



# Challenges and Opportunities for Transport, Energy and Spatial Planning

Public Policy for Zero and Low Emission Motorized Mobility in  
Bogotá D.C.

Sept. 5, 2022

**MOVILIDAD**  
**DE CERO Y BAJAS**  
**EMISIONES**



SECRETARÍA DE  
MOVILIDAD



# Bogota's Land Use Master Plan (POT)



- 1 The POT protects the main ecological structure
- 2 The POT recognizes that we are a city-region
- 3 The POT seeks to generate access to opportunities at the 3 scales of the territory, and to close gaps by proximity projects in the city.



**A Multimodal and Sustainable Mobility System**  
centered on the railroad system.

**A Clean and sustainable mobility is a priority** – with a transportation network supported by 281 new Km connected to the 113 current Km



SECRETARÍA DE  
MOVILIDAD





## Streets for all modes to reduce GHG emissions

**22** integrated high and medium capacity green corridors (120,4 Km)

**499 Km** additional of cycling infrastructure (including 11 cicloalamedas)

The **POT** privileges trips in active modes of transport, with zero and low emissions.

**Eco-urban planning and sustainable construction strategies**

A clean mobility will contribute to reduce GHG emissions between **30-40% in 2035**

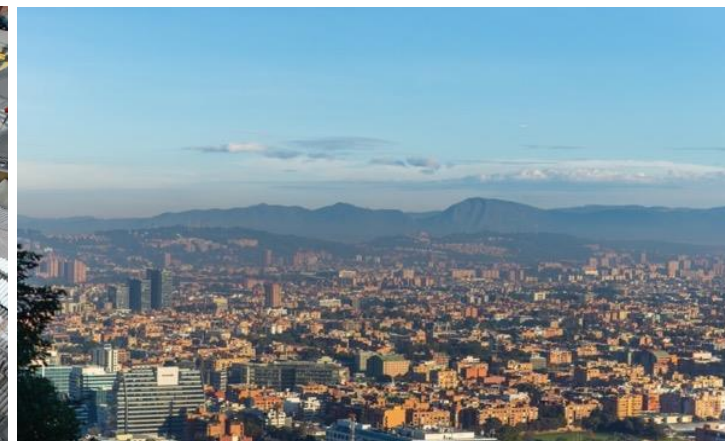
**Green Corridors**



**Vital Neighborhoods**



**Zones for Better Air (ZUMA)**



# Zero & low emission Motorized Mobility Public Policy 2022 - 2035



Consolidate zero- and low-emission motorized mobility as an efficient, accessible and competitive alternative in the city region

Develop and promote **economic and non-economic incentives** and **disincentives** throughout the value chain.



Promote an innovative, sustainable and collaborative electric battery **circular economy model**.



Consolidate a **smart, accessible and competitive recharging infrastructure** network with the private sector.



Develop an **environment of communication, pedagogy and participation** around zero and low emission mobility



Establish **an ecosystem to produce information, investigation, development and innovation** throughout the value chain.



**Short-term goal (PDD 2020-2024):** 6,500 zero- and low-emission vehicles and 20 fast-charging stations for public use.

Cargo Transport

Public Transport System

Single Public Transport

School Transport

Official Fleet

Private Fleet

## Incentives and Disincentives for different actors

### Active

- Discount of 40%, 60% and 70% on vehicle tax in Bogotá for hybrid, electric vehicles and electric taxis, respectively, for 5 years.
- Exemption from traffic restrictions for electric and hybrid vehicles.
- Free first hour for electric vehicles in Via Parking.
- 30% discount on mechanical technical review.
- 10% discount on the SOAT.
- 0% tariff for electric vehicles and 5% for hybrids.

### Under construction

- Freight transport renewal fund.
- Electric taxi renovation fund.
- Urban Areas for Better Air (ZUMA).
- Discounts on industry and commerce tax for those who make investments in charging infrastructure, in fleet renewal and in companies that manufacture/assemble electric vehicles
- Charges for Externalities





# Projects and Opportunities



## Charging infrastructure

Public-private associations, the district offers public spaces and public premises for the private to carry out the installation and economic use of the service.

## Renewal funds (T. Cargo, taxis, tricimoviles, among others):

Financial instruments that offer differential credit rates, subsidies, guarantees and other mechanisms to facilitate fleet renewal. Additional resources are required to multiply the beneficiaries and accelerate the transition.

## Integrated Public Transportation System

Financing metro lines, regional trains, aerial cables.

## Official Fleet

The district seeks to have a 100% electric fleet by 2030, financing alternatives, evaluation of new types and recharging networks are required.

## Pilot projects

(School buses

Hydrogen

Batteries (business models and use))

- Evaluation of alternative models for the acquisition and operation of school buses.
- Financing to integrate renewable energies in the production of green hydrogen that is used in buses of the public transport system.
- Battery management to promote the circular economy of batteries.



SECRETARÍA DE  
MOVILIDAD





Thank you



# **MOVILIDAD DE CERO Y BAJAS EMISIONES**

**La nueva movilidad**

CAMBIEMOS JUNTOS LA FORMA DE MOVERNOS



SECRETARÍA DE  
MOVILIDAD

