

10 Years of Moving Cities

A Decade of the Transformative
Urban Mobility Initiative (TUMI)

10
years
tumi

Anniversary Publication
2016–2026

Foreword

Cities in the Global South are growing faster than at any point in human history. By 2050, nearly seven in ten people worldwide will live in urban areas, and most of that growth is happening in low- and middle-income countries. How these cities move – how their people get to work, to school, to markets and to each other – will shape whether this century's urbanization becomes a driver of prosperity and climate change mitigation or a source of new inequality, congestion and emissions.

Mobility allows people to participate: it is the difference between a job that is reachable and one that is not, between a girl who can get to school and one who cannot, between a neighborhood that is connected to the city's economy and one that is left behind. The International Labour Organization (ILO) has long pointed out that access to decent work depends on more than skills or vacancies – it depends on people being able to physically reach the workplace, safely and affordably. In cities where public transport is unreliable, unsafe or simply absent, this alone keeps millions of people, disproportionately women, out of the formal labour market. At the same time, the transport sector is responsible for a quarter of global energy-related CO₂ emissions, and that share is rising fastest in the very cities that can least afford to lock themselves into car-dependent, high-emission infrastructure. Urban mobility therefore offers a powerful opportunity to address two of our greatest challenges at once: reducing poverty and inequality while tackling the climate crisis and strengthening climate resilience.

It was with this understanding that, in October 2016, the Federal Ministry for Economic Cooperation and Development (BMZ) launched the Transformative Urban Mobility Initiative (TUMI) at the Habitat III conference in Quito. Bringing together leading institutions working on sustainable transport – the Asian Development Bank (ADB), C40 Cities Climate Leadership Group, the Development Bank of Latin America (CAF), the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH, ICLEI – Local Governments for Sustainability, the Institute for Transportation and Development

Policy (ITDP), KfW Development Bank, the SLOCAT Partnership on Sustainable, Low Carbon Transport, UN-Habitat and the World Resources Institute (WRI) – united by a shared vision: that sustainable, low-carbon and inclusive urban mobility is the backbone of a globally just transport transition, and that delivering it at scale requires exactly this kind of coalition, spanning multilateral banks, city networks, implementers and knowledge institutions. Ten years on, I remain deeply grateful to every one of these partners for the expertise, the reach and the sustained commitment they bring to this work, from cycling infrastructure and bus rapid transit to the data and planning capacity that allow local governments to make lasting, evidence-based decisions before car-dependent infrastructure becomes the default.

The scale of this effort is considerable. Through KfW Development Bank alone, TUMI mobilized around 5.75 billion euros from 2016–2025 in sustainable transport systems, contributing to better mobility access for almost one billion people. Projects committed in 2025 alone are expected to save at least 481,000 tons of CO₂ per year. These are not abstract figures: they represent people who can now reach a job, a healthcare facility or a classroom that was once out of reach. Behind every new metro or rail line, every new Bus Rapid Transit corridor and every better-lit, safer transit stop stands a city government, a civil society organization, and often an individual changemaker who pushed for a more just and sustainable way of moving people. TUMI's role is to stand behind them: scaling promising local solutions, facilitating peer-to-peer exchange between cities facing similar challenges, and connecting changemakers to the knowledge, networks and finance they need to turn ambition into action. My deepest thanks go to these decision-makers, city administrations and local experts in our partner countries – it is their vision and persistence that this report ultimately celebrates.

As we look to the next decade, TUMI's geographic scope needs to grow: Urban mobility has often been thought of in fairly contained terms: a city, its center, and the networks that connect residents to that center. But jobs and markets are increasingly dispersed – across metropolitan regions, the urban periphery, and secondary hubs that sit beyond a single city's administrative boundaries. Cities are not stand-alone systems, but nodes within larger metropolitan regions, logistics corridors and cross-border trade routes that shape people's access to jobs and markets just as much as any single bus line or bike path does.

This broader horizon is why, ten years on, we are evolving the initiative's name: TUMI now stands for the Transport and Urban Mobility Initiative. The acronym that partners and cities have come to trust remains unchanged – but it now reflects a mandate that reaches beyond the city limit alone. It is a natural continuation of TUMI's founding mission, and one I look forward to shaping together with our partners in the years ahead.

As you read through this report, I hope you come away, as I did, with a sense of what a decade of collective effort can achieve – and of what it takes to keep making sustainable transport happen.



A handwritten signature in black ink, reading "Johann Saathoff".

Johann Saathoff,
Parliamentary State Secretary at the
Federal Ministry for Economic
Cooperation and Development (BMZ)

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Part 1

TUMI: Who We Are



1.1 A Decade of Rising Pressure

Urban mobility today stands at the intersection of unprecedented pressures. Rapid urbanisation, rising motorisation, climate change and persistent social inequality are putting transport systems under strain worldwide – nowhere more visibly than in the world’s fastest-growing cities. Cities are expanding faster than ever before. By 2050, nearly 70 percent of the world’s population is expected to live in urban areas, with most of this growth taking place in Africa and Asia. As cities grow, so does the demand for mobility. Economic development, rising incomes and changing consumption patterns are driving transport demand upward – often faster than infrastructure can keep pace. And this matters far beyond transport itself. Cities are the engines of our economies, generating most of the global economic output. That economic activity depends on transport systems that are efficient, reliable, affordable and accessible. How sustainable development unfolds over the coming decades will be decided largely in our cities – and mobility will be at the heart of that transformation.

Yet access to mobility remains highly uneven. Transport connects people to jobs, education, healthcare and other services, but in many low-income countries and at the urban periphery, reliable access to public transport is still the exception rather than the rule. Women, people with disabilities, older people and low-income households face disproportionate barriers, as do residents of the informal settlements that often ring fast-growing cities. Rising congestion compounds the problem: growing motorisation combined with limited road capacity means longer travel times, lost productivity and higher costs for everyone who depends on the system.

At the same time, transport is one of the fastest-growing sources of greenhouse gas emissions and urban air pollution, accounting for close to a quarter of global energy-related emissions, with road transport responsible for the largest share. Left unaddressed, urban growth risks locking cities into car-dependent, high-emission

development for decades to come. Cities also offer the greatest opportunity for decarbonisation: public transport, active mobility and electrification cut emissions while improving air quality, public health, energy security and quality of life.

Road safety remains one of urban mobility's most significant and most preventable challenges. More than 1.19 million people die in road crashes every year, with the heaviest burden falling on low- and middle-income countries. Pedestrians, cyclists and motor-cyclists account for more than half of all road deaths.

Urban freight is under mounting pressure of its own. E-commerce and rising urban consumption are driving up delivery volumes and logistics complexity, adding to congestion and emissions – particularly through last-mile deliveries. Emerging solutions such as urban consolidation, cleaner delivery vehicles and data-driven logistics point to a more sustainable path for this often-overlooked part of the system.

Finally, climate change is making transport systems themselves more vulnerable. Extreme weather events – floods, storms, heatwaves, rising sea levels – are becoming more frequent and increasingly disrupt the transport operations that cities and communities depend on. It is again the most vulnerable populations who lose access to essential services first when networks fail, while much of today's infrastructure was never designed for the climate conditions ahead.

None of these challenges can be solved in isolation. Sustainable urban mobility requires integrated solutions that move people, not vehicles: prioritising accessibility over traffic flow, applying the Avoid-Shift-Improve framework to reduce unnecessary travel and shift trips onto sustainable modes, connecting transport and urban development planning, strengthening the institutions and financing mechanisms that make change possible, and scaling proven solutions systematically.



1.2 Introducing TUMI

10 years of ...

