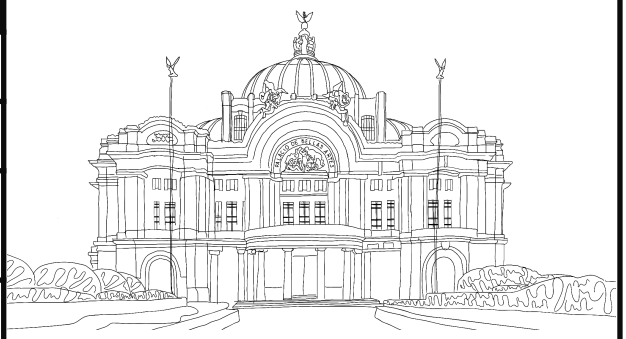
Mexico City, Mexico

Population	9.2 million
Size	1,494 km^2
GHG Profile	30,810,976 tCO_2e total or 3.39 tCO_2e per capita in 2022
High-emission sectors	Transport (53%) Energy & Buildings (34%) Waste (13%)



From Planning to Implementation

Mexico City is accelerating its Climate Action Plan as outdated, high-emitting transport vehicles, responsible for over half of citywide emissions, strain air quality & public mobility. While many public transport routes still operate with ageing fleets under fragmented oversight, the city is strengthening the efforts to formalize the service providers and support their fleet renewals while in addition to the steady transition to zero-emission buses in established services such as the BRT system Metrobús and the city owned bus service Red de Transporte de Pasajeros (RTP). The **Urban Climate Action Programme – Climate Action Implementation (UCAP CAI)** is building institutional capacity, embedding electromobility into regulation, & equipping city leaders with the tools to plan and implement large-scale fleet renewal. The programme has aligned policy, technical guidance, and finance to support Mexico City's efforts to scale clean, **inclusive transport solutions**.

Transport & Mobility
Developing E-Bus and Trolleybus Guidelines for Sustainable Transit

Establishes a regulatory foundation for large-scale, zero-emission public transport adoption in Mexico City

- ➔ **Electromobility guidelines formally adopted and published**, already applied in the procurement of 50 e-buses & set to guide all future electric bus purchases in the city, which includes the full renewal of the BRT fleet (+600 buses) within the next 10 years.
- ➔ **Guidelines published in the Official Gazette**, providing legal & regulatory backing for long-term enforcement.
- ➔ **Guidelines developed through national and international collaboration**, incorporating input from CONAHCYT (Consejo Nacional de Humanidades, Ciencia y Tecnología), ICCT, and GGGI.

Transport & Mobility
Optimising Public Transport Corridors Through Demand Studies

Enables evidence-based transition to cleaner public transport in underserved corridors through data-driven planning.

- ➔ **Aztecas trolleybus corridor reframed as an electric bus renovation from former service operated with diesel and gas, 20+ year old units**. New trolleybus-equipped service transports 700,000+ users—mostly women and caregivers—within the first 3 months.
- ➔ **181 public transport routes analysed across 5 Corridors**, integrating operational & demographic data to inform sustainable corridor upgrades, located in underserved, low-income communities.
- ➔ **Community needs integrated through inclusive engagement**, with the studies gathering data on gender, income, and care responsibilities to inform corridor design & prioritisation. 50% of the identified demand across the 5 studied corridors are women.

**Calculations are continuously updated to reflect the project's evolution. This version is the latest as of June 10th 2025.*

Climate Mainstreaming
Advancing Climate-Ready Transport Leadership

Enhances SEMOVI's internal capacities, systems, & operational capabilities to integrate climate action across transport planning & management, ensuring continuity and resilience through admin transitions.

- ➔ **Detailed handover of transport studies, guidelines, and operational frameworks** to incoming city administration completed, ensuring continuity of climate-aligned transport planning.
- ➔ **Capacity-building training in Digital Cartography, Negotiation, Conflict Resolution, & Inclusive Climate Action delivered,** expanding SEMOVI's internal capacities for strategic integration.
- ➔ **Participation in the LEZ Regional Academy in Bogotá,** convening eight cities, positioning SEMOVI as a regional leader in low-emission zone development and peer learning.

Mexico City Charges Ahead: E-Bus Guidelines for a Fossil-Free Future

Mexico City developed its first **Technical Guidelines for e-buses & trolleybuses** as part of the UCAP CAI programme to facilitate the diesel-electric transition. The city's public transport network, which serves millions daily, was lacking a comprehensive framework to guide this shift. These guidelines provide a **practical and actionable framework for adopting electric vehicles**, promoting sustainability, and supporting informed decision-making for future transport procurements aiding not only the city but also offering a replicable model for others, helping **reduce fossil fuel use in public transport** across the country. The implementation feasibility included the procurement of **50 e-buses**, marking a significant step in the implementation of these guidelines.

Figure 1: Electric buses for Metrobús Line 3, first 100% electric BRT line in Mexico City.

"By joining the C40 CAI Program, Mexico City has positioned itself as a leader in the implementation and governance of electromobility, thanks to its collaboration in the development of technical studies and the necessary regulations, we are moving towards a successful mobility, with clean energy and cutting-edge technology"
Héctor Ulises García Nieto, Mexico City Secretary of Mobility

The cumulative benefits from the six corridors optimisation and electrification could*:		
Reduce **68% of PM2.5 emissions** per year for those buses (4 tonnes/year)	Avoid **15,800 tCO_2 emissions** per year	Prevent **20 premature deaths** in the next 10 years

Supported by UK government funding (2022–2025), the Urban Climate Action Programme – Climate Action Implementation (UCAP CAI) accelerates progress against the delivery of Climate Action Plans (CAPs) in 15 Global South cities, in line with the Paris Agreement's 1.5°C target.

UCAP CAI Cities: Accra - Addis Ababa - Dar Es Salaam - Johannesburg - Lagos - Nairobi - Tshwane - Bogota - Guadalajara - Lima - Medellin - **Mexico City** - Jakarta - Kuala Lumpur - Quezon City

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For more information, contact osaracho@c40.org, and visit our webpage here!

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