

FACTSHEET QUITO



Demonstration City | Quito - Ecuador

The Metropolitan District of Quito (DMQ), the capital and largest city of Ecuador, has 2.8 million inhabitants. Since 1995, Quito has a BRT system composed of 5 lines, one of which runs with trolleybuses. Despite its continuous expansion, the system has already reached capacity and 40% of its fleet will soon reach the end of its useful life. As part of international negotiations, Quito committed to replace the BRT fleet with e-buses by 2025 to achieve the goal of zero emissions by 2030. In order to achieve this, the Ordinance for the Gradual Decarbonisation of Transport in Quito is currently (June 2020) being discussed in the Municipal Council, which includes the declaration of the Historic Centre of Quito (HCQ) as a Low-emission Zone (LEZ).

Multimodal E-Mobility hub in the Low-emission Zone (LEZ) of the Historic Centre of Quito (HCQ)

The multimodal e-mobility hub to be implemented in Quito will be carried out in the Historic Centre of Quito (HCQ), a UNESCO World Heritage Site, which aims to become a low-emissions zone (LEZ), primarily accessed by clean public transport vehicles, pedestrians and bicycles. With this aim, in 2017 the Municipality started the process of pedestrianisation of several streets in the core area of the HCQ. In this context, the multi-modal e-mobility hub to be established will contribute to the consolidation of the planned LEZ and the integration of the existing mass transit lines (Subway, BRT system, trolleybus, etc.). Moreover, the multi-modal e-mobility hub in the HCQ's LEZ will take advantage of the existing electric infrastructure of the trolleybus and the subway systems in the area to create multimodal charging points.

The demonstration activities in Quito will focus on improving the connectivity between public transport lines and stations with various e-mobility solutions in order to contribute to the consolidation of the LEZ in the HCQ. Furthermore, the commercial and touristic character of the HCQ and the narrowness of its streets require the introduction of light electric freight vehicles (LEFV) to transport goods within the area. As such, the introduction of forty (40) e-bikes (for the bike sharing system), that will include twelve (12) e-cargo bikes, three (3) e-buggies for passengers wanting to transfer quickly from one corridor to the other, and ten (10) e-quadracycles for last mile e-delivery services and one (1) e-delivery van will be introduced and be tested in the area with the aim of scaling it up to a larger number of vehicles. All these vehicles will be assembled by local SMEs with previous experience in the automotive sector and will count on the support and collaboration of the European industry SOL+ consortium members and European SMEs.



Activities

- Forty (40) e-bikes, including twelve (12) e-cargo bikes, three (3) e-buggies, ten (10) e-quadracycles and one (1) e-delivery van will be introduced.
- One fast charging point will be installed in the BRT terminal La Marín for e-BRT buses (tbc).
- Cost-effective multi-standard DC charging points will be strategically positioned to provide fast charging services for 2-, 3- and 4-wheelers

Demonstration actions and support teams

Passenger connectivity

Last mile logistics

Demonstration actions and support teams					
Passenger connectivity		28 e-bikes for the bike sharing system	Charging depot for e-bike sharing vehicles		
		3 e-buggy	Integrated service		
		30 e- BRT buses (Procured by the MDMQ)	ABB charging equipment for the BRT system	Physical and tariff integration to the BRT and subway system SOL+ MaaS App	
Last mile logistics		12 e-cargo bikes for the bike sharing system	Charging depot for e-bike sharing vehicles		Integration of passenger and freight transport in the bike sharing system
		10 e-cargo quadracycles	Distribution Centre and charging points for e-cargo vehicles		GPS and control centre Smart services (apps) Integration of last-mile services
		1 E-delivery van			