On the path towards Sustainable Urban Mobility in Africa
Implementing EASI in 8 pilot countries

Annual General Meeting – Abuja – July 4, 2018
Assignment, in brief

Our Team:
Context

- SSATP DP2:
  => preparation of the **EASI framework**
  *(global policy framework & recommendations for sustainable urban mobility in Africa)*
EASI Framework

**ENABLE**
Establish an effective and responsible governance system with adequate:
- institutions,
- human resources,
- financing.

**AVOID**
Minimize the need for individual motorized travel through adequate land-use and transport planning and management.

**SHIFT**
Increase or maintain shares of more socially & environmentally sustainable modes (public transport, walking, cycling).

**IMPROVE**
Improve the efficiency and safety of transport modes & services while minimizing their environmental footprint.

Source: SSATP, WP106
Context

- SSATP DP2: preparation of the **EASI framework** *(global policy framework & recommendations for sustainable urban mobility in Africa)*

- SSATP DP3: create awareness and advocate for the need to **take action**, to adopt and implement sound policies, strategies and operational practices in order to **effectively improve urban access and mobility** in African cities

  => among the various DP3 activities: specific assignment in 8 pilot countries
Assignement

• Prepare country specific « recommendations & roadmaps » towards sustainable urban mobility...

... making use of the EASI framework, with a focus on 6 thematic areas :
  • Institutional organization
  • Funding mechanisms
  • Civil society participation
  • Multi-modal planning & operations
  • Public Transport performance in urban areas
  • National government support for secondary cities

... based on desktop review, field missions and national stakeholder consultations

• Prepare a « transnational report », a comparative analysis of situations and lessons across all pilot-countries
Focus thematic areas vs EASI framework

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<th>Enable</th>
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<td>Multi-modal planning and operations</td>
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<td>Public transport performance (with a focus on paratransit reform)</td>
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<td>National government support for secondary cities</td>
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8 Pilot Countries

[Map showing 8 pilot countries in West and East Africa, including Senegal, Guinea, Côte d'Ivoire, Ghana, Nigeria, Ethiopia, Kenya, and Rwanda. The map highlights cities with populations of over 1 million and between 200,000 and 1 million.]
Steps

Activities:
1. Consolidation of Initial Approach
2. Field Missions
3. Preparation of Interim Reports
4. Organization of National Urban Mobility Forums
5. Preparation of Final Report
6. Cross-Cutting Thematic Analysis and Benchmarking

Deliverables at National Level:
- Country Approach Document
- Meetings & National Steering Committee
- Interim Reports (one per country)
- National Urban Mobility Forum
- Final Reports

Deliverables at Transnational Level:
- Working Paper 106
- SSATP Annual General Meeting
- Transnational Report
Why National Urban Mobility Forums?

Share views on the current situation regarding urban mobility

Build a common vision on what should be done to improve accessibility and mobility

Identify the necessary reforms to improve urban accessibility and mobility

Forum in Guinea
National Urban Mobility Forums

Successfully organized in 7 out of 8 countries (status: July 4, 2018)

Already over 450 participants

April
Rwanda: 19&20
Côte d’Ivoire: 22&23

May
Guinea: 8&9
Kenya: 18&19
Senegal: 22
Ethiopia: 29&30

June
Nigeria: 11&12

July
Ghana: 25&26

Minister of Economic Infrastructures in Cote d’Ivoire

Minister of State for Transport, Rwanda
Consolidation process via the National Forums (example of Côte d’Ivoire)

Source: Résultats de la consultation des participants au forum de la mobilité urbaine
Steps

**Activities at National Level**

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**Deliverables at Transnational Level**

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First transnational observations
### Key indicators for the 8 countries

