

	mobility has dual effects: reducing emissions but needing careful old bus disposal to avoid environmental risks.			architectural design principles, prioritizing high-quality standards, climate resilience, and the site's relationship with the wetland. Public spaces within the terminal area will be strategically located for safe and healthy use, with connectivity to the adjacent wetland open space. Integration with planned riverside greenways and the wetland buffer zone underscores environmental responsibility and aligns with broader conservation goals.
3,4	<p>Risk 4</p> <p><u>Operational Risk</u></p> <p>The transition to e-buses poses some challenges, particularly concerning its potential impact on the 7 operating bus companies.</p>	High	Medium	Provide financial support via incentives, technical aid for e-bus integration, phased transition planning, staff training, public-private partnerships, adaptable regulations, demand research, stakeholder engagement, performance monitoring, and used bus market support for seamless e-bus adoption and bus company adaptation.

#### **Lessons Learnt:**

There have been several lessons learned in the past in Rwanda's urban mobility sector that can be useful to rely on in planning and implementing the proposed project. Some of these include:

1. **Importance of Stakeholder Engagement:** Rwanda has had success in the past in the transport sector by engaging stakeholders such as transport operators, civil society groups, and local communities. This helped to ensure that the transport infrastructure and services met the needs of the population and that stakeholders were supportive of the project.
2. **Need for Multi-modal Transport:** Rwanda has recognized the importance of integrating different modes of transport, such as buses, trains, and bicycles, to provide a comprehensive and efficient transport system. The proposed Nyabugogo Multi-modal Transit Terminal is an example of this approach.
3. **Importance of Capacity Building:** Rwanda has recognized the need to build the capacity of transport operators and government agencies to effectively plan, implement, and manage transport infrastructure and services. The proposed institutional strengthening and capacity building component of the project can build on this experience.
4. **Importance of Sustainability:** Despite having a sustainable urban mobility plan in place for Kigali, Rwanda has recognized the importance of sustainability in transport planning, including the use of clean and efficient energy sources and the promotion of non-motorized transport. The fleet renewal scheme and promoting eMobility component of the project can build on this experience.
5. **Importance of Monitoring and Evaluation:** Rwanda has recognized the importance of monitoring and evaluating transport projects to ensure they achieve their intended objectives and to identify areas for improvement. The proposed project can build on this experience by incorporating robust monitoring and evaluation mechanisms.

Overall, Rwanda has made significant progress in its transport sector in recent years, and the proposed project can build on these experiences to further improve the urban mobility sector.