

## Environmental sustainability santo domingo

In Santo Domingo, the Blue Stations project is redefining waste management and environmental sustainability. Initiated by Parley for the Oceans under the PROMAR initiative, this project tackles the critical issue of plastic pollution. The Greater Santo Domingo area faces significant challenges, with a large portion of plastic waste ending up in open landfills or the sea due to inefficient waste management systems.

The Blue Stations project not only addresses immediate environmental concerns but also demonstrates significant potential for scalability and replication in other regions. By fostering community-driven efforts and strategic partnerships, Blue Stations set a precedent for environmental projects worldwide, offering a compelling blueprint for tackling plastic pollution and promoting sustainable waste management.

After the adoption of Santo Domingo SUMP in 2019, local authorities have undertaken concrete actions to transform urban mobility in the city. Mobility conditions are expected to radically change with the implementation of an integrated public transport system, the deployment of electromobility, the promotion of active modes, and the management of traffic and urban logistics.

Santo Domingo's authorities had to transition from planning to implementation by translating a large set of SUMP measures into a shortlist of priority projects. While the SUMP provides a general overview of the vision of urban mobility in the city, short-term measures must become feasible projects to advance implementation.

Interinstitutional coordination on urban mobility in the Dominican Republic is a challenge as many public authorities at the national and local levels have to interact for decision-making on urban mobility. Moreover, Gran Santo Domingo is a conglomeration of five municipalities with administrative autonomy. OMSA (a public bus operator) and the OPRET (Metro company) also play a role in the transport governance arrangement at the local level. Consensus among all the stakeholders is sometimes hard to reach.

Early implementation of Santo Domingo SUMP is compelling since the road fatalities rate in the Dominican Republic is the highest in Latin America (34.6 per 100.000 inhabitants), and emissions continue to grow due to the widespread preference for motorised private modes by the citizens. Both private cars and motorbikes share 37% of the total daily trips in Santo Domingo.

To leverage the favourable conditions for the SUMP implementation, the European Union provided financial support to Santo Domingo for EUR 10 million. This support is planned for four years and will be implemented by AFD through three workstreams: capacity building, pre- and feasibility studies, and pilot projects. In the framework of this technical assistance, the consultancy firm Egis became a SUMP technical advisor for INTRANT for the identification of priority projects and their implementation.

A new transport model is under development to support decision-making, assess scenarios and quantify the impacts of transport interventions. Beyond the construction of the transport model itself, the objective is building-capacities within INTRANT and training staff in its usage.

New mass transit projects are being structured. The feasibility studies for two BRT corridors of medium complexity are under preparation. Early implementation of these corridors is foreseen.

The first BRT corridor is expected to be operated with electric buses, following the deployment of electromobility in the Dominican Republic. The technical assistance might support the construction of the bus depot for the corridor.

A national manual to implement cycling infrastructure will be released with the support of the technical assistance. The manual will include both urban and rural cycling lanes and will enable the construction of tourism-focused corridors for active modes.

A bike-sharing system might contribute to increasing public transport demand, as stations would be easily reached by users, both for metro stations and BRT stops. The system is under structuration.

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