

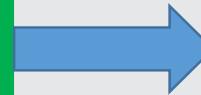
*AFRICA TRANSPORT POLICY PROGRAM*  
*SSATP AGM 2018 - Abuja, Nigeria*  
*Urban Transport and Mobility Pillar (UTM - Pillar B )*

Result Framework  
and  
Update of UTM Pillar Work Program  
2-6 July, 2018

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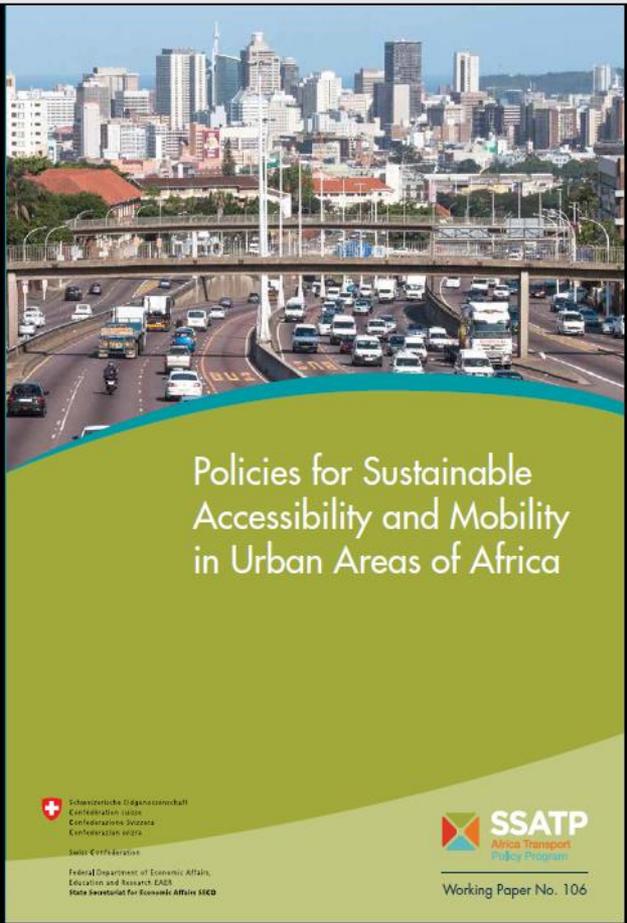


PILLARS	CHALLENGES	OBJECTIVES
<p><i>B. Urban Transport &amp; Mobility (UTM)</i></p>	<ul style="list-style-type: none"> <li>60% of all Africans will live in urban areas by 2050</li> <li>Levels of access and mobility are dramatically low in African cities</li> </ul>	<p>Secure universal access by sustainable transport for urban populations by 2030</p>



- UTM Integrated Study in countries Pilot counties
  - UTM Study reports
  - Roadmap
  - Guidelines
- Partnership in UTM research, studies and knowledge dissemination to feed the integrated study, and vice-versa
- Conduct LUTP training for Francophone countries and pilot countries (by early 2018)

# SSATP Urban transport and Mobility (UTM) Pillar Activities



**ENABLE**  
sustainable UTM institutions and financing;  
Governance  
Efficiency

**AVOID**  
the need for motorized transports;  
Land Use  
Efficiency

**EASI**

**SHIFT**  
to integrated multimodal urban mobility plans;  
Multi-modal Transport System Efficiency

**IMPROVE**  
integrated traffic management and control.  
Road space Use & Vehicle Efficiency

# EASI Policy Recommendation

EASI	Policy recommendations
Enable	To set up <b>an entity in charge of urban transport</b> planning and of guiding and coordinating public action aimed at the provision of the multimodal urban transport system.
	To increase available financial resources allocated to urban transport systems and to ensure the availability of long-term <b>funding for urban transport</b> .
Avoid	To plan for urban forms and land use that <b>minimize the need for individual motorized travel</b> and <b>promote public transport and non-motorized transport modes</b> .
Shift	To adopt and systematically introduce, at all levels and scales, a <b>multimodal approach</b> to the development and management of urban transport systems.
	To develop and maintain for each urban area a <b>pedestrian network</b> that is continuous, safe and accessible for all throughout the day; and to develop and maintain bicycle paths with similar characteristics.
	To enhance the level of service provided by <b>paratransit operators by way of full integration</b> in the public transport system, which requires to restructure, modernize and promote paratransit.
Improve	To improve planning, operation and maintenance of urban roads taking into account and <b>balancing the needs of all transport modes</b> , keeping the use of individual motorized vehicles under check.

