FACTSHEET QUITO

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Demonstration City | Quito - Ecuador

The Metropolitan District of Quito (MDMQ), the capital and largest city of Ecuador, has 2.7 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, an ordinance for the gradual decarbonisation of transport in Quito is currently (November 2019) being discussed in the Municipal Council.

Multimodal E-Mobility hub in the zero-emission zone of the Historic Centre

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. In this context, the multi-modal e-mobility hub to be established will contribute to the consolidation of the planned LEZ in the HCQ and the integration of the existing mass transit lines. The multimodal 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 creating connectivity between transport lines and stations with various e-mobility solutions in order to contribute to the consolidation of the LEZ in the HCQ. Moreover, the commercial and touristic character of the HCQ and the narrowness of its streets require the introduction of small e-cargo vehicles to transport goods within the area. As such, the introduction of sixty (60) e-bikes (for the bike sharing system), thirty (30) e-tuk-tuks for passengers wanting to transfer quickly from one corridor to the other, and thirty (30) e-cargo bikes for last mile e-delivery services will be considered. In order to comply with the charging requirements of the EVs circulating in the area, the action will take advantage of the DC (Direct Current)-Grid to which the trolleybus catenaries and the subway are connected. Cost-effective multi-standard DC charging points will be strategically positioned to provide on-street fast charging services for 2- and 3-wheelers. Moreover, the possibility of installing one fast charging point for e- (BRT) buses will in the BRT terminal La Marín to charge in 10 to 20 minutes will be analysed. Finally, the demonstration activities in Quito will be used to test solutions for hilly cities, which later could be replicated in cities like Bogotá and La Paz, to name a few.

Activities

- Cost-effective multi-standard 10 DC charging points will be strategically positioned to provide on-street fast charging services for 2- and 3-wheelers
- One fast charging point will be installed in the BRT terminal La Marín for e-BRT buses
- Sixty (60) e-bikes, 20 e-tuk-tuks, 10 e-buses, and 10 e-cargo bikes will be introduced

Fact and figures

- Since 2015, tax incentives have been provided for the purchase of e-vehicles
- By 2020, the Historic Centre of Quito is aimed to be a zero-emissions area
- Since 2015, tax incentives have been provided for the purchase of e-vehicles

	Demonstration actions and support teams		
	60 e-bikes for a sharing system	10 DC charging points for e-2-wheelers	Passenger and freight integration
	30 e-cargo bikes	10 DC charging points for e-cargo bikes	SOL+ MaaS App
	10 e-buses		Charging integration for last-mile vehicles
	20 e-3-wheelers	10 DC charging points for e-3-wheelers	Charging integration for last-mile vehicles