



CirCLE 2019

Challenges for the Islands in the era of the Circular Economy

Sfax SUMP/ Tramway

Dr. Riadh Haj Taieb

Municipality of Sfax - Tunisia

Under the auspices of



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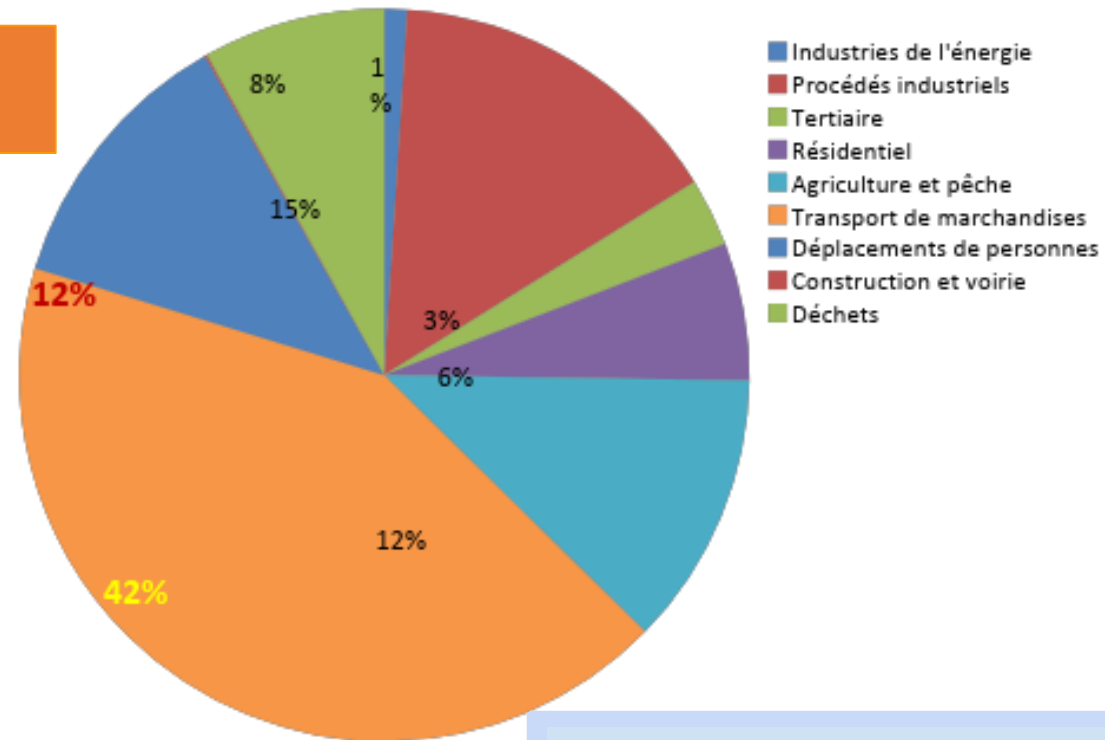
Carbon footprint: Territory of Sfax

Findings:

54% of CO₂ emissions
are generated by the
Transport sector

Recommendation:

SUMP/NAMA of Sfax



Breakdown of emissions by item

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Definitions

SUMP: Sustainable Urban Mobility Plans aims to organize the circulation, parking, transportation of people and goods in the city (the 6 delegations: Medina, Sakiet Eddayer, Sakiet Ezzit, West Sfax, Sfax South and Thyna).

NAMA: Nationally Appropriate Mitigation Actions of the urban transport sector of the city established in coherence with the developed SUMP.

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Development of a SUMP / NAMA Transport

General Objective:

Improve the urban mobility of the city of Sfax by relying on the promotion of sustainable development of energy-efficient urban transport

Spécific Objectives:

- **Promotion of public transport and soft modes (walking, two-wheelers),**
- Rationalization of the use of the car,
- Regulation of parking in downtown,
- Improvement of the quality of life, the environment (air, noise, energy, ...) and road safety

2030

**Sustainable development : Sfax future Mediterranean metropolis
low carbon and exemplary in energy efficiency.**

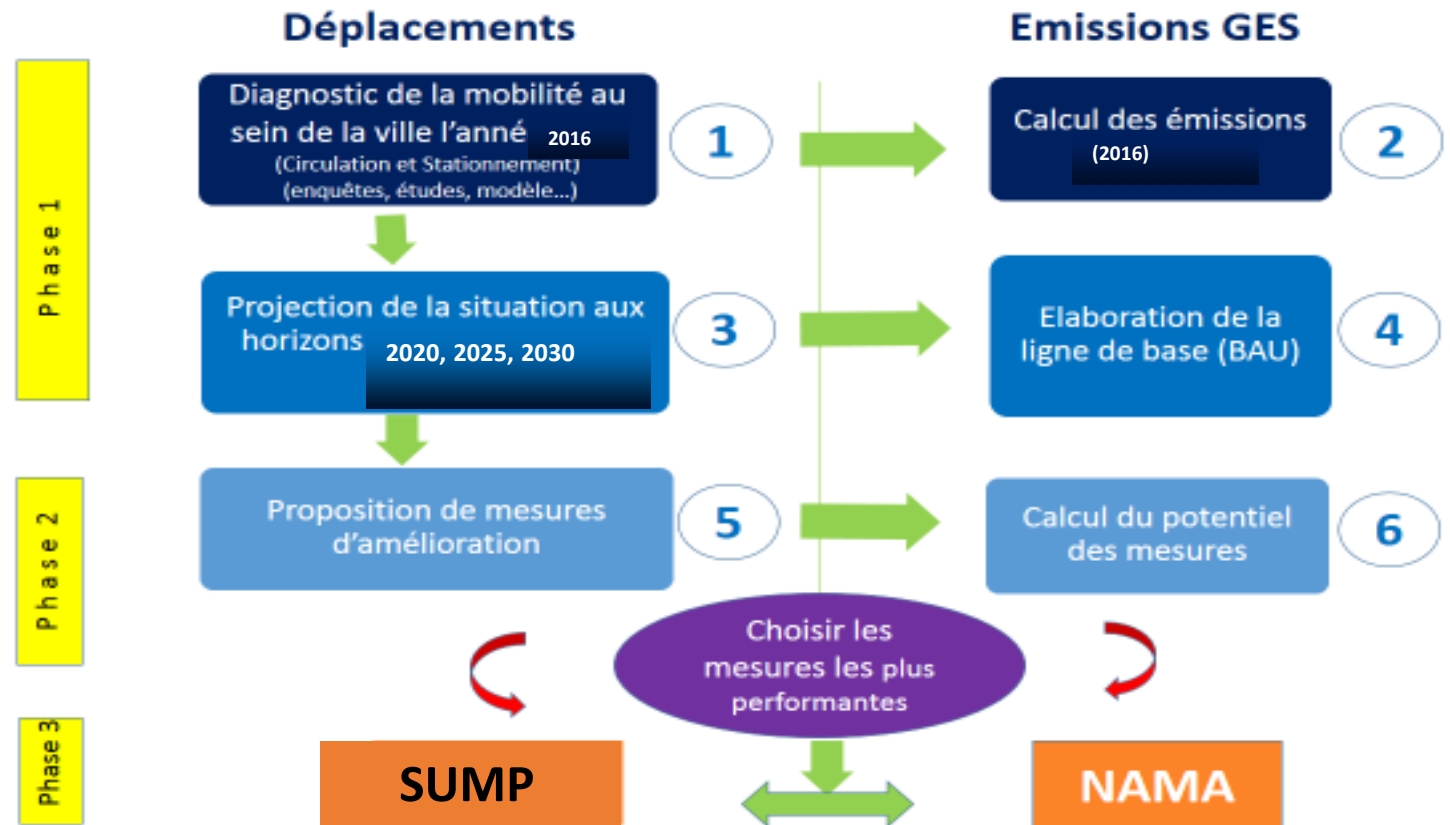
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Phasing and articulation SUMP / NAMA





Finance research

The financing of the Sfax SUMP / NAMA is ensured by:

- The Municipality of Sfax (100 thousand dinars) and the ANME (100 thousand dinars) for the realization of the surveys necessary for the study,
- The GIZ (250 thousand euros or 700 thousand dinars) for the development of the study SUMP / NAMA transport of Sfax.

The overall amount of the project is estimated 900 000 DT. (300 000 euros)





Launch of the SUMP study on January 2016

- Presentation of the SUMP
- Committee Training (Steering and Monitoring)
- Field visit





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Some Numbers...