<table>
<thead>
<tr>
<th></th>
<th>COTE D’IVOIRE</th>
<th>ETHIOPIA</th>
<th>GHANA</th>
<th>GUINEA</th>
<th>KENYA</th>
<th>NIGERIA</th>
<th>RWANDA</th>
<th>SENEGAL</th>
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<tbody>
<tr>
<td><strong>Country population (million)</strong></td>
<td>23.7</td>
<td>102.4</td>
<td>28.2</td>
<td>12.4</td>
<td>48.5</td>
<td>186.0</td>
<td>11.9</td>
<td>15.4</td>
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<tr>
<td><strong>Urbanization Rate (%)</strong></td>
<td>53%</td>
<td>20%</td>
<td>55%</td>
<td>38%</td>
<td>26%</td>
<td>49%</td>
<td>30%</td>
<td>43%</td>
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<tr>
<td><strong>Country density (pop. / sq. km)</strong></td>
<td>75</td>
<td>102</td>
<td>124</td>
<td>50</td>
<td>85</td>
<td>204</td>
<td>483</td>
<td>80</td>
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<tr>
<td><strong>Urbanization</strong></td>
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<tr>
<td><strong>Urban Growth Rate (%, 2010-2015)</strong></td>
<td>3.9%</td>
<td>5.0%</td>
<td>3.7%</td>
<td>3.5%</td>
<td>4.3%</td>
<td>4.6%</td>
<td>6.3%</td>
<td>3.6%</td>
</tr>
<tr>
<td><strong>Urban areas with more than 300 000 inhabitants (2015)</strong></td>
<td>3</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>4</td>
<td>42</td>
<td>1</td>
<td>1</td>
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<tr>
<td><strong>Percentage of the national population residing in the capital city (%, 2015)</strong></td>
<td>23%</td>
<td>3%</td>
<td>8%</td>
<td>16%</td>
<td>8%</td>
<td>1%</td>
<td>10%</td>
<td>24%</td>
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<tr>
<td><strong>Economy</strong></td>
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<tr>
<td><strong>GDP per country inhabitant ($PPP, 2016)</strong></td>
<td>3 720</td>
<td>1 735</td>
<td>4 294</td>
<td>1 311</td>
<td>3 156</td>
<td>5 867</td>
<td>1 930</td>
<td>2 568</td>
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<tr>
<td><strong>Average economic growth rate (% / year, 2010-2015)</strong></td>
<td>5.8%</td>
<td>10.6%</td>
<td>7.7%</td>
<td>4.5%</td>
<td>6.0%</td>
<td>5.2%</td>
<td>7.5%</td>
<td>4.1%</td>
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<tr>
<td><strong>International poverty line (2011 PPP, % of pop.)</strong></td>
<td>27.9%</td>
<td>33.5%</td>
<td>13.6%</td>
<td>35.3%</td>
<td>33.6%</td>
<td>53.5%</td>
<td>60.4%</td>
<td>38.4%</td>
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<tr>
<td><strong>Human Development Index (0-1 scale, 2015)</strong></td>
<td>0.47</td>
<td>0.45</td>
<td>0.58</td>
<td>0.41</td>
<td>0.56</td>
<td>0.53</td>
<td>0.50</td>
<td>0.49</td>
</tr>
<tr>
<td><strong>Doing Business (Distance to Frontier, 2017)</strong></td>
<td>52</td>
<td>46</td>
<td>57</td>
<td>49</td>
<td>63</td>
<td>48</td>
<td>70</td>
<td>49</td>
</tr>
<tr>
<td><strong>Corruption Perceptions Index (1-100, 2016)</strong></td>
<td>34</td>
<td>34</td>
<td>43</td>
<td>27</td>
<td>26</td>
<td>28</td>
<td>54</td>
<td>45</td>
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<tr>
<td><strong>Motorization</strong></td>
<td></td>
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<td><strong>Gazoline Price / Diesel Price (local currency, 2016)</strong></td>
<td>0.93 / 0.93</td>
<td>0.75 / 0.64</td>
<td>0.92 / 0.85</td>
<td>0.9 / 0.9</td>
<td>0.95 / 0.82</td>
<td>0.46 / 0.64</td>
<td>1.17 / 1.13</td>
<td>1.14 / 0.97</td>
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<tr>
<td><strong>Private vehicles in use (2015)</strong></td>
<td>430 000</td>
<td>90 000</td>
<td>560 000</td>
<td>N/D</td>
<td>848 000</td>
<td>2 970 000</td>
<td>N/D</td>
<td>340 000</td>
</tr>
<tr>
<td><strong>Motorization Rate (private vehicles / 1 000 inhabitants, 2015)</strong></td>
<td>19</td>
<td>1</td>
<td>20</td>
<td>N/D</td>
<td>18</td>
<td>16</td>
<td>N/D</td>
<td>23</td>
</tr>
<tr>
<td><strong>Road Safety Casualties (nb of casualties / 100 000 people / year, 2015)</strong></td>
<td>24</td>
<td>27</td>
<td>26</td>
<td>28</td>
<td>30</td>
<td>21</td>
<td>33</td>
<td>28</td>
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**Key indicators**

- **Urbanization Rate**: The percentage of the population living in urban areas.
- **Urban Growth Rate**: The rate at which urban areas are growing over a specified period.
- **Urban areas with more than 300 000 inhabitants**: The number of urban areas that meet this population threshold.
- **Urbanization Rate in the capital city**: The percentage of the capital city's population living in the urban area.
- **Doing Business**: A measure of the ease of doing business in a country.
- **Corruption Perceptions Index**: An index that measures the level of perceived public sector corruption.
- **Motorization Rate**: The number of private vehicles per 1,000 inhabitants.
- **Road Safety Casualties**: The number of road safety casualties per 100,000 people per year.
Waiting time of public transport users in Conakry (Guinea)

Low accessibility and poor mobility conditions

Waiting time of private car drivers in Abidjan (Côte d’Ivoire)
Road investment but poor traffic management (Senegal).

Low accessibility and poor mobility conditions.