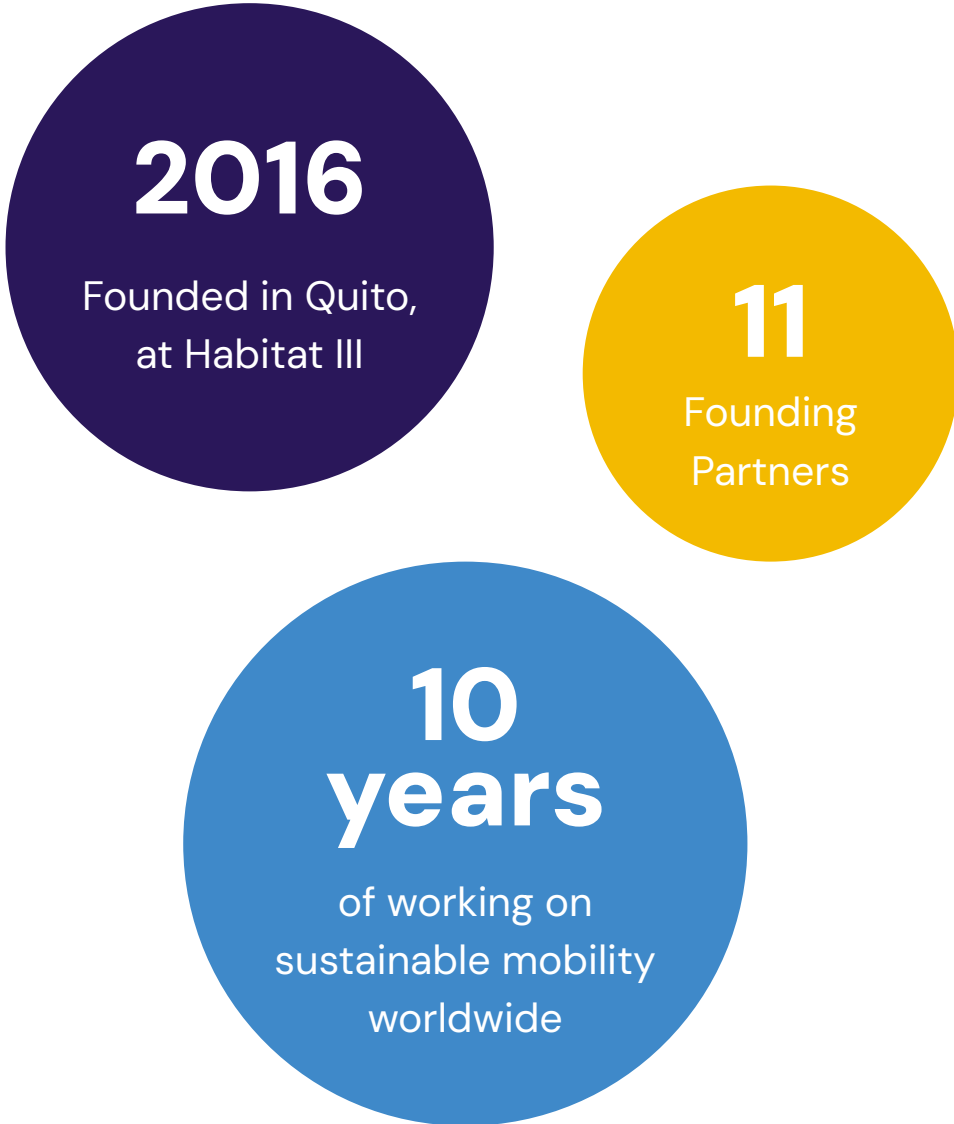
... making sustainable transport happen!

The Transformative Mobility Initiative was launched in October 2016 at the United Nations Conference on Housing and Sustainable Urban Development (Habitat III) in Quito by the German Federal Ministry for Economic Cooperation and Development (BMZ), together with a coalition of international development and urban mobility organizations.

TUMI emerged out of the broader global policy momentum created by the Paris Agreement under the United Nations Framework Convention on Climate Change (UNFCCC), the UN Sustainable Development Goals and the “New Urban Agenda” negotiated at Habitat III. Recognizing that urbanization was accelerating rapidly, transport emissions were rising sharply, and many cities in developing and emerging economies were becoming locked into car-dependent growth patterns and in view of the importance of a functioning urban transportation system for the prosperity of cities, TUMI was created to focus on innovation and implementation. Over the last 10 years TUMI has increased the development-policy impact of German cooperation in the field of sustainable, inclusive and climate-compatible transport.

For everyone working to make sustainable transport happen – ministries and city leaders in the Global South, donors, the global transport community and industry – TUMI acts as the changemaker that turns ambition into action. Drawing on a unique partner network and a decade of shared experience, TUMI provides the knowledge, capacity and investment people need to move – and stays alongside them while they do.

TUMI's founding coincided with three developments converging in transport policy: the Paris Agreement had placed transport emissions on the climate agenda, the New Urban Agenda negotiated at Habitat III linked mobility explicitly to urban development, and the Avoid-Shift-Improve approach was becoming an internationally applied framework. TUMI was structured around implementation from the outset and has used that on-the-ground work as its basis for shaping international policy agendas.



2016

Founded in Quito,
at Habitat III

11

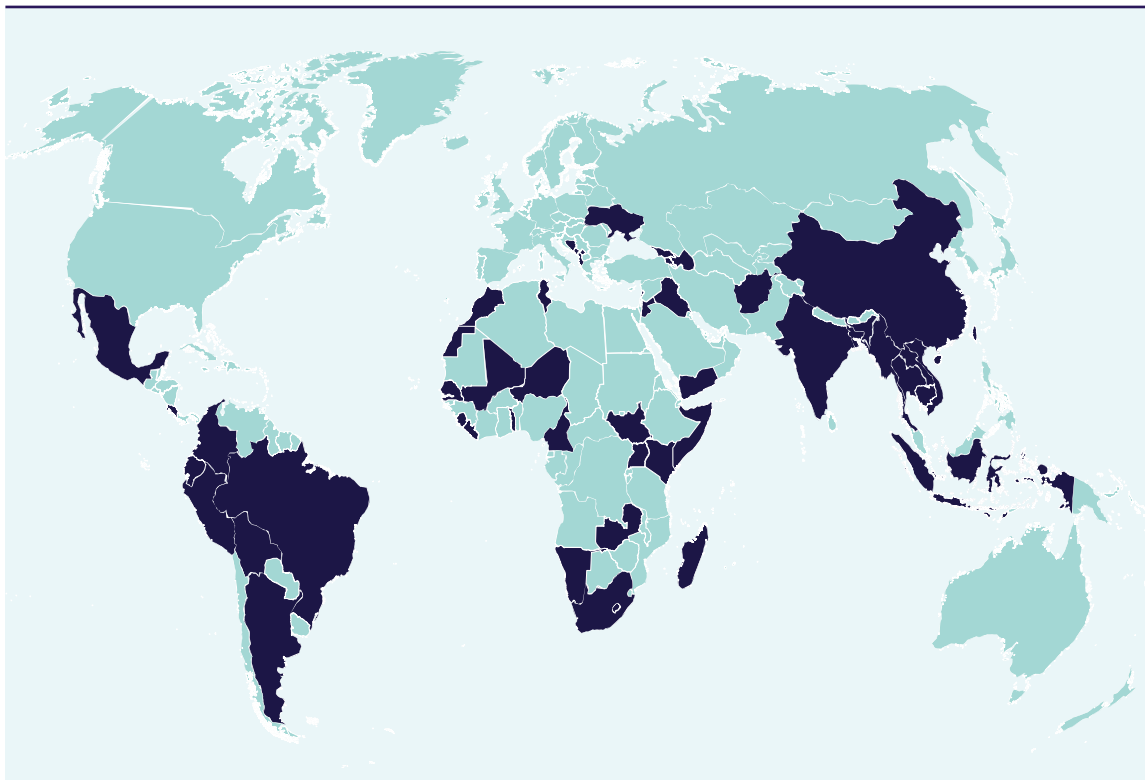
Founding
Partners

**10
years**

of working on
sustainable mobility
worldwide

Since its launch in 2016, TUMI has worked in more than 50 countries through German technical and financial development cooperation.

World map of countries where sustainable urban mobility projects were implemented on behalf of the German Federal Ministry for Economic Cooperation and Development (BMZ), 2016–2026



Our vision

A world where people and goods move sustainably in and between cities, regions and corridors – within reach for all, not just for a few.

Our mission

TUMI exists to bring sustainable transport from the drawing board into reality.

As a global partner network, we bring together the people, experience and financing that sustainable transport needs. TUMI is implemented on behalf of the German Federal Ministry for Economic Cooperation and Development, and we work with communities worldwide – ranging from cities to regions and countries – from the initial planning all the way to the realization of their projects.



Carly Gilbert-Patrich

**Secretary General,
SLOCAT Partnership**



For SLOCAT, TUMI has been the partner that turns a shared conviction into shared delivery. Over ten years we have built joint messages at the World Urban Forum, trained transport practitioners across three continents, and worked to put Avoid-Shift-Improve at the centre of how urban mobility investment is framed and financed. The decade ahead asks something harder of all of us: making that transformation the norm in transport planning and climate commitments, not the exception in pilot projects.



Stefanie Holzwarth

**Chief of Mobility Unit,
UN-Habitat**



Thank you, TUMI, for ten years of bold mobility ideas – and for putting women's needs at the heart of mobility. You believed in bold ideas and helped make them happen. Thank you for bringing us all together. For the next ten years, I wish TUMI keeps pushing boundaries: for more capacitated changemakers, more women leading, and more cities transformed.

