

From Global Commitment to Local Actions

The TUMI E-Bus Mission in 2022

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At COP 27 in Egypt, the Zero Emission Vehicle Transition Council (ZEVTC) launched a [support package](#) for emerging markets and developing economy (EMDE) countries, backed through a [Global Commitment](#) by donor countries including the UK, US, Germany, and Japan. The UK and US also signed a [Country Partnership with India](#) to provide tailored and impactful support that helps India deliver their ambitious ZEV commitments.

Although this commitment does not immediately bring more resources to the countries, the impact of this type of initiative is very tangible. During COP 27, the Southern Brazilian state of Santa Catarina announced the implementation of a [pilot project of eight electric buses](#). At last year's COP 26, the mayor of the Brazilian city Salvador, Bruno Reis, decided to be more ambitious: he raised from 25% to 30% the goal of replacing the diesel bus fleet by electric ones. In-person events usually bring intensity and depth that favor a richer debate and greater mobilization.

This was also the reason for the TUMI E-Bus Mission to realize a series of city dialogues as in-person events in October and November, the **TUMI E-Bus Mission on tour**.

It all started during the Sustainable Mobility and Climate Week 2022 in **Dakar, Senegal** from October 3 to 7. MobiliseYourCity and TUMI used this opportunity to host [the TUMI E-Bus mission network city-to-city learning exchange](#) and the MobiliseYourCity African Community of Practice meeting with 20 city and country representatives from all over the continent. These sessions were a space to share experiences on the transformation of urban mobility in Africa, with a focus on electric mobility and transit-oriented development (TOD), and to build capacities on pressing issues such as paratransit and active modes. Throughout the event, TUMI and MobiliseYourCity

also held a [series of interviews](#) with the African delegates on the most pressing challenges of their transport systems, in view of COP 27.

A week later in **New Delhi, India** from October 13 to 15, TUMI E-Bus Mission partners hosted a City Dialogue with more than 120 participants to accelerate the transition towards sustainable E-mobility in Indian cities. On the first day the deliberated on the need for a city-level vision and roadmap for a long-term planning approach. On the second day the adoption of electric buses with a focus on city-specific needs, performance expectations from OEMs, operational possibilities in transitioning towards sustainable e-mobility, and innovative financing for procuring electric buses were discussed. On the final day a site visit to Delhi Integrated Multi Modal Transit System Ltd. (DIMTS) was organized to demystify the complexities involved in the fast-charging infrastructure for electric buses.

From October 17 to 19, the [TUMI E-Bus Roadmap & Financing Workshop](#) was held in **Jakarta, Indonesia**. The cities, electric bus experts and national stakeholders discussed strategies to overcome the two biggest challenges of electric bus implementation in Indonesia, namely: the development of a road map and setting a vision and long-term financing strategy. On the third day, workshop participants were given the opportunity to visit an electric bus depot owned by one of the operators from Transjakarta to learn more about the operational system and challenges.

The next month, the TUMI E-Bus mission headed west to Latin America. On November 10, the deep dive cities of **Mexico City**, Guadalajara and Monterrey shared their experiences and lessons learnt with the broader TUMI E-Bus Mission network in Mexico. The cities were invited to join the Cities Alliance for E-Mobility under the new [National E-Mobility Strategy](#) presented by the Federal Environmental Ministry SEMARNAT. A site visit to the E-Bus depot of Metrobús – the BRT system of Mexico City – and a short ride in one of the 10 articulated e-buses which are operating in BRT line 3 helped to learn more about the progress reached so far. Due to temporary import tax exemptions and [very low energy consumption](#) (0,91 kWh/km), the [total costs of ownership](#) of these e-buses compared to EURO VI diesel buses over a lifetime of 15 years is 26% lower.

On November 21, the city of **Salvador, Brazil** hosted several joint events on sustainable urban mobility, including the TUMI E-Bus Mission City Dialogue, the Meeting of the Bus Benchmarking Group “[Qualionibus](#)” and the National Forum of Urban Mobility Secretaries and Officers. While the latter included the proposal of a National Strategy for Emission Reduction and Decarbonization of the Public Transport System in a [letter](#) that was handed over to the transition team of the recently elected president Lula, the TUMI Day focused on technical discussions. The participants

learned more about [new business models in public transport](#); [the technologies of electric buses and recharging infrastructure](#); the importance of diversity and inclusion to expand universal access to services; as well as concrete cases of electric bus implementation in Brazil and Latin America. At the third day, a site visit to the [BRT system](#) was realized. The first 4.5 km of the system were [inaugurated in September](#) with 3 e-buses being part of the fleet and by 2024, [30% of the BRT fleet will be electric](#).

Finally, there will be a TUMI E-Bus Mission City Dialogue realized in **Bogotá, Colombia** in 2023 from February 22 to 24.

All these examples show that global commitments, local leadership, technical discussions, and peer-to-peer exchange go hand in hand when it comes to upscale e-bus adoption in the Global South. The TUMI E-Bus Mission partner cities already committed to implement 22,500 electric buses by 2030 and 57,500 electric buses by 2050. The example of the National Electric Bus Program (NEBP) in India with a [call for expression of interest](#) for transport companies to up-scale to 50,000 electric buses shows that e-bus adoption can even go faster in the upcoming years. The WRI [State of Climate Action 2022 Report](#) published before the COP27 provides a comprehensive assessment of the global gap in climate action across the world's highest-emitting systems. Sales of battery electric and fuel cell electric buses would need to account for 60% of annual global bus sales by 2030 and 100% by 2050 to limit warming to 1.5°C. Due to the dynamic development not only in China but also in some other countries, the authors chose to upgrade the indicator from well off track to off track. Thus, there is still some way to go, but the TUMI E-Bus Mission with all of its partners will continue to work to set this indicator on track with a focus on the Global South.

Thank you to our TUMI E-Bus Mission Partners:

