



CFF IMPACT BRIEF | ACTIVATING THE TRANSITION TO SUSTAINABLE URBAN MOBILITY

Montería's Public Bikeshare System

The C40 Cities Finance Facility (CFF) supported Montería to develop a public bikeshare system covering an 11.6 km² operation area, with a total of 69 stations with 690 bicycles, averaging 6 stations per km² and 10 bikes per station. The stations will be located on accessible street-level stations with an automated renting mechanism and docking modules. The bikes will be accessible through an array of options, including a mobile application, contactless bank cards and the city's transport card.

Montería's Public Bikeshare System, also known as Bisinú, is part of a wider strategy for a Transport Oriented Development project for four Colombian cities (Pasto, Pereira, Montería and Valledupar) and is supported by the Banco de Desarrollo de América Latina (CAF).



Montería used the project preparation process to break down barriers and increase opportunities for women in the city. With the CFF as a key partner, the project preparation systematically integrated a gender perspective.

"Montería is a city that has always stood out for its sustainable projects. We want to continue this tradition and are very happy about CFF support. We share the same values when it comes to sustainability and gender and will profit from the partnership also in upcoming projects."

ANDRÉS SILVA, MANAGER
Montería Ciudad Amable



Project Profile



PROJECT PARTNER:
Montería Ciudad Amable



PROJECT SCALE:
11.6 km² operation area
69 stations and 690 bicycles
(759 including 10% bicycle reserve)



GHG EMISSION REDUCTION:
138 t CO₂ per year



FINANCE LEVERAGED:
USD 2,700,000



FINANCING SOLUTION:

The CFF supported the city to prepare a financing model in which the city finances the procurement of the bikeshare system and provides a concession to private operators. While the municipality purchases the bikes and all equipment, a private company will operate the system based on a concessional contract.

For the First Time, the CFF Supported a Cluster of Four Cities in Developing Tailormade Solutions for Public Bikeshare Systems

The projects promoted the use of bicycles during the COVID-19 pandemic as an alternative to individual motorised transport



TOTAL OPEX

USD 3.87 Million for 5 years,
100% private with
public subsidies



ANNUAL CO₂ EMISSION REDUCTIONS

138 t CO₂e*

*Estimated annual reduction in CO₂ resulting
from the modal shift to cycling



USERS PER MONTH
23,000



DAILY TRIPS
~3588



"CFF showed us that mobility is not only a business. Mobility, and especially sustainable mobility, has many parameters related to the well-being of our citizens and it is very important for us to consider mobility from this point of view."

"With the insights provided by CFF, we gained a better understanding of where the bike share stations should be placed – this will only make our service better and more accessible."

ANDRÉS SILVA

Manager, Montería Ciudad Amable



The CFF supported the city to strengthen its overall transport-oriented strategy and develop the project's financial model.

Within this model, the city is seeking to secure climate funds for the implementation of the system. The CFF provided an additional implementation model tailored to the city's financial capability should the city not be able to access climate funding. To enable the city to develop future system expansions on their own, the CFF also provided diagnostic tools and an analysis of different funding systems.



A gender-responsive project approach that puts gender sensitive diagnosis and measures at the center of the planning and implementation of bikeshare systems.

More than 80 people of different ages and ethnic groups, 54% of whom were women, participated in the diagnostic processes to identify gender gaps in bicycle use. As a result, ~90 gender sensitive measures were addressed in the project planning process and 30+ measures were recommended for public policy.



A climate change sensitive approach, with six climate change resilience measures explicitly mainstreamed in the project specification (i.e. including electric components in the top section of stations to reduce risk of flood damage, solar energy generation).



Improved capacities and skills of the city administration to plan, implement and operate public bikeshare systems independently in the future.

~10 city officials from 5 key city departments, including the Secretariat of Transit, Secretariat of Planning, Secretariat of Finance and Public Transport implementation company, Montería Amable engaged in more than 50 workshops and trainings to address barriers around project development and inter-organisational coordination.



Effectively shared knowledge and lessons learned with over 800+ participants from cities, national governments, financiers, NGOs, academia and the private sector.

As part of the CFF's Colombian bikeshare cluster, Montería was able to gain additional knowledge for the project through exchange formats with various institutions across Colombia and Latin America. The exchanges were especially valuable to learn from other cities' experiences with bikeshare systems and adapting mobility to the conditions of the COVID-19 pandemic.



"We understood how women move in Montería and what needs the Public Bikeshare System should meet to facilitate their trips, such as the size of the bike, the basket, or even the babyseat. This has been the first mobility project in which, thanks to CFF, the city has involved the gender perspective".

JHON NEL RODRIGUEZ

Land Use Planning Coordinator,
City of Montería

KEY CHALLENGES

- The complexity of the Colombian legal framework makes access to finance sources difficult for cities.
- A major challenge for the implementation of cycling projects is the inclusion of the bicycle as an essential means of public transport in national laws. If this was the case, alternative sources of financing could be accessed by cities.

LESSONS LEARNED

- Many cities face the challenge of identifying and planning infrastructure projects while facing large data gaps. Cities can address this challenge by creating consolidated databases to continuously organise and collect data generated by various departments or agencies. Such a database would allow various departments, such as the Mayor's Office, to easily access the data without the need for lengthy outreach processes to various departments.
- Maintaining strategic dialogues with partners working in the city strengthens project preparation and feeds planning with information that would otherwise not be accessible.
- Constant communication with CAF ensured the project studies met international standards and could be used for the preparation of the funding proposal for the Green Climate Fund (GCF).

BEST PRACTICES

- The COVID-pandemic allowed the testing of new tools and methodologies for data collection that can be put into practice for the planning of new projects where in person data collection is not feasible.
- The mainstreaming of gender and climate change issues in urban infrastructure are unavoidable components of the project preparation process, as they allow for the easy identification of project benefits to demonstrate the far-reaching impacts of well-prepared infrastructure to potential funding partner.
- Networking with other cities allowed Montería access to exclusive information and consequently pushed the project forward.

OUTLOOK

- Due to the timeline for the GCF grant, the city will have to wait at least one year before the funds can be allocated for the capital investment of the system. In the meantime, the city can prepare the set up for a multi-annual contract with a private operator based on the data provided by the developed financial model.
- As Mayor Carlos Ordosgoita stated at the closing event of the cooperation on March 5, 2021, the public bicycle is a symbol of the promotion of cycling in his city and a way to give the city back to the citizens, thus denoting his political commitment to the implementation of Bisinú.



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"Don Manuel, the most frequent user of Montería's public bicycle system. Montería, Colombia, November 2019."