1.3 Our Approach

Our approach integrates the Avoid-Shift-Improve framework, combining compact urban development, sustainable transport modes, and clean technologies to advance accessible, safe, resilient, and low-carbon urban mobility.

TUMI's work is grounded in the Avoid-Shift-Improve (ASI) framework: the internationally recognised methodology for the sustainable transformation of transport systems, combining compact urban development, sustainable transport modes and clean technologies to advance mobility that is accessible, safe, resilient and low-carbon. ASI grew out of transport demand management thinking that dates back to the 1970s and has since become one of the most widely applied frameworks in sustainable transport policy, referenced from the GIZ Sourcebook to the IPCC's own assessments of transport-sector mitigation.

Avoid-Shift-Improve – Instruments

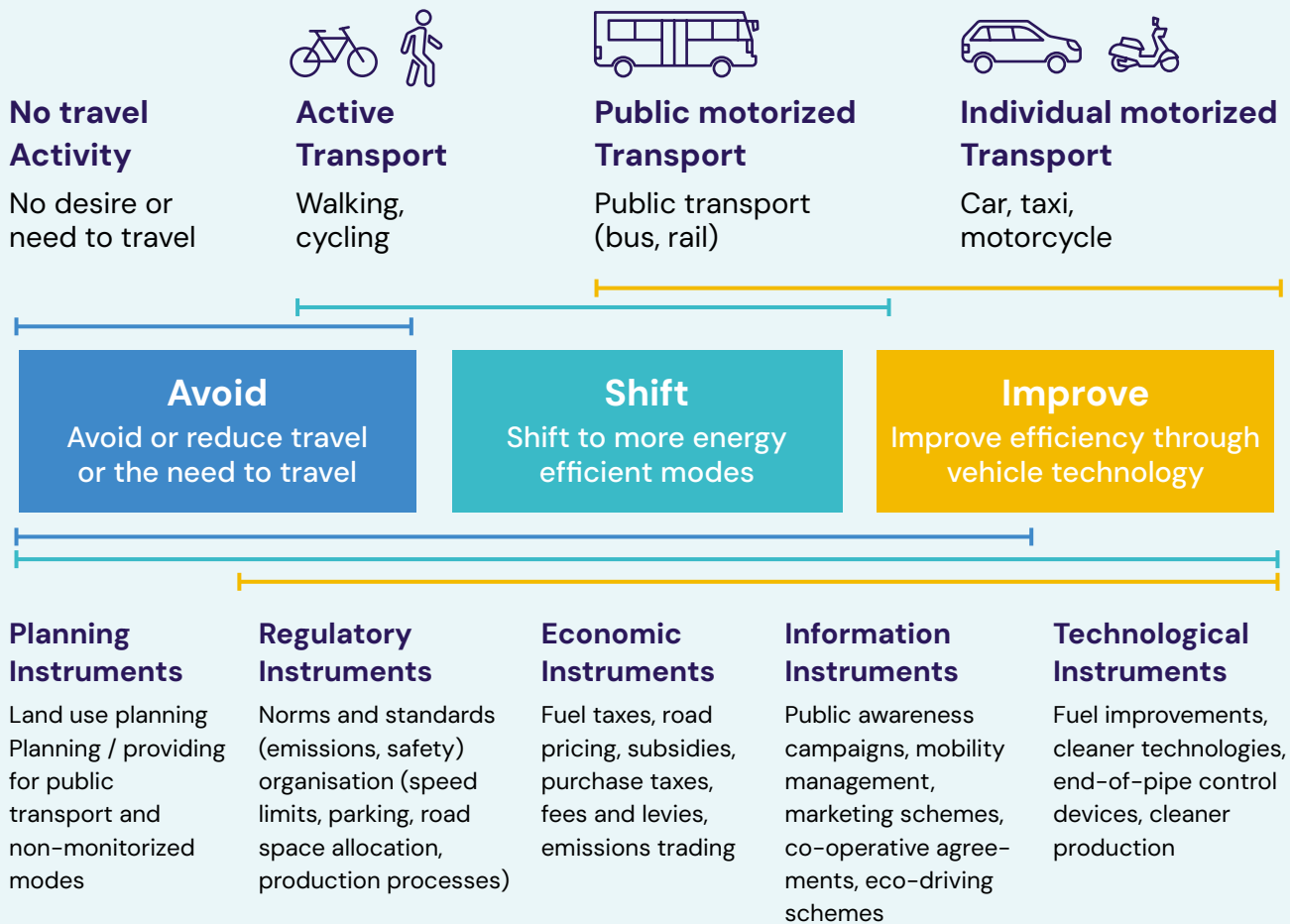


Illustration based on: Dalkmann Brannigan (2007, p.7). *Sustainable Transport: A Sourcebook for Policy-makers in Developing Cities, Module 5e, Transport and Climate Change*, GLZ

Avoid

Avoid addresses the underlying need for travel by shaping the built environment so that people do not have to travel as far or as often to access the things they need. Compact, mixed-use urban development can bring jobs, education, services, and everyday amenities closer to where people live, reducing both the distance and, in some cases, the need for motorised trips in the first place. It offers significant long-term potential because a city designed around shorter distances and accessibility does not have to rely as heavily on cleaner vehicles to compensate for a fundamentally car-dependent urban form. But Avoid is also the slowest lever to take effect. It moves at the pace of urban development and is particularly difficult to retrofit once cities have expanded outward around the private car. In practice, TUMI supports this dimension through integrated urban and transport planning – including Sustainable Urban Mobility Plans (SUMPs) co-developed with cities through the MobiliseYourCity partnership, as well as technical advice that connects land-use decisions with transport investment. The aim is to ensure that today's urban growth creates accessibility and sustainable mobility options, rather than quietly locking cities into car dependency for decades to come.



BUFFET DOMINICAL
DE 12 A 16 HORAS

OFERTA
DE CHIPS
Y CARNE

LA BOUTIQUE
DE VESTIMENTOS
Y ACCESORIOS

Shift

Shift operates at the middle level of the Avoid–Shift–Improve framework: not whether a trip takes place, but how people travel. It means shifting trips from private motorised transport towards public transport, cycling, and walking. Unlike Avoid, Shift does not reduce the number of trips themselves; instead, it can substantially reduce the energy use, emissions, road space, and land required to move people. A full bus, for example, can transport as many people as dozens of cars while using a fraction of the road space and energy per passenger–kilometre. Shifting travel to more space– and energy–efficient modes is therefore central to building more sustainable and inclusive transport systems. Much of TUMI’s pilot and financing work contributes to this transformation: supporting public transport expansion such as the Kochi Water Metro, green mobility corridors such as Move Yaoundé, and infrastructure that makes cycling and walking safer and more attractive. A significant part of this work also focuses on informal and paratransit systems, which carry a large share of trips in many partner cities. Rather than simply displacing these services, TUMI works to recognise, improve, and where appropriate formalise them.



Improve

Improve is the fastest lever: raising the efficiency and environmental performance of the vehicles and systems already on the road, through electric mobility, renewable energy and intelligent transport systems. A bus fleet can be electrified faster than a city's built form can be changed. But Improve measures pursued in isolation, without Avoid and Shift alongside them, risk locking in the same car-oriented, unequal patterns they were meant to fix, only with a cleaner engine. This is why Improve works best as part of a broader transformation of urban mobility. TUMI's flagship project here is the TUMI E-Bus Mission, which prepared the procurement of more than 100,000 electric buses across partner cities, alongside TUMI Data, which gives transport authorities the information base to plan, operate and manage their systems more intelligently. Improve can deliver rapid gains – but its greatest impact comes when cleaner vehicles are embedded within a fundamentally better transport system.



1.4 Who the partnership brings together

TUMI's strength lies in its network of partners and collaborators. It is through these partners, and the roles each brings to the table, that TUMI translates its mandate into projects on the ground. Delivering sustainable, low-carbon and inclusive urban mobility and transport at scale requires a coalition spanning multilateral banks, city networks, implementers and knowledge institutions.

The 11 Founding Partner



TUMI's network reaches well beyond its eleven founding institutions to bring the initiative together in practice. TUMI has worked with further financing institutions – the Agence Française de Développement (AFD), the European Bank for Reconstruction and Development (EBRD), the European Investment Bank (EIB) and the EU – as well as additional organizations, knowledge partners and think-tanks, as well as a wide range of technology and solution providers, and experts from across the transport sector. TUMI's role is that of a connector: the initiative creates a platform for knowledge exchange, demonstration and partnership – embedded in building local capacity, competitive local industries and lasting mobility transformation.

It is cities – and the people who lead them – that make sustainable mobility real. Behind every new metro line, every Bus Rapid Transit corridor, and every safer, more accessible transit stop, there is a city government, a civil society organisation, or an individual changemaker who has pushed for a better way of moving people. TUMI's role is to stand behind them: thinking local, acting global: connecting changemakers to the knowledge, networks and finance they need to turn ambition into action.



Verónica Ortiz Cisneros

**Communications Director,
Institute for Transportation &
Development Policy (ITDP)**



Thank you, TUMI, for 10 years of championing sustainable, equitable mobility and public transport. Here's to the next ten years!



Marisol Peñaloza

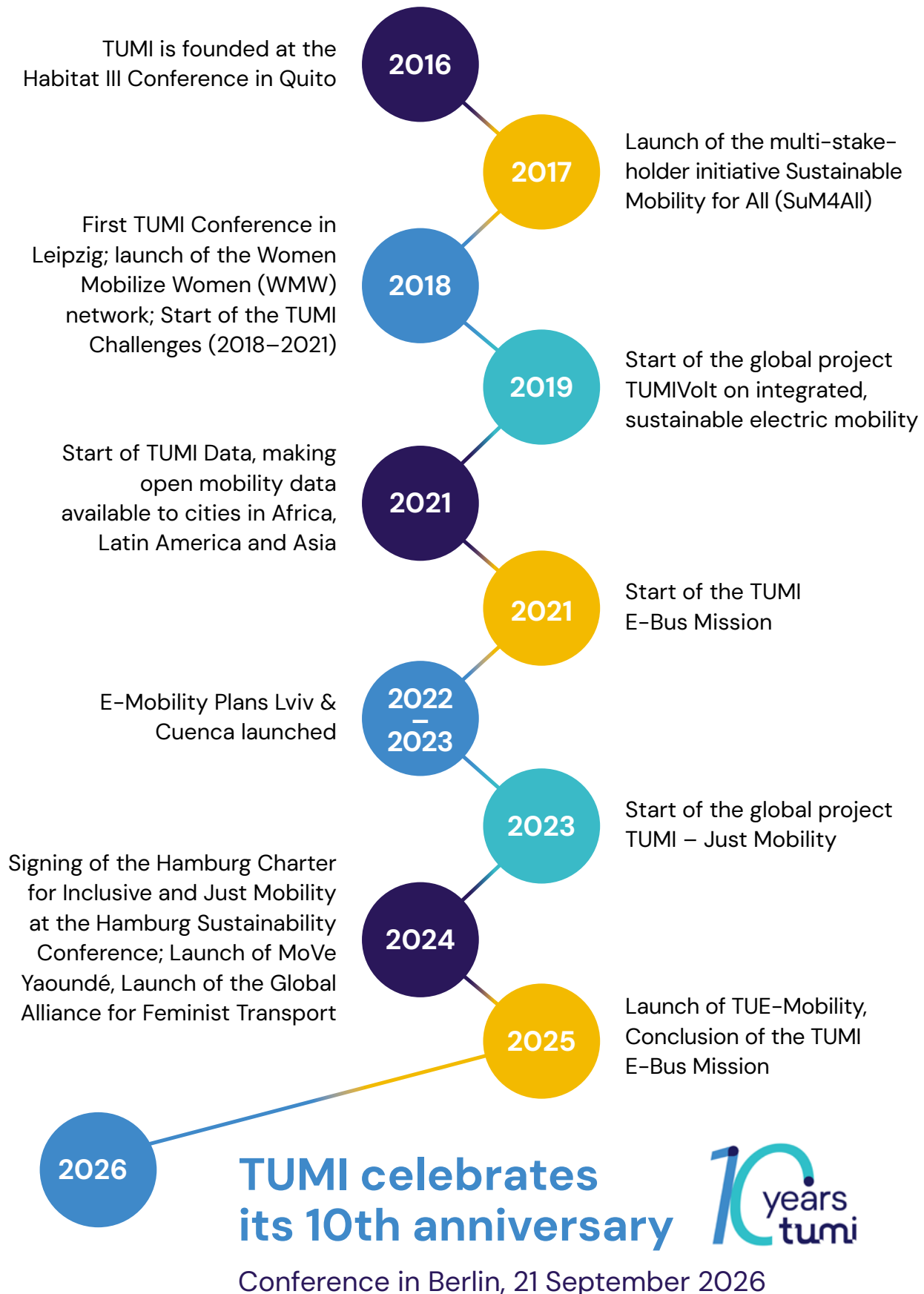
Acting Mayor of Cuenca



TUMI is a strategic alliance – one that has significantly strengthened our canton, through cooperation, knowledge and action on important programmes we have implemented here in Cuenca, including E-Cuenca and, above all, the safe connections for our cyclists. It has given us valuable lessons – how to meet our targets, and, more than anything, what kind of sustainable mobility we want for Cuenca’s future.

1.5 A Decade at a Glance

10 years of TUMI in Milestones



Part 2

Impact Monitoring: What We Have Achieved Since 2016



2.1 Funds Mobilised

KfW Development Bank finances transport projects on behalf of the Federal Ministry for Economic Cooperation and Development (BMZ) and has been one of TUMI's founding partners since 2016, supporting the build-up and expansion of sustainable mobility systems in developing and emerging countries. KfW promotes electricity-based means of mass transport such as metros and light rail, for example in Brazil, Morocco and India, as well as bus systems and non-motorised transport. Between 2016 and 2025, more than 5.75 billion Euro were invested in sustainable transport systems, contributing to better access of almost one billion people.

In India, KfW is financing the construction and expansion of metros and bus systems in several cities and metropolitan areas. The two projects below show what this financing looks like on the ground.

EUR 5.75 billion

**directly financed
(2016–2025)**

~1 billion

**people with
better access**

**>481,000 t/year +
expected CO₂ savings alone
for projects committed in
2025 (conservative estimate)**

Kochi Water Metro, India

To meet the growing mobility demand of its urban population efficiently and sustainably, the port city of Kochi, in the southern Indian state of Kerala, is building an environmental-friendly, integrated transport system that brings together all public and private, motorised and non-motorised means of transport. The aim is not only to retain existing public transport users, but also to encourage a shift away from private vehicles.

Under the programme “Climate-friendly Urban Mobility I”, KfW is supporting the project-executing agency Kochi Metro Rail Ltd. (KMRL) with a promotional loan of **EUR 85 million** to revive Kochi’s inland waterways. The project comprises the build-up of a ferry system fully integrated into the city’s public transport network, including jetties (**15 as of 2026**), and the introduction of innovative, mainly battery-powered boats (**23 as of 2026**). A new company, Kochi Water Metro Ltd. (KWML), was established to operate the ferry system.

Once fully operational, the Water Metro is expected to carry **38,000 passengers per day**; as of 2026, an average of **6,000 passengers** are being carried daily across five routes. The new boats are expected to cut travel times by up to a third compared with road transport. Through the increased and sustainable use of energy-efficient public transport, the project aims to reduce fuel consumption and the resulting air pollution, and to contribute to lowering the negative impact on the environment and climate. Project completion is planned for 2027.



Metro Nagpur, India

A large share of traffic in the Indian city of Nagpur, in the state of Maharashtra, is made up of motorised two-wheelers and cars. To reduce congestion, cut CO₂ emissions and improve air quality, Nagpur has spent the past several years building a public transport network.

KfW is supporting India's construction of Metro Nagpur, comprising two corridors: a **19.6-kilometre North-South corridor with 17 stations**, and an **18.5-kilometre East-West corridor with 20 stations**. Together with investment in the bus system and in non-motorised transport infrastructure (footpaths and cycle paths), the metro is intended to form the backbone of a high-performing, inclusive public transport system. The metro draws mainly on solar power: photovoltaic installations on station roofs and solar panels along the tracks are designed to generate 65% of the electricity needed for operation.

KfW is contributing a promotional loan of **EUR 500 million** supporting the city's socio-economic development and the reduction of climate-damaging greenhouse gases. Once fully operational and at full capacity, **12% of trips** within the city are expected to be made using the financed metro lines. The first phases have been in operation since 2023.



2.2 People – Better Mobility For All

TUMI puts people first in transport. Too often, transport systems are built without the people who use them in mind – and end up failing the very communities they should serve. TUMI works to change that, building safe, inclusive and equitable mobility where no one is left behind.

This means designing mobility systems that respond to how people actually move: gender-responsive planning that accounts for safety and care-oriented travel needs, accessibility and universal design for people with disabilities and older residents, harassment-free public transport, and recognition of informal transport as part of the wider system. TUMI builds on its sister initiative Women Mobilize Women and the Global Alliance for Feminist Transport as a platform to turn these commitments into practice.

~ 1 billion

**people with access
to improved mobility**

20+

**Pilot projects (TUMI
Labs, TUMI Challenges)**

40+ organizations

and >100 experts

in the Global Alliance

Women Mobilize Women

Women Mobilize Women (WMW) was launched in May 2018, when TUMI convened the first global conference on women in transport in Leipzig, under the guiding provocation “when men plan transport, transport is planned for men.” Around 200 experts took part, and at least two-thirds of participants were women. What started as a conference theme quickly became something more lasting: a global network pursuing a dual strategy, making transport systems more responsive to the needs of women users, while strengthening women’s participation in the mobility sector itself.

The scale of the challenge show exactly why this work matters: women make up just the 12% of the global transport workforce (World Bank, 2025), despite representing nearly half of the world’s labour force, making transport one of the most gender-imbalanced sectors on the planet. The gap widens in specific subsectors: women hold just 5% of jobs in land transport, and it depends further with seniority: women make up 34% of entry-level roles in transportation and supply chain companies, but only 17% of senior executive and managerial positions (World Economic Forum, 2023). These numbers are precisely what WMW was built to change.

Today, WMW stands as a flagship of Germany’s Feminist Development Policy, translating its commitment to rights, representation and resources into concrete mobility solutions.

That shift has shaped TUMI’s own agenda over the past decade, moving it from a primarily sustainability-focused approach toward one that treats gender equity and care as structural planning factors, not an afterthought. In Bogotá, this took the shape of *Me Muevo Segura*, where the city became the first in the world to map its entire street and cycling network and gather thousands of women’s own accounts of what safety feels like on their daily journeys.

In Indonesia, it meant working with the city of Banjarmasin through a TUMI Challenge to make transport genuinely accessible with and for people with disabilities. In 2022, it meant listening directly to more than 1,500 women across four African cities (Lagos, Abidjan, Gauteng and Nairobi) to close gender data gaps that had gone unaddressed for decades, so that the systems being built reflect how people actually move, not just how planners assume they do. And most recently, in Nakuru, Kenya, it has meant sitting down with the public transport sector itself to write a Code of Conduct against harassment, turning years of advocacy into a document drivers and operators can actually use.

Behind all of this is a simple conviction WMW has carried since its birth: that making women's contributions to transport visible is itself a way to change who gets to shape it. Its annual "Remarkable Voices in Transport" series has given a platform to more than 200 changemakers from 47 countries over eight editions, each one pushing the lens further, from the first cohorts of women transport experts, to electric mobility pioneers, to a 2023 public call for feminist voices that drew over 80 nominations from more than 20 countries. In 2024, the series turned to frontline women transport workers across five countries, produced together with the International Transport Workers' Federation; in 2025, it opened up to 30 young changemakers, a reminder that young people still remain largely excluded from decisions about how they move. And in 2026, its eighth edition, launched at the TUMI Conference, turned to the private sector, recognising 28 women driving change across electric mobility, logistics, public transport, rail, infrastructure and mobility technology, proof that running a top business and building a more equitable transport sector aren't mutually exclusive.

Five years after that first conference in Leipzig, 2023 became WMW's anniversary year in full: in March, a High-Level Award Ceremony and a week-long study tour brought 20 women from more than 15 countries in the Global South to Berlin to exchange with policymakers and transport leaders; in May, TUMI's conference returned to Leipzig itself, the city where it had all begun.





Young Tae Kim

ITF Secretary General



Over the years, the International Transport Forum and TUMI have built a strong partnership, bringing passionate transport professionals together through conferences held alongside the ITF Summit and working closely to advance more inclusive and resilient transport, including with Women Mobilize Women and the Global Alliance for Feminist Transport. As we look to the next decade, we count on TUMI to continue harnessing the energy, expertise and commitment of its global community to turn shared ambitions into lasting change on the ground – helping cities scale up sustainable and resilient mobility, strengthening connections with wider regions and transport corridors, and championing the leadership of women and young people in shaping the transport systems of the future. ITF looks forward with great enthusiasm to continuing our collaboration with TUMI in the decade ahead.

Global Alliance for Feminist Transport

In 2024, Women Mobilize Women joined forces with *Mujeres en Movimiento* (Latin America) and Women on the Move (Asia), two regional networks united by the same goal of empowering women in the transport sector, to launch the Global Alliance for Feminist Transport (GAFT), the first global hub connecting organisations, networks and individuals working toward gender-equitable transport systems. First announced at the Building Feminist Cities workshop in Delhi in 2023, the Global Alliance was officially launched the following year during a networking session at the ITF Summit.

The name is not incidental. “Feminist” is a broader lens than “women” alone, it makes room for a more intersectional understanding of who transport planning has historically left out, and for everyone who stands to gain when cities are designed around care rather than convenience for the few: not just women, but non-binary people, people with disabilities, and anyone whose needs have been an afterthought in how a city moves. The point was never a seat at the table: it was redesigning the table itself, starting from the people transport systems have historically overlooked.



Today, the Global Alliance brings together more than 40 organizations worldwide, not just as a directory, but as a working coalition. In June 2025, its members co-signed a Call for Impact that was presented directly to the UN DESA Expert Group Meeting on Sustainable Transport, putting a feminist and inclusive lens on the agenda for the UN Decade of Sustainable Transport itself. Its Knowledge Hub and recurring Meet & Greet sessions have already surfaced tools cities can put to immediate use, from the Self-Assessment Tool for Gender-Responsive Public Transport (SAT-GPT), developed jointly by WMW and Mujeres en Movimiento, to toolkits from the Asian Development Bank and independent practitioners, turning gender commitments into something planners can actually act on, not just endorse. Behind all of it sits a Global Expert Database, open to women and to specialists of any gender working on feminist approaches to transport, making sure that when a city or organization needs the right person to call, they can actually find them.

The Global Alliance has also joined the Transport Data Commons, a coalition of over 30 organisations building a shared, open database for the transport sector, where it is building a dedicated hub for gender data, turning fragmented, hard-to-find datasets on women's mobility, safety, and employment into something planners and researchers can actually use.

What began as a single conference in Leipzig is now a standing invitation to the rest of the sector: the work of building feminist transport systems no longer has to happen city by city, in isolation: it can happen together, in the open, in a movement large enough to be impossible to ignore.



Kalpana Viswanath

CEO and Co-founder,
Safetipin



We have been part of TUMI's network since day one. I have always seen TUMI as a space where women from all over the world are given the opportunity to connect, learn, and grow together. Looking ahead, I see TUMI playing a vital role, both as part of the Global Alliance for Feminist Transport and as a network for women working in the transport sector.

2.3 Planet – Making Transport decarbonised, resilient and nature-positive

TUMI consistently pursues the decarbonisation of the transport sector via the avoid-shift-improve approach and is dedicated to resilient, nature-positive transport infrastructure.

6.35 mio. t

Projected CO₂-
reduction 2025–2034

> 100.000

e-buses ready
for procurement

1.8 mio. people

Benefitting from improved
e-bus services and

TUMI E-Bus Mission (2021–2025)

From 2021 to 2025, the **TUMI E-Bus Mission** supported more than 100 cities in Mexico, Colombia, Brazil, Kenya, South Africa, Uganda, India and Indonesia in accelerating the transition to electric bus fleets. The results are significant. By 2025, the initiative had helped prepare the procurement of more than **100,000 electric buses**. Partners provided direct support to procurement and tendering processes for around **28,000 e-buses**. During the lifetime of the Mission, **4,549 new electric buses** were put into operation in partner cities. This means that **1.8 million passengers are already benefiting from improved public transport services**. And the climate impact will extend well beyond the lifetime of the programme. Over a ten-year operating life, the 28,000 electric buses supported through the Mission are expected to avoid approximately **6.35 million tonnes of CO₂ equivalent** in greenhouse gas emissions. These numbers tell an important story: **when cities, international partners and the private sector work together, international cooperation can help turn ambitious climate and mobility goals into tangible change on the ground.**



TUMIVolt Pilot City Cuenca

In Cuenca, Ecuador, technical assistance helps turn electromobility from an ambition into an actionable strategy, while financial cooperation is helping translate that strategy into investment and implementation.

Between 2020 and 2023, TUMI supported the Municipality of Cuenca in developing an integrated **E-Mobility Plan** aligned with the city's vision of reducing transport-related emissions and increasing sustainable mobility. Developed through a multi-stakeholder process, the plan sets out a pathway to 2030 with 44 measures across different areas of e-mobility and sustainable transport. According to the plan, their implementation could avoid around 8,650 tonnes of CO₂-equivalent emissions and generate 475 new jobs by 2030.

Current studies are preparing the ground for the electrification of urban bus routes, including the identification of priority routes and the design of the charging infrastructure required for implementation. The wider programme goes beyond e-buses, with plans for 20 kilometres of new cycling infrastructure, 30 public bicycle stations, and complete-street or superblock approaches to create safer and more sustainable urban spaces.

KfW Development Bank is now supporting the implementation of this strategy. Under the programme "Sustainable Urban Mobility Ecuador", KfW is financing improved access to urban mobility infrastructure through a development loan channelled via Banco de Desarrollo del Ecuador, B.P. (BDE) as project-executing agency, with a particular focus on vulnerable groups and on reducing environmental impact and CO₂ emissions.

Cuenca forms Phase I of the programme, financing traffic calming in the city centre, cycling infrastructure, electric bus lines, and expanded capacity for the city's public bike-share system; a planned Phase II will extend support to up to four further Ecuadorian cities, each of which will be responsible for implementing, operating and maintaining the measures. Alongside physical investment, the programme also strengthens the institutional foundations for sustainable mobility finance, building capacity within BDE and the city of Cuenca, systematising monitoring, reporting and verification (MRV) of the financing's impact, and reinforcing environmental and social management systems.

Together, the partnership illustrates how technical cooperation and development finance can work hand in hand: TUMI supports cities in developing the knowledge, strategies and solutions they need; KfW helps create the financial conditions to turn those plans into investments on the ground. In Cuenca, this is helping lay the foundations for a cleaner, more integrated and more sustainable urban mobility system.





MoVe Yaoundé (Mobilité Verte), Cameroon

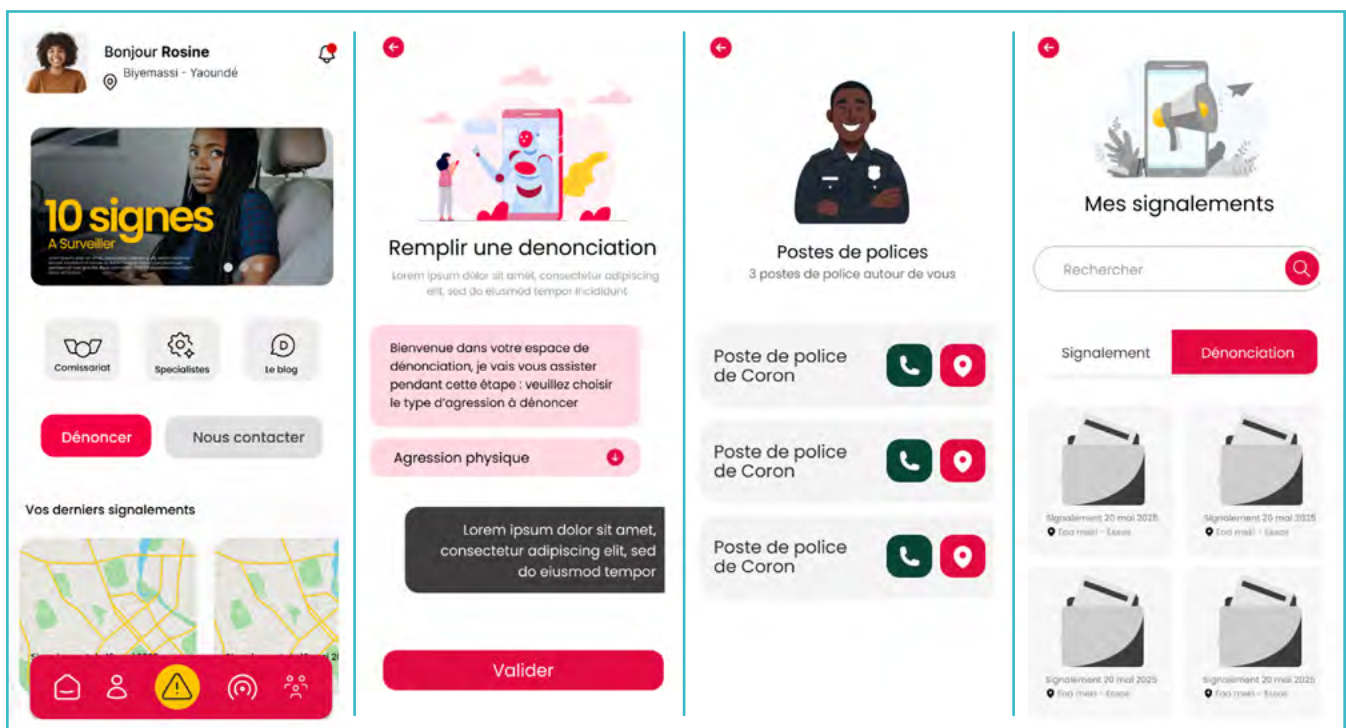
The city of Yaoundé, Cameroon, prepares to launch its first Bus Rapid Transit (BRT) system. Yet, to prepare the city center for the new system, urban infrastructure in the surroundings must adapt to serve its citizens. Around the Central Market and Rue Narvik, pedestrians, taxis, traders and delivery services compete for limited space. Pavements are often missing or obstructed, while insufficient shade, lighting and drainage make everyday journeys difficult. Heat and heavy rainfall intensify these challenges, disrupting daily life and commerce. Adapting public spaces to a changing climate has therefore become an urgent priority.

Together with Cameroon's Ministry of Housing and Urban Development (MINHDU) and the Yaoundé City Council (CUY), MoVe Yaoundé started in January 2024 to develop practical solutions for a safer, greener and more people-centred city centre. The project is implemented by GIZ with Cameroonian partners as a Team Europe initiative, combining EU, French (AFD) and German (BMZ) funding – with the EU's EUR 7.8 million contribution marking the first EU co-financing of a BMZ project in the transport sector.

MoVe operates across two complementary work streams. The first addresses public space: drawing on baseline diagnostics of mobility, road safety, greening and street vending, the project developed a pedestrian-priority design for Rue Narvik, validated in early 2026 in consultation with public authorities, local communities and transport stakeholders. It provides for continuous pavements, safer crossings, up to 1,500 shade trees, solar lighting, and designated vending lanes that formalise informal trade rather than displace it.

The second work stream addresses Yaoundé's informal taxi sector, which carries the majority of the city's daily trips: a citywide census registered more than 17,000 taxis, drivers and owners, laying the groundwork for a digital registration and oversight platform, while operators are being organised into cooperatives to improve working conditions and service reliability. A complaints mechanism, Alert Moverz (illustration of application pages below), additionally allows passengers to report harassment and unsafe driving.

Both work streams are designed with the future BRT system in mind: redesigned streets will provide safer access to future stations, while a formalised taxi sector can serve as an organised feeder network. The permanent infrastructure works are due for completion in early 2027.





TUE-Mobility (Transformación Urbana Estratégica – Movilidad), Costa Rica

In Costa Rica, the TUE-Mobility project, co-funded by the European Union, focuses on the Greater Metropolitan Area (GAM), comprising San José and the surrounding provinces of Alajuela, Heredia and Cartago. Nearly two-thirds of Costa Rica's population lives and travels in this metropolitan area.

Transport accounts for around 40% of the country's greenhouse-gas emissions, while shortcomings in the GAM's transport system are estimated to cost the economy 3–4% of GDP each year through congestion, productivity losses and related impacts.

TUE-Mobility takes a systemic approach, working across four areas: sustainable mobility governance, the scaling-up of electric buses, intermodal integration with passenger rail, and capacity building.

A particularly important achievement has been the creation of a financing mechanism to support the introduction of European electric buses in Costa Rica. Together with Banco de Costa Rica (BCR), TUE-Mobility helped establish a mechanism backed by an €8 million EU grant, enabling local private bus operators to access more affordable financing for fleet renewal and the transition to electric buses. This addresses one of the key barriers to e-bus deployment: the high upfront investment and challenging financing conditions.

At the same time, TUE-Mobility is working to make public transport better connected and easier to use. The project is supporting feasibility studies for intermodal hubs at the Pacific and Atlantic railway stations, with the aim of making transfers between buses and rail easier and more attractive. It is also supporting the design of a pilot route integrating electric buses with the railway network.

Digitalisation is another important building block. TUE-Mobility is developing a digital mapping system for bus routes across the GAM, making public transport information more accessible and transparent while providing planners with better data to improve network planning and integration.

Taken together, these activities go beyond introducing individual electric buses. TUE-Mobility is helping to build the financing mechanisms, infrastructure, digital tools and institutional capacities needed to create a more integrated, sustainable and future-ready public transport system in Costa Rica.





2.4 Prosperity – Connecting People, Jobs and Markets

Sustainable mobility is not only about moving people more efficiently – it is about connecting people to opportunity. Reliable and affordable public transport gives people better access to jobs, education and services. Efficient transport systems connect businesses to workers, producers to markets and cities to regional and global economic networks. For TUMI, mobility is therefore much more than a transport issue. **It is a foundation for inclusive economic development, decent work and prosperity.**

TUMI contributes to this in several ways.

First, we look at **people and livelihoods**. Our research and storytelling explore how the transport sector can create more inclusive employment opportunities and how the transformation of mobility is changing the workforce.

Our “**Remarkable women who move the world**” campaign with **The International Transport Workers’ Federation (ITF)** puts a spotlight on the stories of women transport workers in Brazil, India, Indonesia and Uganda – highlighting their contribution to keeping cities and economies moving.

We also examine where opportunities remain out of reach. Our study **Women Behind the Wheels**, for example, looks at the gendered nature of transport-based gig work in South Asia. While the gig economy can offer flexible and accessible employment, women remain significantly underrepresented – particularly in transport-related gig work.

At the same time, the transition to electric mobility is creating opportunities for **new livelihoods, new skills and more inclusive transport systems**. Programmes such as **Mujeres Conductoras** in

Jalisco, Mexico, and the zero-emission, gender-focused operator **La Rolita** in Bogotá demonstrate how the transition can be used to open new pathways into employment.

In Bengaluru, the Green Urban Mobility Partnership supported a **pilot** that provided four women from disadvantaged backgrounds with electric autorickshaws, training and support to establish their own livelihoods. The four women now earn regular incomes while providing local, low-emission mobility services.

These examples show that the transition is not only about the vehicles we use. **It is also about the people who operate, maintain, manage and innovate the transport systems of tomorrow.**

This brings us to the second dimension of prosperity: **skills and local capabilities.**

The next step for TUMI is to look beyond the individual city and strengthen the connections between cities, regions and economies. Rail is an important part of this new focus. Together with the African Development Bank, TUMI is supporting work to strengthen railway development in Africa, including a pre-feasibility study for a Rail Competence Centre. The objective is not simply to build better infrastructure. It is to build the **skills, institutions and local capabilities** needed to plan, construct, operate and maintain modern railway systems. This means competency frameworks, training and apprenticeship pathways, gender-inclusive recruitment, and upskilling in areas such as signalling, electrification and digital rail.

And this creates opportunities to connect **African expertise and markets with European knowledge, technology and industry.** TUMI brings governments, railway authorities, development partners and industry together to exchange knowledge, explore investment opportunities and build partnerships around railway systems and transport corridors. Because ultimately, **transport infrastructure is economic infrastructure.** This is the prosperity dimension of TUMI: **using mobility not only to connect places, but to expand opportunity – for people, for businesses and for economies.** From the individual traveller and local entrepreneur to the city, the corridor and the wider economy, TUMI works to make these connections more sustainable, more inclusive and more future-ready.



Reciclo Fortaleza

In Fortaleza (Brazil), TUMI supported the **Re-Ciclo project**, demonstrating how sustainable mobility can generate environmental, social and economic benefits at the same time. The initiative introduced electric tricycles for waste collectors, making the collection of recyclables safer, cleaner and more efficient while improving working conditions for waste-picker associations. From September 2022 to the end of 2024, Re-Ciclo had expanded to 26 neighbourhoods, with 150 electric tricycles in operation and 200 waste-pickers involved that had collected more than 650 tonnes of recyclable material, generating approximately BRL600,000 in income for the participating associations. The project shows that mobility innovation does not have to mean moving people or cars: it can also help move a circular economy forward – creating livelihoods, reducing waste and making cities more sustainable.



2.5 Building Capacity

Cities can only implement sustainable transport policy if decision-makers have the technical knowledge, leadership skills, and networks to translate ambition into action. One of TUMI's core pillars of work is capacity building.

Cities worldwide face a persistent shortage of professionals trained in transport and urban planning, which slows progress toward more sustainable, livable cities. At the same time, technical knowledge alone rarely delivers change: mobility transitions are implemented by people who must navigate complex political environments, build coalitions, and defend their vision against resistance.

Since 2016, TUMI has trained more than 10,200 professionals in sustainable urban mobility, and over 3,500 people have graduated from TUMI's E-Learning courses.

> 10.200

Trained professionals

3.500+

**Graduates of TUMI
E-Learning courses**

Hands-on Technical Assistance

Beyond training, TUMI provides direct advisory support to stakeholders working on real projects. This is often implemented through technical experts embedded in planning processes, helping translate knowledge into implementation. This includes:

- feasibility studies
- project preparation support
- policy design assistance

By working alongside city teams on the ground, TUMI ensures that capacity building is grounded in the concrete challenges cities actually face.

Peer Learning and City-to-City Exchange

A major capacity-building mechanism is peer learning between decision-makers through networks, decision-makers learn directly from each other through:

- study tours
- peer exchanges
- mentorship programs
- joint workshops

Leading Transport Transitions – Executive Education with the LSE

The Leading Transport Transitions (LTT) Programme is an Executive Education Programme, delivered jointly by TUMI, the C40 Cities Climate Leadership Group, and the London School of Economics and Political Science (LSE). LTT is designed specifically for high-level city leaders – mayors, deputy governors, and directors of municipal transport authorities – and focuses on the leadership, negotiation, and communication skills needed to drive transport transitions in politically and institutionally complex environments. The programme follows a blended-learning format: an online module with content delivered via a digital learning platform and live sessions with LSE faculty, followed by a three-day in-person module.

The first cohort of March 2024, bringing together 15 mayors and senior transport officials from cities including Lusaka, Tirana, Bangkok, Belém, Kyiv, Surat, Curitiba, Tunja, and Curridabat. Over three days, participants worked through their own city's transport challenges alongside LSE faculty and international peers – building coalitions, refining their policy agendas, and preparing to communicate their vision. The programme created a lasting network: city leaders from different political and geographic contexts who continue to exchange experience and support one another beyond the programme itself.





Ana Cristina Wollmann Zornig Jayme

Presidente IPPUC – Instituto de
Pesquisa e Planejamento Urbano
de Curitiba



For me, TUMI is knowledge that is transformed into action. It is a network that brings cities, people and solutions closer together to address challenges that no city can solve alone. We have been working to put these innovations into practice, and they are already present in Curitiba's new Master Plan and in the new concession for the operation of public transportation, published in August this year. There will be 245 articulated and bi-articulated electric buses – more than 30% of the seats with zero carbon emissions. And there is something very concrete in this transformation: every time we think about a cleaner, quieter and more efficient bus, we are thinking about the everyday experience of millions of passengers.



Online Learning and Knowledge Platforms

TUMI complements in-person training with digital learning tools, including webinars, e-learning modules, knowledge hubs, toolkits, and recorded expert sessions. These resources allow practitioners to access training remotely, revisit technical guidance, and learn at their own pace. The broader knowledge ecosystem is hosted through the [TUMI Knowledge Hub](#).

TUMI's online courses are delivered as free, open Massive Open Online Courses (MOOCs). The foundational course, [Transforming Urban Mobility: An Introduction to Transport Planning for Sustainable Cities](#), introduces the Avoid-Shift-Improve framework and other core concepts of sustainable urban mobility, developed together with University College London (UCL).

On e-mobility, TUMI offers three dedicated courses: [Exploring the World of Electric Mobility: Key Concepts and Strategies](#), an introductory six-week course covering the technology, policy, and environmental fundamentals of electric mobility; [Electric Two- and Three-Wheelers: Steering the Mobility Revolution](#), focused on the electrification of two- and three-wheelers in the Global South; and [Exploring the World of Electric Buses: Advancing Zero-Emission Public Transport](#), which covers the planning, operation, and financing of electric bus fleets.

Further specialised courses include [An Introduction to Gender and Mobility in Emerging Economies](#) and [Transport Data Fundamentals for Sustainable Mobility](#). TUMI also partners directly with universities to integrate these courses into academic curricula.

2.6 Connecting Global Agendas with Local Action

TUMI operates at the interface between **bilateral cooperation, regional approaches and global agenda-setting**. Since its foundation at the Habitat III Conference in Quito in 2016, TUMI has used international platforms to connect the experiences and needs of cities with global policy processes – and to translate global ambitions into practical approaches, partnerships and implementation.

TUMI was founded at **Habitat III in Quito in 2016**, reflecting the recognition that sustainable mobility is fundamental to sustainable urban development. Since then, TUMI has remained engaged in the **World Urban Forum (WUF)** and related UN processes, connecting mobility with the implementation of the New Urban Agenda and SDG 11. This work has helped broaden the understanding of sustainable urban mobility beyond transport infrastructure alone – to include accessibility, resilience, public space, active mobility, data and inclusive urban development.

The **International Transport Forum (ITF)** has become another important platform for TUMI's agenda-setting and knowledge exchange. Through regular engagement with the ITF Summit and dedicated TUMI events, TUMI has connected development cooperation and city-level experience with the global transport-policy community. The ITF Summit in Leipzig in 2022, for example, provided the international launch platform for the **TUMI E-Bus Mission**, at the ITF Summit 2024, the Global Alliance for Feminist Transport was established.

TUMI has also helped bring **gender equality and social inclusion** from the margins of transport policy into the mainstream of the global mobility agenda. Through **Women Mobilize Women**, launched in 2018, TUMI established an international network and platform for women changemakers in transport. The initiative has grown into a global community connecting women leaders, practitioners and decision-makers and providing visibility, knowledge and leadership opportunities.

This work reflects a broader shift in the sustainable mobility agenda: from focusing exclusively on emissions and efficiency towards asking **who has access to mobility, who benefits from the transition, who works in the sector and who has a voice in shaping transport systems.**

This principle was brought together in the **Hamburg Charter for Inclusive and Just Mobility**, launched at the Hamburg Sustainability Conference in 2024. Developed under TUMI's leadership together with international organisations and city governments, the Charter sets out global principles for equitable access and a just transition to sustainable mobility. It links climate action with inclusion, safety, accessibility, fair and dignified jobs, and better use of data and planning. Twenty-three organisations and cities signed the Charter at its launch.

TUMI has also contributed to the **UNFCCC and COP climate agenda**, particularly by bringing concrete city experience and implementation approaches into discussions on transport decarbonisation and electric mobility. Through partnerships such as **Sustainable Mobility for All (SuM4All)** and the wider SLOCAT community, TUMI contributes to international research, policy dialogue and knowledge exchange on sustainable and low-carbon transport.

A key example is TUMI's work on **electric mobility**. TUMI has contributed to global efforts to accelerate the transition to zero-emission vehicles through the E-Bus Mission and its engagement with the **Zero Emission Vehicles Transition Council (ZEVTC)**.

TUMI is now also contributing to the emerging **UN Decade of Sustainable Transport 2026–2035**. The Decade places sustainable transport explicitly within the implementation of the SDGs and provides a global framework for advancing accessible, low-carbon, resilient, safe and people-centred transport.

In partnership with the FCDOs **RIDE (Research on Infrastructure in Developing Economies) program** TUMI contributes to the Decade's research and evidence agenda, supporting the uptake of research on how better transport can foster economic development, trade, resilience and emissions reductions. This reflects an important evolution in TUMI's own agenda: sustainable mobility is increasingly understood not only as an urban climate issue, but as an enabler of **economic opportunity, regional connectivity and inclusive development**.





Alana Dave

Director of Urban Transport,
International Transport Workers'
Federation (ITF)



*For the next 10 years, let's intensify the pressure
for a significant shift to public transport. That
would be transformative for communities, workers
and the climate!*



Part 3

Outlook



Five Principles for the Next Decade

The next decade will be decisive for the future of transport and development. Rapid urbanisation, climate change, biodiversity loss, demographic change, digitalisation, severe funding gaps and geopolitical shifts are transforming how people and goods move – at the same time as unprecedented investment in transport infrastructure is set to shape development pathways for generations to come. Three developments in particular are reshaping the landscape TUMI operates in. Transport transitions have become more systemic, increasingly connected to energy systems, logistics networks, regional connectivity and industrial transformation. Development cooperation itself has become more investment-oriented, with growing emphasis on bankable project pipelines and financing schemes that go beyond blended finance. And sustainable mobility agendas are expanding, as climate, biodiversity and just-transition frameworks reinforce the need to connect mobility transitions with resilience, inclusion and nature-positive infrastructure planning.

In response, TUMI is not adopting a new direction, but broadening and deepening its existing one. This is the logic behind the initiative's renaming, ten years on, to the Transport and Urban Mobility Initiative: a recognition that sustainable mobility can no longer be addressed at city scale alone, but must be understood within integrated urban-metropolitan-corridor networks that shape economic development, access to jobs, logistics, climate resilience and regional connectivity. The acronym partners and cities have come to trust remains unchanged; what changes is the scope it is asked to cover.

This evolution is captured in TUMI's objective for the decade ahead: to enable better implementation of sustainable, inclusive and resilient transport systems that connect people and markets, by enhancing knowledge and scaling financing across TUMI's networks of partner cities and countries.

Five principles will guide that work through 2036:

- **People first** – transport should improve quality of life and leave no one behind.
- **Implementation over ambition** – moving from plans to projects and measurable impact.
- **Partnership as a multiplier** – lasting transformation requires collaboration across sectors.
- **Innovation with local ownership** – supporting technologies and business models that strengthen local capacities and value chains.
- **Systems thinking** – connecting transport with climate, biodiversity, energy, digitalisation, economic development and regional integration.

At the heart of this ambition remains what has driven TUMI since 2016: to improve people's lives through better transport – whether by reducing emissions, expanding access to jobs and services, making streets safer, improving public transport, strengthening local industries, or protecting nature. As the international development landscape evolves, TUMI intends to remain what it has been for its first decade: a platform for innovation, partnership and implementation, bringing together governments, development finance institutions, cities, the private sector, civil society and academia to accelerate the transition toward transport systems that work for people, the planet and prosperity.

Abbreviations

ADB	Asian Development Bank
AFD	Agence Française de Développement
ASI	Avoid-Shift-Improve
BMZ	German Federal Ministry for Economic Cooperation and Development
BRT	Bus Rapid Transit
C40	C40 Cities Climate Leadership Group
CAF	Development Bank of Latin America and the Caribbean
EBRD	European Bank for Reconstruction and Development
EIB	European Investment Bank
EU	European Union
FCDO	Foreign, Commonwealth & Development Office (UK)
GAFT	Global Alliance for Feminist Transport
GAM	Greater Metropolitan Area (Costa Rica)
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit
ICLEI	Local Governments for Sustainability
ITDP	Institute for Transportation and Development Policy
ITF	International Transport Forum
KfW	KfW Development Bank
LSE	London School of Economics and Political Science
LTT	Leading Transport Transitions

MOOC	Massive Open Online Course
MYC	MobiliseYourCity
NUMP	National Urban Mobility Policy
SAT-GPT	Self-Assessment Tool for Gender-Responsive Public Transport
SDG	Sustainable Development Goal
SLOCAT	Partnership on Sustainable, Low Carbon Transport
SuM4All	Sustainable Mobility for All
SUMP	Sustainable Urban Mobility Plan
UCL	University College London
UN-Habitat	United Nations Human Settlements Programme
UNFCCC	United Nations Framework Convention on Climate Change
WMW	Women Mobilize Women
WRI	World Resources Institute
ZEVTC	Zero Emission Vehicles Transition Council

Further reading

TUMI Website – transformative-mobility.org

TUMI Knowledge Hub – www.transformative-mobility.org/knowledge-hub/

Asian Development Bank (ADB) – adb.org

German Federal Ministry for Economic Cooperation and Development (BMZ) – bmz.de

C40 Cities Climate Leadership Group – c40.org

CAF – Development Bank of Latin America and the Caribbean – caf.com

Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) – giz.de

ICLEI – Local Governments for Sustainability – iclei.org

Institute for Transportation and Development Policy (ITDP) – itdp.org

KfW Development Bank – kfw-entwicklungsbank.de

SLOCAT Partnership on Sustainable, Low Carbon Transport – slocat.net

UN-Habitat – unhabitat.org

WRI Ross Center for Sustainable Cities – wri.org

MobiliseYourCity (MYC) – mobiliseyourcity.net

Women Mobilize Women (WMW) – [WomenMobilizeWomen](https://WomenMobilizeWomen.org)

Global Alliance for Feminist Transport (GAFT) – [Home • The Global Alliance for Feminist Transport](#)

Sustainable Mobility for All (SuM4All) – sum4all.org

International Transport Forum (ITF) – itf-oecd.org

International Transport Workers' Federation (ITF Global) – itfglobal.org

Hamburg Charter for Inclusive and Just Mobility – [Hamburg Charter for Inclusive and Just Mobility](#)

For more information

Published by

Transformative Urban Mobility Initiative (TUMI)

www.transformative-mobility.org

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Title

10 Years of Moving Cities

A Decade of the Transformative Urban Mobility
Initiative (TUMI)

Layout

EYES-OPEN and weissbunt, Berlin

Photos:

Cover: © TUMI / GIZ

Status September 2026