

## **Request for discussion on Ulaanbaatar's parking management plans**

In preparation for a procurement process in Ulaanbaatar, Mongolia, the Governor's Office of the Capital City and the Project Management Office (PMO) for the World Bank Ulaanbaatar Sustainable Urban Transport Project (USUTP) are soliciting input/discussion on parking management aspects of this project.

### **Background information**

The Governor's Office of the Capital City is implementing USUTP with the cooperation of the World Bank. The project aims to develop a comprehensive framework for sustainable urban mobility in Ulaanbaatar and to reduce congestion, improve road safety, and address climate resilience. The project includes a component to develop a parking strategy and management plan for the city.

Ulaanbaatar has severe parking challenges, especially in the urban core. There are no on-street parking fees, and existing parking enforcement using towing focuses only on main roads. Occupancy rates of both on-street parking and off-street parking are often well over 100 percent at busy times (office hours in downtown office districts, at night in dense residential areas, and around the clock in dense mixed-use areas).

Achieving improved parking management, parking design and institutional arrangements for parking in Ulaanbaatar is a key element of USUTP. It is believed that this will contribute to many of the city's urban mobility and urban planning goals, including reduced vehicle travel demand.

Ulaanbaatar is seeking to establish effective on-street parking management for the first time. It also aims to improve the management of the city's own off-street public-use parking facilities and to incrementally encourage improved practice in private-sector off-street parking. Improved on-street parking design guidelines are being prepared.

### **Key proposals relevant to a procurement exercise**

The proposals below are of most relevance to the forthcoming procurement process, and it is on these that Governor's Office of the Capital City and the PMO are seeking feedback:

1. Establishment and implementation of an efficient system of on-street parking fee collection with fees differentiated by location and utilizing a convenient set of payment options (while avoiding the use of cash in the streets and probably without installing substantial in-street payment infrastructure such as meters or kiosks).
2. Establishment and implementation of effective enforcement systems to detect violations of parking rules (with license plate capture and/or RFID) and to enable consequences for such violations. Enforcement and fee system should be well integrated.

3. Improvements to on-street parking demarcation and signage in each pilot area, using newly updated design standards. This will also include assessing which, if any, of the parking on street sections without marked parking might be formally marked and legalized.
4. Improved off-street parking management, especially in city-owned parking facilities.
5. Technical assistance for the city government to strengthen its capacity to oversee and coordinate parking management.
6. A Smart Parking Management System (SPMS), an IT-based system and parking data center to be the backbone for coordinating and monitoring parking management across the city, enabling data-driven decision-making on parking management and parking guidance for motorists.

Action on these will begin in five pilot areas/locations in phase 1, followed by another four pilot areas in phase 2. Consolidation of parking management in these pilot areas will take place in phase 3, followed by expansion to more areas of the city.

The USUTP project will help the city fund the establishment of the systems above and the pilot phases of the plan. Thereafter it is expected that parking revenue will much more than cover the ongoing costs of the parking management systems.

#### **Key questions on which the PMO would like your input**

Key questions are below. You are invited to address any or all of them.

1. Please provide comments on the key elements of the parking management plan that was outlined above.
2. Would you expect strong international participation in a procurement process seeking private participation in such a parking management plan in Mongolia?
3. Would you anticipate an interest in bidding by your company?
4. The city has not made a final decision on whether to seek a single integrated contract for the whole public parking management system or several different contracts for different components of the parking management task set. Below is a list of such components.
  - Parking Management System (PMS) for the city's on-street and off-street parking (parking control center hardware and software along with connectivity to other elements in the system)
  - On-street parking design, demarcation and signage provision and installation (initially in a modest number of pilot areas)
  - On-street parking payment systems (potentially several different contracts that might include providers of payment via mobile parking apps and/or payment via online banking apps and/or SMS payment via mobile telcos and/or in-person payment with the help of retail outlets and/or in-street kiosks or meters)

- Enforcement equipment (potentially including some or all of cameras and/or sensors and/or camera-equipped enforcement vehicles and/or handheld devices for parking wardens with license plate recognition and/or RFID capability)
- Deployment and management of a force of on-street parking wardens (or 'parking ambassadors') for enforcement and motorist assistance (potentially with different contractors providing this service for different parts of the city)
- Parking management systems (PMSs) for city-owned off-street parking facilities.
- Parking operation and management for city-owned off-street parking facilities.

In your answer, please indicate every component that your company might be interested in.

If your company might bid for an integrated contract, please check all (or most) boxes.

Please also feel free to provide additional details or clarifications or to suggest anything that might be missing.

5. Do you have any comments on the scope and ambitions of the project and procurement exercise?
6. Please offer comments on potential evaluation criteria (for example, the appropriate balance between cost criteria and qualification requirements).
7. Please share your insights or views on which key qualification requirements should be included in the procurement criteria.
8. How would the duration of the proposed contract (or contracts) affect your interest in participation and what suggestions do you have regarding project duration?
9. Please provide any additional comments that you want the city to be aware of as it embarks on this parking procurement exercise.
10. Please provide the name and contact details for the person the city should contact if it wishes to follow up on your response.

The information you send will help in the design of the procurement process. However, please note that it will not result in any special or different treatment in the later procurement process. Submission of information shall not be taken as ensuring any advantage during the subsequent procurement process.

**Please send your responses to [info@usut.mn](mailto:info@usut.mn) by end of business on 12 March 2025.**