**Table B.2 Pillar B Results Framework**

Pillar B, urban transport and mobility, is based on the urban mobility and accessibility policy developed during the SSATP’s Second Development Plan (2008–14). The goal of the policy is to support Sustainable Development Goal 11: “Make cities and human settlements inclusive, safe, resilient and sustainable.” Although the policy has four objectives, Enable/Avoid/Shift/Improve (EASI), countries and municipalities are expected to adopt a holistic approach and implement all aspects of the policy. As a result, outcome indicators were not identified for each objective of the policy but will measure how the policy as a whole is adopted and implemented.

High-level objective to which the pillar is contributing	Indicators	Means of verification
<p>Securing universal access by sustainable transport for urban populations by 2030</p>	<p>As defined in Sustainable Development Goals 11</p>	<p>United Nations report on progress in achieving the SDGs</p>
Outcome 1	Indicators	Means of verification
<p><b>ENABLE</b> National and urban decision makers and technical staff aim to adopt, and are capable of putting in place, sustainable urban transport management approaches (including planning, monitoring, coordination, and financing mechanisms)</p>	<p>At least six countries have integrated transport plans based on the EASI concept.</p>	
<p><b>Intermediate outcomes</b></p>		
<p><b>Intermediate outcome 1: Institutional:</b> Establishment of a clearly defined entity in charge of urban transport management and coordination, as well as assurance that key responsibilities are properly assigned and carried out</p>	<p>At least two countries have set up a lead entity in charge of urban transport planning or have ensured that the main urban public transport responsibilities at the urban/metropolitan levels are clearly assigned and carried out.</p>	<p>Country decisions under their laws and regulations</p>
<p><b>Outputs</b></p>	<p><b>Indicators</b></p>	<p><b>Means of verification</b></p>

	Guidelines based on the best practice standards to support the establishment of an entity in charge of urban transport planning, management, and coordination with all stakeholders as well as a road map to serve as guidance to setting up a metropolitan entity in charge of urban transport planning.	Guidelines published	SSATP publications
		<p><b>Achievements in 2017</b></p> <p>SSATP is helping Mauritania and Côte d'Ivoire to establish urban transport authorities (UTAs) and Senegal to strengthen the existing one (Executive Council of Urban Transport of Dakar, CETUD):</p> <ul style="list-style-type: none"> <li>• With SSATP support, a consultant has helped Mauritania to design a comprehensive framework for the creation of <u>a</u> urban transport authority and a clear action plan for its creation.</li> <li>• SSATP is assisting the government of Côte d'Ivoire in creating a new UTA. A position paper and a framework are already under consideration by the government.</li> <li>• SSATP has partnered with the government of Senegal to organize the first national urban transport forum. It has come out with strong recommendations to strengthen the UTA (CETUD) mandate, its financing, and its power to enforce the rule of law.</li> </ul>	
	<b>Intermediate outcome 2: <i>Financing</i>:</b> Strengthening of the financial framework for urban transport management in African cities by developing guidelines to support the establishment of sustainable financing mechanisms	Dedicated source of financing for sustainable urban transport set up in at least two countries	Countries' decisions and budgets under their laws and regulations

		<b>Outputs</b>	<b>Indicators</b>	<b>Means of verification</b>
		Guidelines and best practice standards for the design and implementation of sustainable urban transport financing mechanisms for African cities	Guidelines published	
			<b>Achievements in 2017</b>	
			<ul style="list-style-type: none"> <li>The integrated UTM study was launched in eight pilot countries (Côte d'Ivoire, Guinea, Senegal, Ethiopia, Kenya, Rwanda, Ghana, and Nigeria) and focused on creating the sources of dedicated funding for urban transport management.</li> <li>The study is under way, and recommendations are expected in the country reports before the end of 2018.</li> </ul>	
<b>Outcome 2</b>			<b>Indicators</b>	<b>Means of verification</b>
	<b>AVOID</b> Build the capacity of urban decision makers and technical staff by familiarizing them with urban forms that minimize the need for motorized transport and favor public and nonmotorized transport		At least six countries have integrated transport plans based on the EASI concept.	Country reports
	<b>Intermediate outcome 3:</b> Public transport and urban forms that minimize the need for motorized transport are promoted in the planning of urban transport systems		At least two countries have strategies that give priority to public transport systems.	Country reports
		<b>Outputs</b>	<b>Indicators</b>	<b>Means of verification</b>
			Guidelines published	SSATP publications

