

COUNTRY	CITY	POPULATION	EMISSIONS REDUCTION TARGET	EMISSIONS IN 2017
COLOMBIA	BOGOTÁ	7,000,000	-15% BY 2024; -50% BY 2030; CARBON NEUTRALITY IN 2050	11.4 MtCO <sub>2</sub> (SCOPE 1 + 2)

# Soft and electric mobility: the transformation of Bogotá's transport system

In April 2021, the municipality of Bogotá presented a [2020-2050 Climate Action Plan \(CAP\)](#), with the aim of becoming carbon neutral by 2050. To support this plan, [says](#) the mayor, "the best investment [...] is to base our Mass Transport System on an electric, free, clean, sustainable network, not only urban but also regional". In 2017, transportation accounted for 48% of the city's emissions. With 133 annual hours wasted driving and an average speed of 17 km/h in the last kilometre, Bogotá is the most [congested](#) city in the world. In order to restrict car use, the speed limit in the city was recently [reduced](#) to 50 km/h. Among other things, the CAP aims to reduce kilometres travelled by vehicles by 5% in 2030 and 10% in 2050, and is considering urban planning measures to reduce distances, and thus transport demand around new developments. The Colombian capital has been very active in transforming mobility in the city for several years now.

## Electrification of the TransMilenio

Bogotá now has the largest Bus Rapid Transit (BRT) network in the world, operated by TransMilenio. However, the network has major service and pollution [problems](#): 87% of Bogotá's TransMilenio users say they are dissatisfied with the service. While waiting for the city's first [metro](#) line, which has been on the table for [77 years](#) and on which work finally began in 2020, Bogotá is working to electrify the TransMilenio network.

As per its CAP, Bogotá plans to convert 100% of its BRT bus fleet to electric (50% by 2030). Since 2019, the city has placed numerous public orders for electric buses, mainly won by the Chinese manufacturer BYD, which is active throughout the continent. Today, more than [5%](#) of the city's bus fleet is electric (484/9,003). With the latest tenders, BYD should have at least [1,472](#) e-buses in Bogotá by 2022, reducing emissions by 83,433 tCO<sub>2</sub> per year. Another €874 mn contract has been signed between TransMilenio and the Transdev group for the operation and maintenance of 406 e-buses from November 2021.

## A pioneer cycling policy

With a 7% modal share, cycling is an important choice for mobility given Bogotá's urban density. The city has over [600 km](#) of cycling infrastructure. Launched in 1974, the "Ciclovía" car-free Sunday brings together 2 million people every weekend on a network of 127 km of streets closed to car traffic. Bogotá was also among the first cities in the world to open more than 80 km of temporary lanes to promote cycling during the lockdown, reaching up to [16%](#) modal share by summer 2020. More than 20 TransMilenio stations now offer free bike parking, promoting multimodal integration. While only 24% of the city's cyclists are women, Bogotá is also committed to achieving [parity](#) in cycling.

In partnership with the [C40 Cities Finance Facility](#) and the cities of Medellín, Cali and Monteria, Bogotá is also running a bike-share system project.

With the support of the World Bank, the Secretariat of Mobility launched the [Bicicarga](#) project at the end of 2020, aiming to equip 10 freight companies and 5 logistics operators with electric tricycles to reduce congestion, accidents and air pollution generated by freight in the last few kilometres of delivery. Already in 2019, the municipality had provided [89 electric tricycles](#) to recycling organisations, allowing them to load up to 300 kg.

## SHARE OF TRANSPORT MODES IN BOGOTÁ

Source: [Alcaldía de Bogotá, 2019](#)

