



Urban Transport in Africa



November 5, 2007

Structure

- Transport and Sustainability
- Lessons from Past
- The Way Forward

Transport and Sustainability

Consequences for fuel demand

- By 2025 more than half of the population in SSA will be living in urban areas
- Over the next 20 years, more cars may be built than in the entire 110-year industry history
- On average, there are 55 cars per 1000 population in SSA cities. In MIC, the levels are 250-300; considering doubling of population and a four-fold increase in car ownership, vehicle population will grow eight-fold
- But fuel for transport already takes about 25-30% of oil consumption. Multiply that by 8.

Is it sustainable?

Transport and Sustainability

Consequences for public transport

- Assuming 6-7% growth rate in transport demand, it would double in 10 years
- About 70-80% of motorized demand is met by public transport
- Cities in SSA have, on average, 40 bus seats/1000 population (the average for cities in developing countries is about 80-100)
- This implies almost four-fold increase in bus supply over the next 10 years

Is it being planned for? Is there a coherent plan on how to achieve this?

Is it sustainable?

Transport and Sustainability

Consequences for road investments

- Average paved road density is 300 meters per 1000 population in cities
- Average for developing cities worldwide is 1,000 m/000 population
- Linear extrapolation suggests a four-fold increase in traffic
- This implies an almost 10-fold increase in road density over the next decade in cities

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Is it sustainable?

Transport and Sustainability

Consequences for environment

- WHO estimates that 650,000 people died prematurely from urban air pollution in developing countries in 2000
- With a doubling of population and a four-fold increase in vehicle ownership, environmental impact will get that much more serious

Is it being planned for? Is there a coherent plan on how to address this?

Is it sustainable?

Transport and Sustainability

Consequences for land use

- Accra—in the past decade, population doubled & city area tripled—reducing density from 14,000 to 8,000 persons per sq km
- Abidjan—city population has doubled every 7 yrs since 1945 upto early 90s
- Dakar—many new satellite towns are located >30km from city center
- Lagos—grown beyond State boundary into adjoining state of Ogun
- In all cities, two-third of the jobs are located in city center
- RESULT—commuting times have increased to over one hour each way (over 2 hours in some cities)

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Is it sustainable?

Transport and Sustainability

Consequences for mode choice

- Share of large buses has declined from over 70% up until mid-80s to less than 10% today
- Minibuses account for a dominant share of public transport
- Exponential growth in m/cycles in recent years—Bamako, Ouagadougou (>50% share), Kampala, Lagos (>15% share)

IMPACT—congestion, safety, high emissions, unpredictability, affordability

Is it being planned for? Is there a coherent plan on how to address this?

Is it sustainable?

Lessons from Past

- **Multiple institutions involved with planning, regulation, licensing, resource allocation and enforcement**
- **Lack of coordinated land use-transport planning**
- **Inadequate environmental impact assessment**
- **Deterioration in coverage and quality of organized public transport services**
 - Proliferation of unregulated private sector operators (minibuses/taxis/motor cycles)

Lessons from Past

- Importance of infrastructure
 - Poor quality roads & lack of capacity reduce productivity of urban transport fleets
 - Funding needs to be increased to reflect importance of urban transport in national system
- Existing regulation should be enforced
 - Control parking
 - Vehicle inspections

Lessons from Past

- Consolidation of small operators

Formation of larger groups will facilitate:

- More orderly services & service quality standards
- Financial stability & introduction of newer vehicles

- Use of Big Buses

In principle, more efficient, but:

- Work best on high volume, uncongested, routes
- **May** need protection from minibuses

Lessons from Past

Monitoring system performance

- Basic statistics not collected
- At present, impossible to say if situation is getting better or worse

The Way Forward

- Infrastructure
 - Increase funding for maintenance
 - Rehabilitate existing roads
 - Small-scale capacity expansion
 - Provide exclusive bus lanes (BRT “systems”)
- Traffic Management
 - Enforce existing regulations on parking, etc.
 - Junction design
 - Bus priorities; junctions & bus lanes

The Way Forward

- **Develop capacity for public transport planning and regulation**
- **Staged introduction of route structure & allocation / licensing**
- **Route franchises can be allocated by agreement / negotiation with existing operators**
- **Develop integrated land use-transport planning framework and appropriate pricing strategies**

The Way Forward


Institutional development-- consider introducing:

Metropolitan Transport Authority

- Road infrastructure & traffic management
- Planning of public transport (all modes)
- Licensing operators / enforcement

The Way Forward

**Maintain a Data Base of key
performance indicators**



The End



“Bateau Bus” connects parts of Abidjan separated by a lagoon



19

Gbakas in Abidjan



20

Traffic in Abidjan



21

Bus SOTRA in Abidjan



22

Dourouni minibus in Bamako



23

Bus terminal in Abidjan



24

Bus terminal in Abidjan



25 Sotramas in traffic in Bamako





27

Overloaded Peugeot 505 at a taxi stand in Conakry



28

Would be passengers vie for space on an old VW minibus in Kinshasa



29 Overcrowded vehicle in Kinshasa



Full bus takes on more passengers in Kinshasa









Rush Hour in Douala Industrial Zone



35

SOCATUR Bus in Heavy Traffic in Douala



Moto-taxis in Operation in Douala







39

Crowd waiting for any transportation in Kinshasa



40

Overspill at bus stop in Accra, blocking an arterial highway





42 Minibus terminal in Lagos



43

Rush hour traffic in Accra



44

Bus interchange center in Accra



45

The present situation



46

The future of African Cities



Thank you for your attention.