annual meetings are organised with the entity in order to agree on the content of 6-months execution plans and yearly strategic orientation. The concerned EU Delegations will be associated to the governance structure for more appropriation. In terms of implementation at the city level, participatory approaches (including urban mobility key stakeholders and right holders) will have to be adopted.

As the Action includes a financial contribution to MYC activities, it has to be noted that MYC already organises bi-annual Steering Committees to which the European Commission will actively participate in order to shape the strategic agenda of this initiative (choice of partner /beneficiary cities/countries, nature of activities, etc.). This MYC Steering Committee will also be the ideal platform for defining the content and the strategy of the advocacy, communication and knowledge consolidation/creation activities as well as the linkages with relevant EU (e.g. DG MOVE and RTD) initiatives.

As part of its prerogative of budget implementation and to safeguard the financial interests of the Union, the Commission may participate in the above governance structures set up for governing the implementation of the action and may sign or enter into joint declarations or statements, for the purpose of enhancing the visibility of the EU and its contribution to this action and ensuring effective coordination.

<sup>23</sup> N.B: The final text on audit/verification depends on the outcome of ongoing discussions on pooling of funding in (one or a limited number of) Decision(s) and the subsequent financial management, i.e. for the conclusion of audit contracts and payments.

<sup>24</sup> AFD contribution approved; other co-financing in parallel is expected to come from the German Government (mostly as staff detached to the MYC secretariat and components of GIZ projects in line with MYC objectives)

## 5 PERFORMANCE MEASUREMENT

### 5.1 Monitoring and Reporting

The day-to-day technical and financial monitoring of the implementation of this action will be a continuous process, and part of the implementing partner's responsibilities. To this aim, the implementing partner shall establish a permanent internal, technical and financial monitoring system for the action and elaborate regular progress reports (not less than annual) and final reports. Every report shall provide an accurate account of implementation of the action, difficulties encountered, changes introduced, as well as the degree of achievement of its results (Outputs and direct Outcomes) as measured by corresponding indicators, using as reference the logframe matrix (for project modality) and the partner's strategy, policy or reform action plan list (for budget support).

All monitoring and reporting shall assess how the action is considering the principle of gender equality, human rights-based approach, and rights of persons with disabilities including inclusion and diversity indicators shall be disaggregated at least by sex.

The Commission may undertake additional project monitoring visits both through its own staff and through independent consultants recruited directly by the Commission for independent monitoring reviews (or recruited by the responsible agent contracted by the Commission for implementing such reviews).

Roles and responsibilities for data collection, analysis and monitoring:

- MYC secretariat already monitors the *global* impact of the Initiative since its creation through a set of impact indicators such as: number of SUMPs/NUMPs adopted; expected GHG emissions reduction; total financing secured; beneficiaries of the capacity building/training activities (see [Core Indicators and Monitoring Framework | MobiliseYourCity](#)). Reports are available every 6 months and published in the yearly "Global Monitor" report.
- AFD (co-financing partner) will also have a set of indicators to monitor their own funding (such as "Nombre de personnes bénéficiant de cadres de politiques publiques élaborés ou améliorés en faveur de la mobilité durable bas-carbone » and « Nombre de personnes bénéficiant d'un accès amélioré à un transport durable urbain »)
- The specific outputs, outcomes and impacts of activities in the selected urban nodes will be reported by the implementing entity

As this Action is conceived to be implemented in close collaboration with EU Member States, it is expected that the data collected by each co-financier and implementing partner will be available to all the partners of the MYC Initiative.

### 5.2 Evaluation

Having regard to the nature of the action, a final evaluation may be carried out for this action or its components, via independent consultants contracted by the Commission.

It will be carried out for accountability and learning purposes at various levels (including for policy revision), taking into account in particular the fact that this Action aims at accelerating Global Gateway delivery and is therefore a catalyst for other (geographic) envelopes. However, if thanks to the governance structure set up (including involvement of relevant EU Delegations), the Commission services consider to have detailed understanding and clear appreciation of the Action's implementation (including on the ground), an evaluation might not be necessary.

The Commission shall inform the implementing partner at least 1 month in advance of the dates envisaged for the evaluation missions. The implementing partner shall collaborate efficiently and effectively with the evaluation experts, and inter alia provide them with all necessary information and documentation, as well as access to the project premises and activities.

The evaluations will assess to what extent the action is taking into account the human rights-based approach and how it contributes to gender equality and women's empowerment. Expertise on human rights and gender equality will be ensured in the evaluation teams.

The evaluation reports may be shared with the partners and other key stakeholders following the best practice of evaluation dissemination<sup>25</sup>. The implementing partner and the Commission shall analyse the conclusions and recommendations of the evaluations and, where appropriate, apply the necessary adjustments.

The financing of the evaluation may be covered by another measure constituting a Financing Decision.

### 5.3 Audit and Verifications

Without prejudice to the obligations applicable to contracts concluded for the implementation of this action, the Commission may, on the basis of a risk assessment, contract independent audit or verification assignments for one or several contracts or agreements.

## 6 STRATEGIC COMMUNICATION AND PUBLIC DIPLOMACY

The 2021-2027 programming cycle will adopt a new approach to pooling, programming and deploying strategic communication and public diplomacy resources.

In line with the 2022 “[Communicating and Raising EU Visibility: Guidance for External Actions](#)”, it will remain a contractual obligation for all entities implementing EU-funded external actions to inform the relevant audiences of the Union’s support for their work by displaying the EU emblem and a short funding statement as appropriate on all communication materials related to the actions concerned. This obligation will continue to apply equally, regardless of whether the actions concerned are implemented by the Commission, partner countries, service providers, grant beneficiaries or entrusted or delegated entities such as UN agencies, international financial institutions and agencies of EU member states.

However, action documents for specific sector programmes are in principle no longer required to include a provision for communication and visibility actions promoting the programmes concerned. These resources will instead be consolidated in Cooperation Facilities established by support measure action documents, allowing Delegations to plan and execute multiannual strategic communication and public diplomacy actions with sufficient critical mass to be effective on a national scale.

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<sup>25</sup> See best [practice of evaluation dissemination](#)

## Appendix 1 REPORTING IN OPSYS

A Primary Intervention (project/programme) is a coherent set of activities and results structured in a logical framework aiming at delivering development change or progress. Identifying the level of the primary intervention will allow for:

Articulating Actions or Contracts according to an expected chain of results and therefore allowing them to ensure efficient monitoring and reporting of performance;

Differentiating these Actions or Contracts from those that do not produce direct reportable development results, defined as support entities (i.e. audits, evaluations);

Having a complete and exhaustive mapping of all results-bearing Actions and Contracts.

Primary Interventions are identified during the design of each action by the responsible service (Delegation or Headquarters operational Unit).

The level of the Primary Intervention chosen can be modified (directly in OPSYS) and the modification does not constitute an amendment of the action document.

The intervention level for the present Action identifies as (tick one of the 4 following options);

<b>Action level (i.e. Budget Support, blending)</b>		
<input type="checkbox"/>	Single action	Present action: all contracts in the present action
<b>Group of actions level (i.e. top-up cases, different phases of a single programme)</b>		
<input type="checkbox"/>	Group of actions	Actions reference (CRIS#/OPSYS#):
<b>Contract level</b>		
<input checked="" type="checkbox"/>	Single Contract 1	Contribution Agreement to entrusted entity
<b>Group of contracts level (i.e. series of programme estimates, cases in which an Action includes for example four contracts and two of them, a technical assistance contract and a contribution agreement, aim at the same objectives and complement each other)</b>		
<input type="checkbox"/>	Group of contracts 1	