Investments are not optimized, example of LRT in Addis Abeba (Ethiopia).
Common observations in African cities

- Lack of awareness
- No Leadership for Urban Mobility
- No organisation
- Civil Society?
- Need for Capacity Building
- Lack of Data
- Short term focused Private Sector
- Suboptimal Projects & management
- Lack of sustainable resources
- No Plans or not implemented
Le monde appartient aux optimistes, les pessimistes ne sont que des spectateurs »

« The world belongs to the optimists, the pessimists are only spectators »

François Guizot
What we have also seen...

- Awareness
- Strong Leadership
- Adequate Institutionnal Set up
- Civil Society Involvement
- Proper Skills
- Private Sector Development
- Data Collection & Management
- Sustainable Fundings
- Sound Projects and management
- Integrated Planning
- Sustainable urban mobility & accessibility
Institution Building to serve long-term vision

- Creation of CETUD in Dakar in 1997 by the Senegalese Government
- Creation of LAMATA in Lagos in 2002 by the Governor of Lagos State
- Creation of NAMATA in Nairobi in 2017 by the Kenyan Government
Clear allocation of responsibilities

- In Kenya, as a result of recent institutional reforms, there is a clear definition of roles and responsibilities at national level.
- In Addis Ababa, the Road and Transport Bureau (AARTB) gathers almost all the responsibilities for urban mobility.
- In Kigali, Coordination between City of Kigali, Road and Transport Development Agency and Ministry of Infrastructures.
Data Collection

Build knowledge on Data

- Mobility Survey: Dakar Mobility Survey in 2015 gave a clear vision of the situation.
- “Digital Matatus”, “AccraMobility”: data collection on paratransit services through GPS-enables smartphone
- Daily data collection in Kigali Bus Terminus to supervise operators

Digital Matatus output, Nairobi, Kenya
Enhance capacities at every level

- Professionnalisation programme for bus operators in Dakar
- Ghana Urban Mobility and Accessibility Project: Capacity building for Municipalities in Accra Metropolitan Area + Master Programme in Kumasi National University (KNUST)
- Various international programmes: LUTP, TUMI, CODATU+EAMAU, etc.
Integrate Urban Development and Transport at Planning and Implementing stages

- Conakry Sustainable Urban Mobility Planning
- Master Plan of Greater Abidjan (SDUGA 2015-2030)
- Bouaké integrated master plan
- Kigali Master Plan implementation

Schéma Directeur de la ville de Bouaké (Côte d’Ivoire)
Integrated Planning

Integrate Urban Development and Transport at Planning and Implementing stages

- Conakry Sustainable Urban Mobility Planning
- Master Plan of Greater Abidjan (SDUGA 2015-2030)
- Bouaké integrated master plan
- Kigali Master Plan implementation
Optimisation of resources and development of know-how

- Fleet Renewal & Paratransit regulation in Dakar: 2 first phases: 505 vehicles (2005-2008), 1102 vehicles (2010-2015). Next phase will scrap the last « Car Rapides ». Operators have joined « economic interest groups » to access to the programme. Local Private banks are now financing the programme.
Good Projects & management

Optimisation of ressources and development of know-how

- In Rwanda, Road Transport Development Authority (RTDA) has developed standards. They include sidewalks and cycle path each time the space for roads / streets is wide enough.
Specific mechanisms for investment and operation

- Lagos State: Since 2007, 50% of Motor Vehicle Authority revenue should be remitted to Transport Fund which are utilized by LAMATA: 5-6 MUSD.

- Addis Abeba Municipality: A Addis Ababa Transport Fund Office (TFO) has been created receiving the funds from all transport fines and penalties, parking fees, advertisement revenue from bus shelters, etc. (40 MUSD)
Strengthening local economy

- Professionnalisation of operators in Dakar and creation of a mutual health insurance
- Contractualisation with bus operators in Kigali
- Start-up Development: Sunubus, Amarante, etc. in Dakar, AC Group, YegoMoto in Kigali, Cozco e-Parking in Abidjan, Ma3Route in Nairobi, etc.
Participation of users, inhabitants, citizens!

• Nairobi: Kenya Alliance of Residents Associations (KARA) is 18 years old. It has a dedicated focus on urban mobility matters (safe pedestrian crossings, etc.

• Senegal, Dakar: a consumer association is part of the Board of CETUD since its creation & « SaveDakar » is really active on social network to promote a new image of Dakar and blame non respectful behaviours.
Challenges and opportunities in African cities

- Awareness
- Civil Society Involvement
- Private Sector Development
- Sustainable Fundings
- Strong Leadership
- Sound Projects and management
- Adequate Institutionnal Set up
- Proper Skills
- Data Collection & Management
- Integrated Planning

Sustainable urban mobility & accessibility

Adequate funding
Virtuous Circle of Urban Mobility and Accessibility in African Cities

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Sustainable urban mobility & accessibility
Steps

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- Transnational Report
Merci / Thank you!

For more information

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