

# EIB/JASPERS Webinar on Climate Change Mitigation through SUMP

## Sfax Experience



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# Agenda

- Presentation of the city Sfax
- Urban mobility
- SFAX carbon report
- SFAX PDU / NAMA
- Distribution of the modal share
- The measures to be taken
- Conclusion

# Presentation of the Sfax City



Sfax, a port city located about 270 km from Tunis the capital, is

- the second urban pole of Tunisia.
- Industrial, commercial, hospital, university, agricultural town with a meadow of 6 million olive trees.

Grand Sfax, made up of 9 municipalities, constitutes an urban entity and brings together more than 600,000 inhabitants, ie 1 / 12th of the national population.

The commune of Sfax has 300,000 inhabitants, spread over an area of 60km<sup>2</sup>.



# Urban mobility

- The city of Sfax is characterized by a dense traffic of people and goods. This traffic is in continuous evolution , given by the character of the city and its positioning.
- This implies:
  - Increase in GHG emissions
  - Deterioration in the quality of life of the citizen.
- The city encounters a real problem in terms of
  - Traffic and parking especially in the downtown, this mainly due to the concentration of most service activities and industrial zones in the center .
  - Worsening from public transport to the detriment of the progressive use of private cars.





# Sfax Carbon Report

In 2013, the Municipality of Sfax carried out a Bilan Carbone which showed that 54% of GHG emissions coming from the transport sector, i.e. 2.8 million Teq Co2

To this end, the Municipality of Sfax continues its efforts to fight against the effects of climate change in support with its strategic partners ANME and GIZ through the development of a PDU / NAMA Transport.



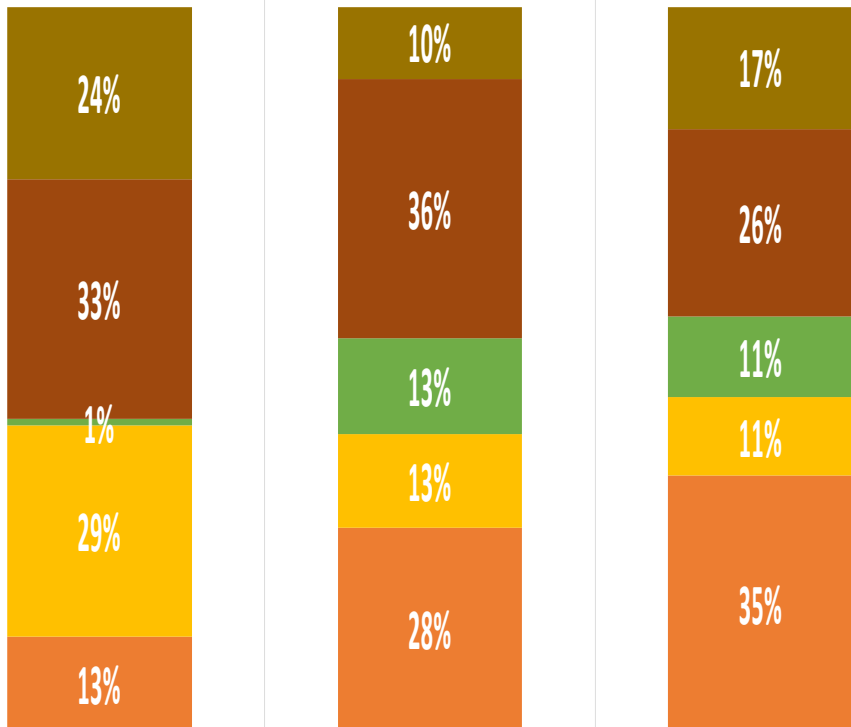
# PDU/NAMA Sfax

- The Sfax PDU / NAMA document was drawn up in 2016 for a medium-term horizon of 2030.
- An action plan designed to improve traffic conditions from a strategic vision and reduce GHG emissions.
- Minimize the GHGs emitted to ensure the movement of people and goods on the territory of Grand Sfax

# Breakdown of the modal share

BREAKDOWN OF THE MODAL SHARE

■ Passenger cars 
 ■ Public Transport 
 ■ Taxi 
 ■ Walking 
 ■ 2 Wheels



1984

2012

2015



Increase in the % of passenger cars from 13% in 1984 to 28% in 2012 and 35% in 2015.



Decrease in the % of public transport from 29% in 1984 to 13% in 2012 and 11% in 2015.



Increase in the number of taxis from 1% in 1984 to 13% in 2012 to 16% in 2015.



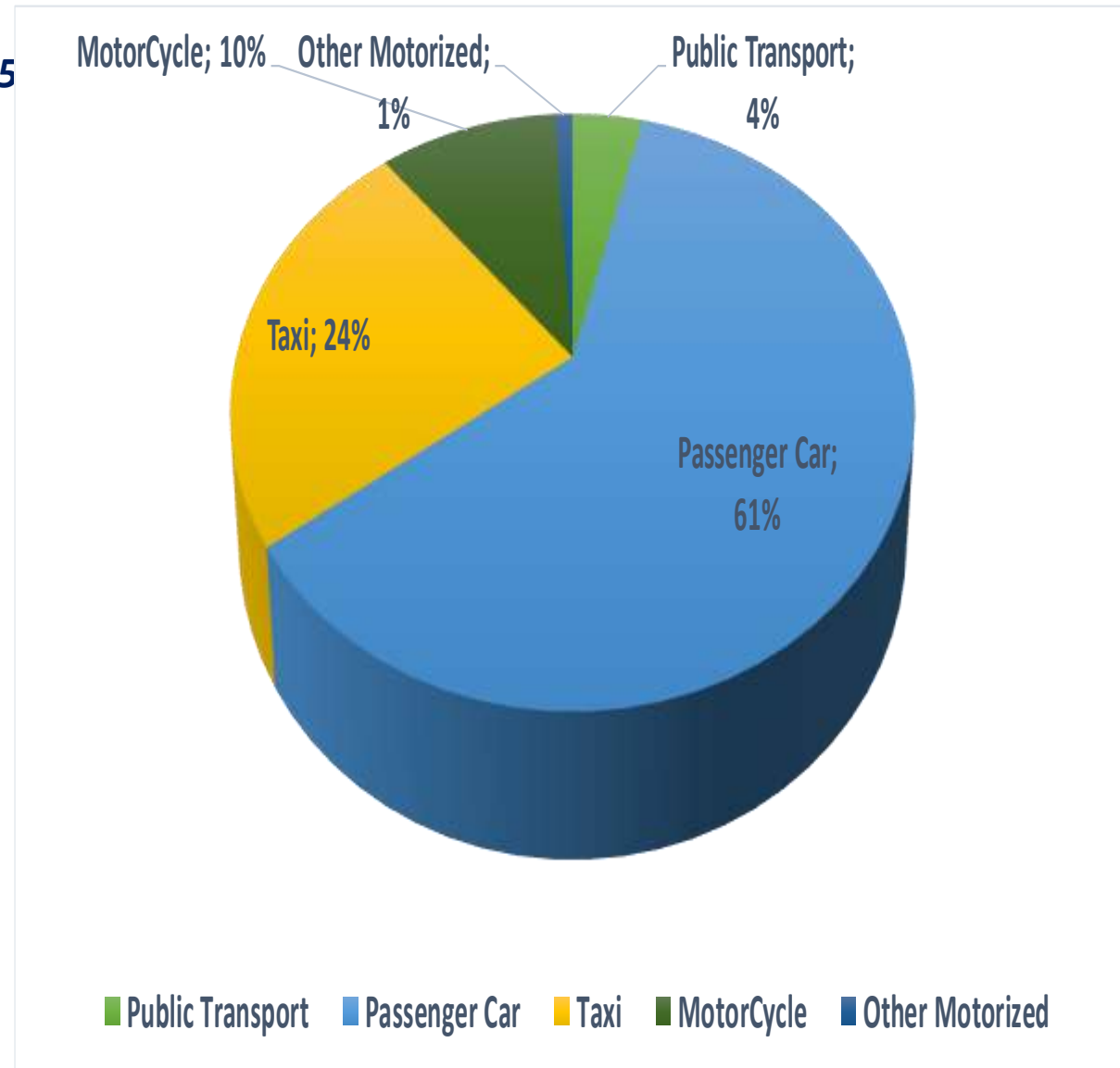
A sharp increase in motorized two-wheelers from 9% in 2012 to 11% in 2015.