		<p>Guidelines for effective promotion of public transport systems in national and municipal transport strategies</p>	<p><b>Achievements in 2017</b></p> <ul style="list-style-type: none"> <li>• The integrated UTM study was launched in the eight pilot countries, focusing on effective public transport systems. The study is under way, and recommendations are expected in the country reports before the end of 2018.</li> <li>• At the request of the government of Mauritania, SSATP has assisted in the development of a public transport improvement strategy for Nouakchott. A report that includes a country transport policy assessment note, a draft strategy document, and an action plan aimed at reviving the public bus transport company (STP) was developed and submitted to the government.</li> </ul>
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<b>Outcome 3</b>		<b>Indicators</b>	<b>Means of verification</b>
<p><u>SHIFT</u> Help urban decision makers and technical staff gain the knowledge of and competencies needed to make preliminary assessments on adopting and implementing sound integrated multimodal urban mobility plans that promote nonmotorized transport modes and the restructuring of informal public transport services.</p>		<p>At least 6 countries have integrated transport plans based on the EASI concept.</p>	<p>Country reports</p>
<p><b>Intermediate outcome 4: <i>Multimodal</i>:</b> Improvements in nonmotorized transportation and paratransit providing urban transport services in cities</p>		<p>At least one country is engaged in a paratransit services restructuring/improvement program.</p>	<p>Country reports</p>
	<b>Outputs</b>	<b>Indicators</b>	<b>Means of verification</b>

		Guidelines for effective participation of paratransit modes in demand response with minimum standards of transport services based on African and global best practices.	Guidelines published	SSATP publications
			<b>Achievements in 2017</b> <ul style="list-style-type: none"> <li>• The integrated UTM study was launched in the eight pilot countries, focusing on restructuring paratransit transport systems.</li> <li>• The study is under way, and recommendations are expected in the country reports before the end of 2018.</li> </ul>	
<b>Outcome 4</b>			<b>Indicators</b>	<b>Means of verification</b>
<b>IMPROVE.</b> Help urban decision makers and technical staff gain the knowledge and competencies needed to take preliminary steps toward adopting and implementing the key measures needed to improve traffic conditions in cities of member countries.			At least six countries have integrated transport plans based on the EASI concept.	Country reports
<b>Intermediate outcome 5:</b> Improvements in traffic management and control in cities  <b>Intermediate outcome 6:</b> <i>UTC for secondary cities:</i> Best examples of urban transport management in secondary cities highlighted			Traffic and parking management program 1 launched in at least two countries.	Country reports
	<b>Outputs</b>		<b>Indicators</b>	<b>Means of verification</b>

Guidelines to support planning and implementation of efficient traffic and parking management

Promotion of best practices for secondary cities

Guidelines for traffic management published.

A showcase for secondary cities published.

SSATP publications

**Achievements in 2017 (common to all outcomes)**

- The integrated UTM study launched a focused country diagnostics and assessment in eight pilot countries (Côte d'Ivoire, Guinea, Senegal, Ethiopia, Kenya, Rwanda, Ghana, and Nigeria), focusing on the key areas of integrated UTM management and delivering national government support for traffic management and control, particularly in secondary cities.
- The study is under way, and recommendations are expected in the country reports before the end of 2018.

**Table 4.2 Pillar B: Synopsis of UTM Activities and Related Outcomes**

**Short-term work program**

**Achievement**

**Outcome 1: National and urban decision makers and technical staff aim to adopt, and are capable of putting into place, sustainable urban transport management approaches (including planning, monitoring, coordination, and financing mechanisms).**

**Outcome 3: Urban decision makers and technical staff gain the knowledge and competencies needed to make the preliminary assessments required to adopt and implement sound, integrated multimodal urban mobility plans that promote nonmotorized transport modes and the restructuring of informal public transport services.**

**Outcome 4: Urban decision makers and technical staff gain the knowledge and competencies needed to take the preliminary steps toward adopting and implementing the key measures required to improve traffic conditions in cities of member countries.**

Integrated UTM study in eight countries:

- Côte d'Ivoire
- Ethiopia
- Ghana
- Guinea
- Kenya
- Nigeria
- Rwanda
- Senegal

- Inception report submitted in October 2017
- Country approach documents submitted in December 2018
- Preparation of draft interim reports launched

**Outcome 2: Urban decision makers and technical staff are knowledgeable of urban forms that minimize the need for motorized transport and favor public and nonmotorized transport.**

Training on selected UTM components in pilot countries:

- Regional and country-based LUTP training for managers of and experts in urban transport
- Practical training to support knowledge application in selected cities on UTM urban and planning
- LUTP training held for anglophone countries in Nairobi: 35 nominated participants from 13 anglophone countries attended the training in Kenya, April 24–28, 2017.
- LUTP Ethiopia: Country-based LUTP Addis attended by 43 participants, November 20–24, 2017.
- Senegal: Sustainable Urban Mobility National Forum held December 4–5, 2017, and attended by about 200 participants.
- Namibia: GTZ-TUMI Sustainable Urban Mobility for Southern Africa Cities held November 27–30, 2017, with 34 participants in attendance.
- Cameroon: Smart Urban Development: Local to Global Actions, held December 12–14, 2017, in Yaoundé.

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*Note:* LUTP = Leaders in Urban Transport Planning; SDG = Sustainable Development Goal; UTM = urban transport and mobility. □

## FOCUS AREAS FOR THE ACTIVITIES

## PROGRESS

EASI

**Fostering knowledge and Institutional strengthening for Sustainable Urban Transport and Mobility in cities**

- Integrated UTM study launched in eight (8) countries
  - **Lot 1: Cote d'Ivoire, Guinea, Senegal;**
  - **Lot 2: Ethiopia, Kenya, Rwanda;**
  - **Lot 3: Nigeria, Ghana;**

**Capacity Building: Collaboration with LUTP**

- LUTP Training :
  - ❖ The SSATP conducted a 5-day LUTP training for 12 **Anglophone countries** in Nairobi from April 24-28, 2017;
  - ❖ LUTP Abidjan for **Francophone countries** in March, 2018 country based LUTP training in Nov, 2017 and Kenya scheduled before end of year.
- UON/IDS Partnership: A platform for collaborating with African universities launched.



AVIOD	Urban decision makers and technical staff have knowledge of and start to apply urban forms that minimize the need for motorized transport and favor public and non-motorized transport.	Foster research works about urban forms in Africa as a potential main lever for reducing travel needs in urban areas	Research and studies through partnership with African Universities and academic institutions:	Curriculum development; Urban transport mid-career training,-networking of African universities for the creation of transport institute-ICT based information and database center, Dissemination and publications of research products on urban forms					
SHIFT		Develop and publish guidelines to support a multimodal approach to the development and management of urban transport systems and promote non-motorized transport modes							
	Urban decision makers and technical staff have knowledge of and have competently completed preliminary steps towards adopting and implementing sound integrated multimodal urban mobility plans with particular emphasis on the promotion of non-motorized transport modes and restructuring of informal public transport services.		Guidance on the establishment of a multimodal approach (8 pilot cities)	Lot 1 countries: CoteDivoire Giinee Senegal					
				Lot 2 Ethiopia Kenya Rwanda					
				Lot 3 Ghana Nigeria					
		Develop and publish guidelines to support restructuring and modernization of informal urban transport operators							
		Phase two pilot countries integrated UTM study							



					Days	Participants	
Lots Countries		Interim Report				National Urban Mobility Forum	Remark
		Submitted to SSATP	Transmitta 1 to Ministers	SSATP UTM comments			
Lot 1	Senegal	31 March, 2018	19 April, 2018	19 October, 2018		Held on 22nd of May	
	Guinea	31 March, 2018	23 April, 2018	19 October, 2018		Held on 8th and 9th of May	
	Côte d'Ivoire	31 March, 2018	19 April, 2018	19 October, 2018		Held on the 23rd and 24th of April	
Lot 3	Ghana	31 March, 2018	30 April, 2018				Under Preparation Organization of the Ghana UMF in the month of July (Week the 23rd )
	Nigeria	31 May, 2018	08 June, 2018	04 June, 2018		11th and 12th of June	
Lot 2	Ethiopia	30 April, 2018	22 May, 2018	08 May, 2018		Held on 29th and 30th of May	
	Kenya	30 April, 2018	14 May, 2018	10 May, 2018		Held on 18th and 19th of May	
	Rwanda	31 March, 2018	17 April, 2018	10 April, 2018	Zemedkun Girma, SSATP UTM Pillar Leader, SSATP	Held on the 19th and 20th of April	

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# THANK YOU



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