KEY FACTORS OF SUCCESS TO FORMALISE THE INFORMAL TRANSPORT AND THE SIGNIFICANCE OF AUTHORITIES

THE SITUATION OF FREETOWN

• @Lusilk
The Case of Freetown is presented to answer two key questions:

What are the key conditions of success to formalize the sector?

What role can Authorities play in favour of this transformation process?
City/Metro Area overview

- Population – 1,055,964 million (21.1% of the total population) (Census, 2015)
- 4.2% annual population growth rate (World Bank), it is projected to have 2 million residents by 2028.
- According to the Freetown Structure Plan (2013-2028), estimate show that by 2028, over 1.9 million people will live in Freetown (GOPA-CES, 2014), accounting for 65% of the total population living in urban areas of Sierra Leone (SSL, 2016).
- Freetown’s urban growth rate to 2025 is higher than the national average, at 3.5% - at that time it will contribute 43% of the urban population.
- Freetown is in between the Atlantic Ocean to the West and the mountains to the East.
INSTITUTIONAL ARRANGEMENT

• Overlapping mandate
• Isolated mandates and functions
• Conflicting functions between national and local government
• LACK OF COORDINATION BETWEEN GOVERNING ENTITIES
• Very low planning
• Impact: urban sprawl, weak coordination, lack of accountability and lack of clarity of functions

How it looks NOW

MTA

SLRTC

SLRSA

FCC

ITOA/DI

TRAFFIC

POLICE

DIVISION

MoWPA

RMFA

SLRA

MTA

Sierra Leone Integrated and Resilient Urban Mobility Project (IRUMP)
RESOURCE CONSTRAINT

HUMAN CAPITAL
LACK OF HUMAN RESOURCE CAPACITY

FINANCIAL
LACK OF ADEQUATE PRIVATE SECTOR INVESTMENT IN PUBLIC TRANSPORT

FINANCIAL
LACK OF ADEQUATE PUBLIC SECTOR INVESTMENT (Competing Priorities)

URBAN TRANSPORT REFORM

INFRASTRUCTURE
(Lack of road networks and narrow roads)

Informal Transport Reform

Sierra Leone Integrated and Resilient Urban Mobility Project (IRUMP)
The Vision: Transform Freetown.....

From

A congested vehicle-oriented city

To

A resilient, people-oriented city to improve the quality of life for all.
Towards the transformation: Transit Reform Approach

Reform: Institutional and Operational

Improving the way the world moves
Institutional Reform: SLRTC transition to regulator

- SLRTC to evolve from operator to regulator (FTA)
- SLRTC to divest existing assets and city operations
- SLRTC capacity building
- Contracting and tendering
- Contract Monitoring and Evaluation
- Define requirements for operator participation
Stakeholder and Citizen’s Engagement – A Common Effort

- Brought together all relevant stakeholder into project conceptualization, prioritization and design.
- Strong emphasis in citizen’s engagement: Government accountability + Improve Project design
  - surveys and focus groups to inform design
  - hackathons to design citizen’s engagement tools, and much more.

Steering Committee

- Ministry of Transport and Aviation
- Freetown City Council
- Traffic Police
- SLRSA
- SLRA
- SLRTC
- Transport Union
- Trader’s Union
- Passenger’s welfare association
Operational Reform: Informal operators transition towards formal operators

- Owners to form the new contracted route associations
- Establish contractual agreement between route associations and regulator (SLRTC) to deliver service under certain standards
- Negotiating Framework
Routes

- Initial contracts for 2 demonstration pilot corridors, planning to scale up later on
- Process of upscaling and capacity building
Required Infrastructure

- Terminals
- Intermediate Stops
- Pedestrian footways
- Pedestrian Crossings
- Pedestrian Bridges
- Drainage
- Depots
- Public Transport Lanes
- Junction Improvements
- Parking Management
- Dry Port and Truck Restrictions
Quality vehicles
What will it take

- Support for reforms at the highest political level
- A technical well incentivized team of professionals
- A formal institutionalized basis to coordinate across multiple agencies
- Willingness on part of private sector bus associations/operators/drivers to be a part of the reform program
- Ability to transform SLRTC into a planner-regulator
- Effective land use controls and management of road space