The number of walking fell from 33% in 1984 to 36% in 2012 and 26% in 2015.

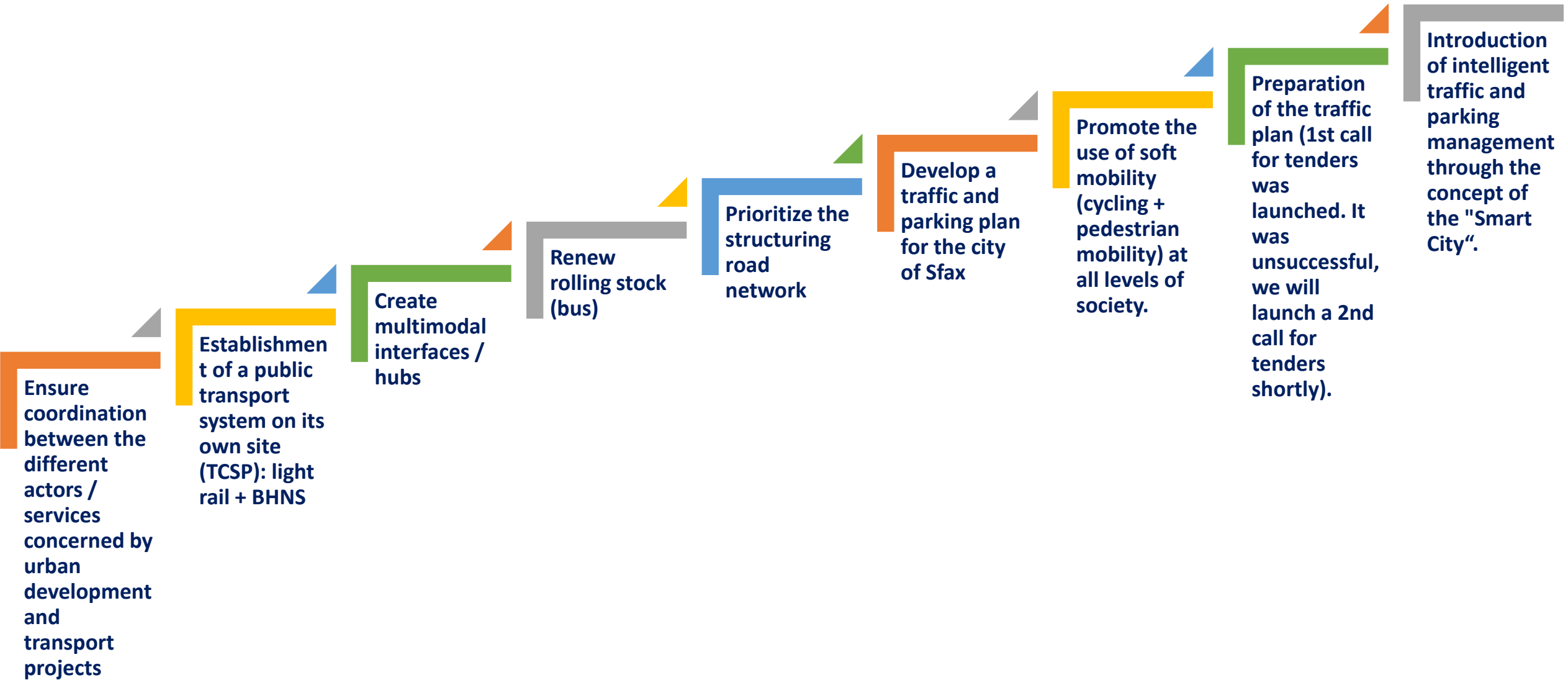
### *Part des émissions de GES des passagers par mode-Sfax, 2015*

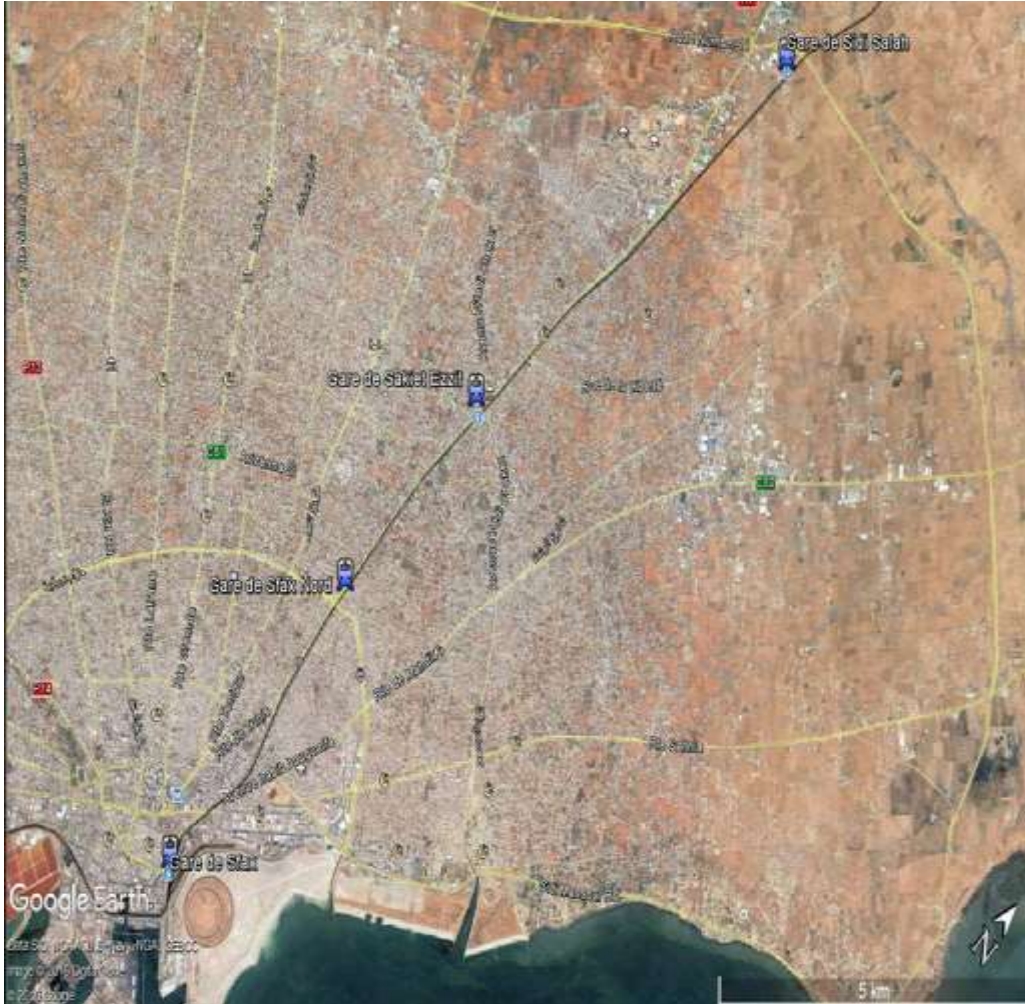
- The GHG emissions of public road transport in Grand Sfax are of the order of 202,000 Teq CO<sub>2</sub> for the year 2015.
- However, this is also only a first approximation because it only includes public road transport excluding emissions from rail transport, urban freight and non-road mobile machinery.
- The following figure shows the share of emissions by mode





# The Measures to Be Taken





The PDU / NAMA contributes to the concretization of the policy of the City of Sfax following the signing of the Covenant of Mayors in 2011, which aims to reduce GHG emissions by 20% by 2020, to increase by 20% energy efficiency and 20% use of renewable energies.



Thanks for your attention



# More Information

**For info or further questions on this webinar please contact the JASPERS Networking Platform team:**

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