- An agglomeration of 600,000 inhabitants (800,000 in 2030)
- 160,000 households (3.7 people / household in 2014)
- 990,000 trips / day
- 200,000 jobs, 40,000 students, 110,000 vehicles / day
- The mobility rate (all modes) is 2.3 trips per day and per capita (2012 value)
- The motorisation rate is 133 vehicles per 1000 inhabitants (2015),
- 9 km traveled per inhabitant per day on average 30 bus lines
- 39 million passengers in 2015 against 59 million in 2012
- 16,360 parking spaces in the hypercentre including 11,120 on public roads.
- The rate of illegal parking on the roads is about 30%

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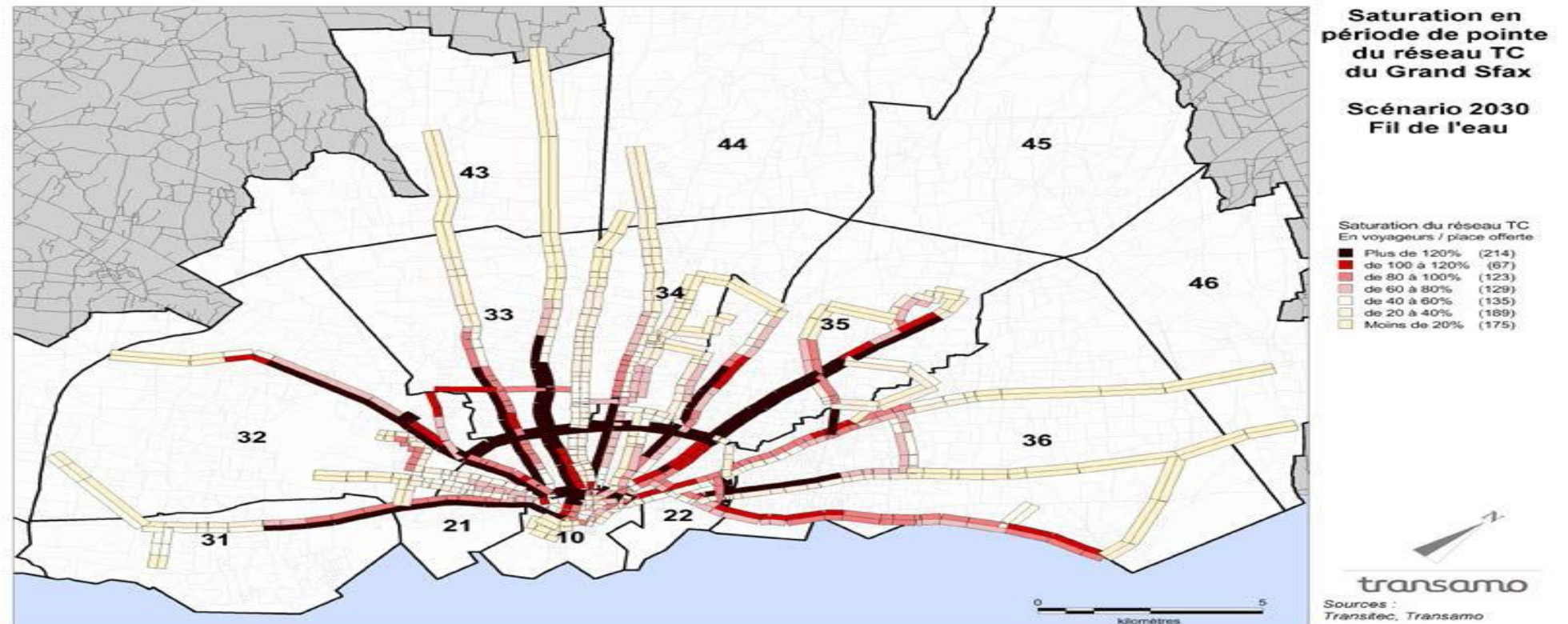
Objectives of SUMP

Frame EASI	OBJECTIVES of Sfax SUMP
<i>Enable</i>	<p>E1- Ensure the financial sustainability of the urban transport system, by seeking in particular the self-financing of operating costs (if necessary, ensure financial equalization: tariff integration in particular). (Framework condition)</p> <p>E2- Ensure coherence and effectiveness of policies, investments and management of the different components of the urban transport system (roads, transport services, licenses, etc.), through a responsible and efficient organization, endowed with adequate human and material resources.</p> <p>E3- Ensure regular, coordinated and relevant public communication on issues, operation and mobility development in Greater Sfax.</p>
<i>Avoid</i>	<p>A1- Minimize the need for motorized personal trips within Grand Sfax, particularly with regard to distances traveled.</p>
<i>Shift</i>	<p>S1- Develop the multimodal urban transport system in order to optimize its efficiency / cost ratio.</p> <p>S2- Increase the modal share of public transport provided by medium-to-heavy vehicles</p> <p>S3- Minimize greenhouse gases (GHGs) emitted to ensure the movement of people and goods on the territory of Grand Sfax</p>
<i>Improve</i>	<p>I1- Optimize the multimodal operation of roads, through better management of traffic and parking.</p> <p>I2- Improve the safety and comfort conditions of all users, especially the most vulnerable users (pedestrians, cyclists)</p> <p>I3- Facilitate intermodality and minimize the transshipments required to ensure all public transport journeys</p> <p>I4- Minimize GHGs emitted by the transportation system.</p>



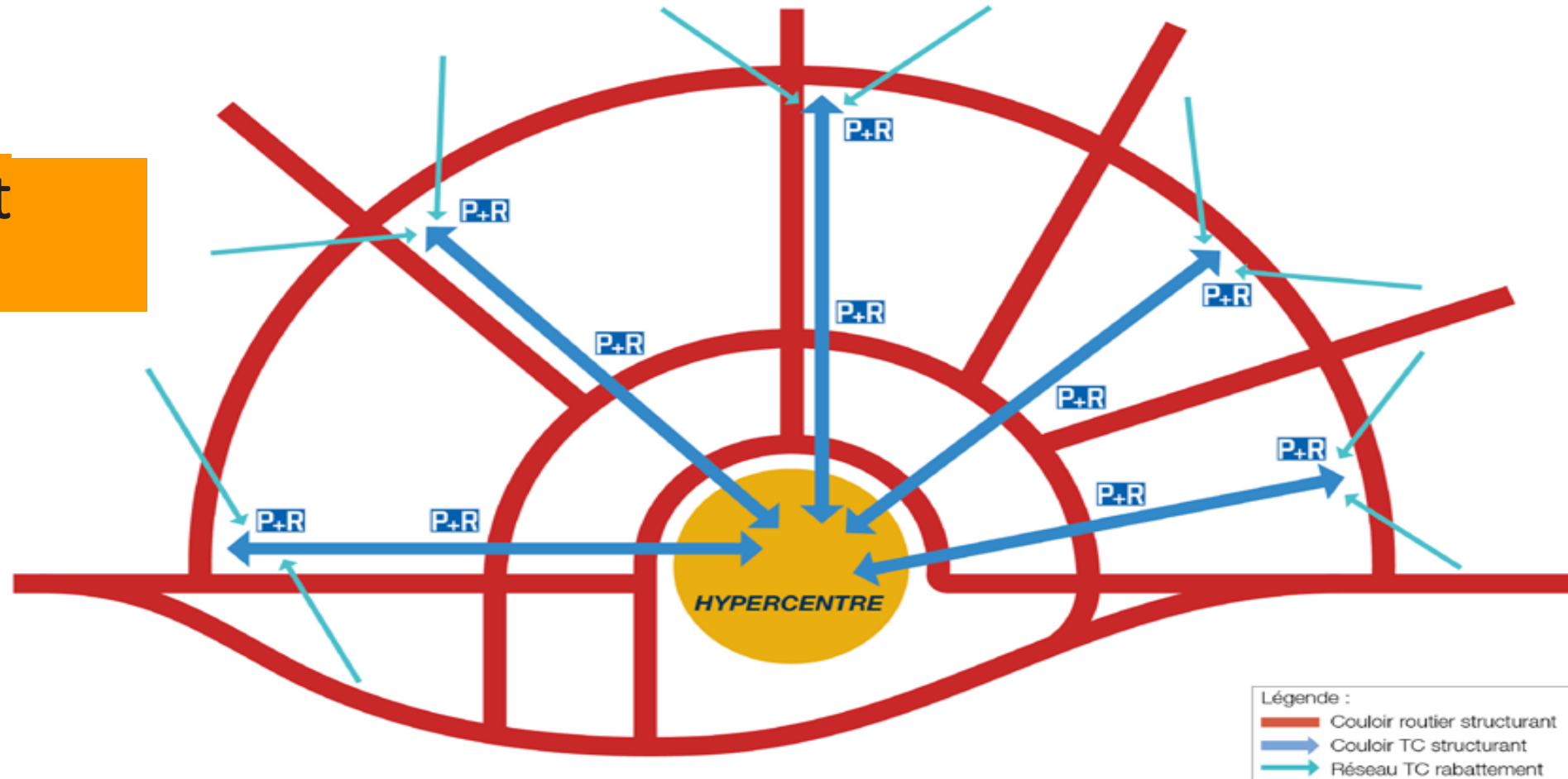


Saturation at rush hour of the Great Sfax PT network / Scenario 2030





Multimodal concept of displacements

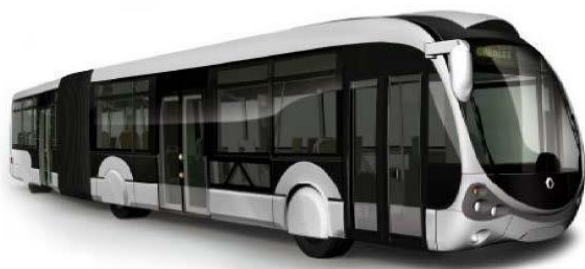




Offers Scenarios 2030



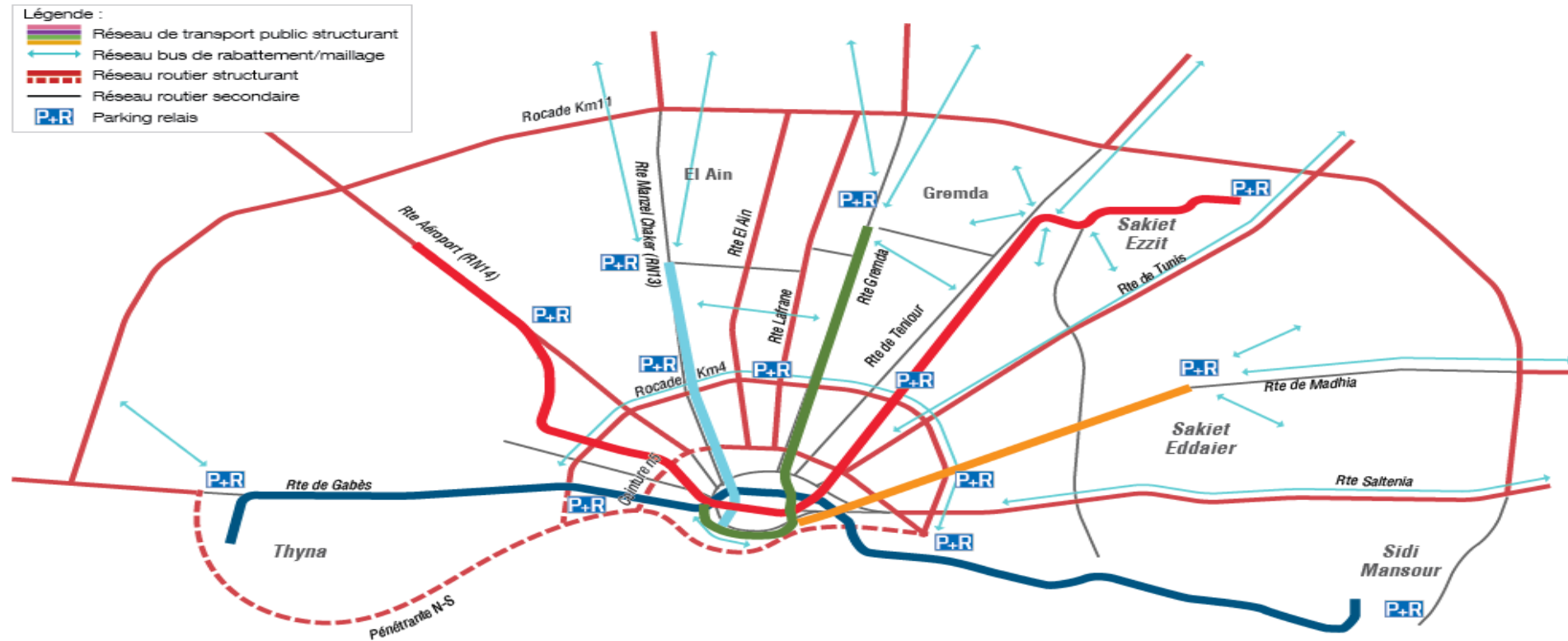
Three Families of	Two options to structure the PT	PT Network :
scenario :	A. Four structuring PT lines	B. Three structuring PT lines
1. One bus for all	Scenario 1A	Scenario 1B
2. Network BHLS	Scenario 2A	Scenario 2B
3. BHLS + tramway	Scenario 3A	Scenario 3B/ 2T





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Selected Scenario 2030



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Declination of the selected scenario

Development and management of the territory	Sheet n° 1
* Develop the structuring road network	Sheet n° 2
* Optimize the functioning of the road network	Sheet n° 3
* Manage parking to control car pressure	Sheet n° 4
* Develop a high-performance public transport network	Sheet n° 5
* Develop intermodality between modes of transport	Sheet n° 6
* Improve traffic conditions for bicycles	Sheet n° 7
* Improve the conditions of movement for pedestrians	Sheet n° 8
Provisions relating to goods	Sheet n° 9
* Ensure and adopt SUMP porting	Sheet n° 10
* Strengthen the governance and financing of the PT system	Sheet n° 11

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Sfax Tramway (film in 3 D)

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Thank you for your attention



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