

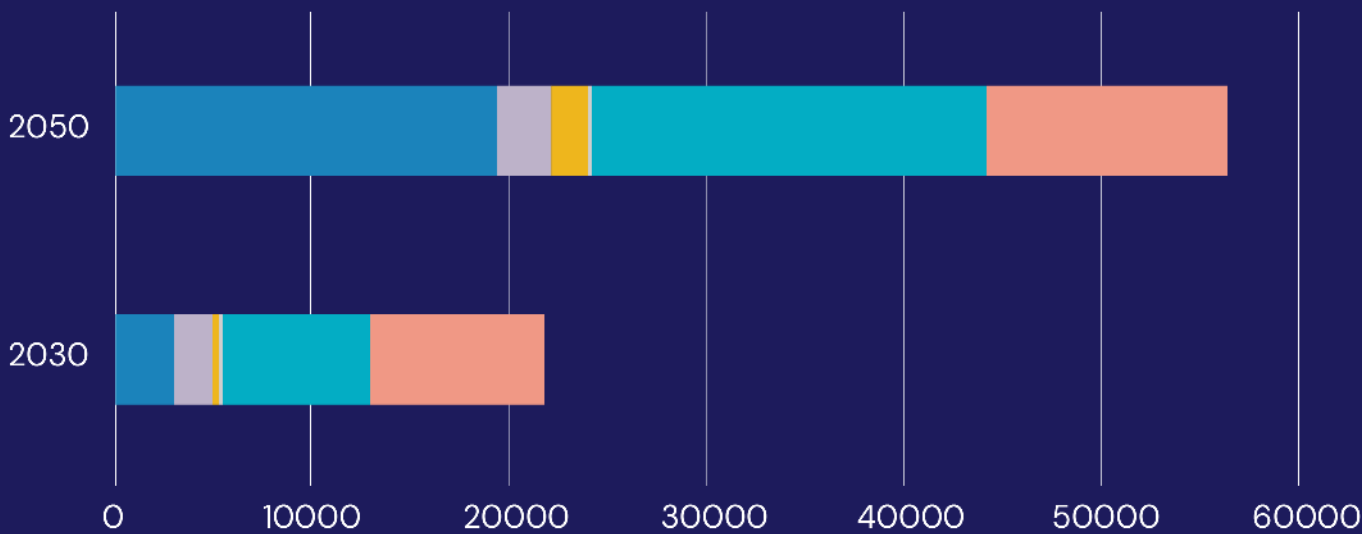
Increased Political Commitment to the E-bus Transition

In 2021, the TUMI E-Bus Mission started to support 20 deep dive cities around the world and building up a network of cities for accelerating e-bus deployment in the Global South. The overall goal continues to prepare the cities for the procurement of 100,000 e-buses from 2025 on. After two years of a coalition of several partners (C40, ICCT, ICLEI, ITDP, UITP and WRI) it is time to look at what progress has been made.

The starting point of the work with the cities has been supporting the commitment to ambitious goals for e-bus deployment in the near and mid future. What progress can we observe in the cities and the regions?

In mid-2023, TUMI E-Bus Mission deep dive cities had committed to 22,469 e-buses until 2030 and 57,518 e-buses latest by 2050. The ten deep dive cities from Brazil and India as well as Jakarta from Indonesia are responsible for 90% of these commitments.

E-Bus Targets by Region



Deep Dive Dive Cities

- Brazil (Campinas, Curitiba, Rio de Janeiro, Salvador, São Paulo)
- Colombia (Barranquilla, Bogotá, Valledupar)
- India (Ahmedabad, Bangalore, Chennai, Delhi, Mumbai)
- Indonesia (Jakarta)
- Mexico (Guadalajara, Mexico City, Monterrey)
- Sub-Saharan Africa (Durban, South Africa; Kampala, Uganda; Nairobi, Kenya)

ASIA

The Asian deep dive cities are leading the race when it comes to targets for e-buses and are responsible for 56% of the e-buses to be deployed by 2050.

Some Indian cities are benefiting from the [National Electric Bus Program](#). Over the next five years, a further 50,000 e-buses shall be procured under this program.

In Indonesia, electric buses have not yet been specifically mentioned in any national policy documents, but several sub-national governments (most prominently Jakarta) are committed to e-buses as a measure to reduce traffic congestion and improve air quality in densely inhabited cities. Transjakarta is operating a fleet of 52 e-buses with a target to scale up to [10,000 e-buses by 2030](#), which would establish them as an Indonesian and a world-wide leader in e-bus adoption. Several other Indonesian cities have been actively engaged with the TUMI E-Bus Mission as part of the City Network approach and have expressed interest in adopting e-buses into their urban planning efforts.

LATIN AMERICA

In Latin America, [São Paulo has set the most ambitious targets](#). It is important to consider that this legislation was already in place before TUMI E-Bus Mission started. But with the [ban on the procurement of new diesel buses](#) by the transport authority SPTrans in late 2022, pressure on the private bus operators has increased to adhere to these targets set in a municipal law.

For Colombia and Mexico, the targets may not fully reflect the commitments from the deep dive cities. Bogotá has not set any specific goals but all larger cities in Colombia are obliged by a national law to procure a certain share (20%) of zero emission buses from 2030 onwards. And Monterrey in Mexico has not set any long-term targets but recently [deployed 110 new e-buses](#) in the city fleet.

AFRICA

From the three African deep dive cities that have been supported under the first phase of the TUMI E-Bus Mission, only Nairobi has set a modest goal for e-bus adoption in the next years. This can be explained by the fact that in most of the African cities, ['informal' public transport operations dominate the sector](#). There is an absence of contractual obligations between service providers and city authorities, thus it is difficult for city authorities to set up specific targets.

The cities' contribution to reaching the 100,000 e-bus target may not be evenly distributed and can be explained by the apparent differences in the size of the cities, the degree of formalization of the systems and the market environment. However, the fact that all cities, with two exceptions, have set themselves ambitious short-term and/or long-term goals for the electrification of their fleets, testifies to a dynamic that has a new quality. This political will is not solely the product of a mayoral commitment to e-buses, but also reflects the hard work of coalition building and stakeholder engagement by the TUMI E-Bus mission partners.

In the next episode we will see whether this is already reflected in a visible change in the form of more e-buses on the roads.

Thank you to our TUMI E-Bus Mission Partners:

