



## **SSATP Annual General Meeting 2018**

### **4<sup>th</sup> UITP-OA AFRICAN PLATFORM MEETING**

**In partnership with SSATP- Africa Transport Policy Program  
“CONNECTING AFRICAN PUBLIC TRANSPORT AUTHORITIES”**

### **WORKING SESSION**

**5<sup>th</sup> July 2018, 2-4 pm, Abuja, Nigeria**

### **PROGRAMME**

**The session will be chaired by Dr. Ir. Ousmane Thiam, Honorary President of UITP & UATP**

#### **Introduction**

In most cases, developing countries, especially those in Africa, have so far not made significant investments in urban development and urban mobility. Most cities have been left on their own to address the problem of uncontrolled urban growth. The challenges posed by the slow development of urban transport have rarely been taken into account in development strategies, to help address the rapid and uncontrolled urbanization of several African cities, even though it was essential to planning of urban transport and that of cities at the forefront of sustainable development concerns.

The overall objective of any African city, regardless of the specific modality or demographic challenge, is to achieve a sustainable, integrated, intermodal and interoperable public transport system.

Organizing public transport is a complex issue as it depends on the context. In the last *trends report*, UITP looked at different cities all over the world to demonstrate the difficulty to advice on a specific form of organization regardless of cities specific circumstances. While there is a global awareness of the need to improve the structures and the processes that underpin the delivery of mobility infrastructures and services, the diversity of solutions and arrangement prevails at the local level. Still, there is some promising practices. One of them is the establishment of Public Transport Authorities (PTA).

In Europe, PTA emerged in the 80's as part of broader public sector reforms. One aim was to improve public intervention and get rid of public monopolies inertia as well as fostering efficiency gain by separating strategic, tactic and operational functions in the delivery of public transport services. Indeed, the establishment of PTA is often associated with impacts that go beyond the economics of PT. For example in Madrid, it triggered the introduction of measures such as fare and ticket integration that led to 60% increase in ridership. In a word, where there is a PTA, PTs are considered as better organized. Still the process and conditions in which they emerge is not well understood. PTAs all over the world vary in size and



competencies, they evolve over time driven by complex political forces. There is no one fit all solutions, history and time matter.

Many cities in Africa see the benefits of establishing a Transport Authority (TA) to regulate and administer public transport. This is fundamental to enable the improvement of public transport in cities through the integration of all transport functions into an institutional structure at the level of the local/metropolitan sphere of government. However, TAs in African cities have often failed to realize this vision because of structural and political factors that hinder their long-term success and sustainability.

Among other difficulties, governments have been reluctant to introduce institutional power into a Transport Authority. In addition, they have been concerned with creating an entity with limited functional responsibility, while the government is responsible for financial sustainability. In addition, many failed TAs have not developed a strategic investment logic to integrate their activities with those of their lead agency, resulting in financial losses and inefficiencies.

This session considers that organising for transport and mobility is more critical for sustainability and pressing in Africa that the challenges related to mobility are increasingly becoming "wicked" problems. This means that they relate to societal issues where uncertainty is pervasive and require working across traditional organizational boundaries. As an illustration, one can mention the integration of health impact of mobility into public decisions. The growing motorization in Africa generates feedback loops that negatively impact the health of citizen, setting the scene for air quality related illness, cardio-vascular diseases and other Non-Communicable Diseases (NCD) such as diabetes. Looking back, it is now possible to affirm that such conditions are due to a decoupled decision-making process that systematically favoured road infrastructures, regardless of the possible systemic effect that transport interventions could have on the city and the urban environment. Again, this put organizational issues to the fore and call for radical change, breaking away from organizational path-dependencies. There is therefore a need to question the governance of transport:

1) What are the most adequate governance structures and processes? Here we wish to go beyond organisational boundaries to explore the functioning of transport authorities, how they create horizontal and vertical consistencies within their institutional eco-system at the political, tactical and operational level

2) How to evaluate the governance of transport? The governance of transport impacts the urban environment, the economy and more broadly people living conditions. However decisions are often confined to mobility – "the ease of moving" regardless of the effect on housing and land use, for example. There is a need to better appraise, evaluate and integrate the broader impacts of mobility and transport interventions and make decisions accordingly.



## Session structure (2 pm – 4 pm)

The session blends presentations from representatives of SSATP, UITP and African Public Transport Authorities and discussions.

- (i) Introductory remarks from the Chair (5´)**  
Dr. Ir. Ousmane THIAM, Honorary President of UITP and UATP
- (ii) Introductory remarks from SSATP: partnership to strengthen advocacy, governance and capacity building (5´)**  
Zemedkun GIRMA, SSATP Manager, UTM Pillar
- (iii) Introductory remarks from UITP: OAs working bodies & activities at UITP (5´)**  
Dionisio GONZÁLEZ, Director of Advocacy & Outreach, UITP
- (iv) Mobility governance practices: a global perspective (60´)**
  - a. International cases, Dionisio GONZÁLEZ, Director of Advocacy & Outreach, UITP (10´);
  - b. African overview, Yssoufou CISSÉ, Secretary General of UATP (10´)
  - c. Dakar case study, Thierno AW, Managing Director, CETUD, Dakar, Senegal (10´)
  - d. Windhoek case study, Clarence Rupingena, Strategy Advisor, Windhoek, Namibia (10´)
  - e. Other OAs initiatives in Africa, questions & answers (20´)
- (v) Presentation of the UITP/UATP - SSATP Policy Brief: *Establishing a Public Transport Authority (PTA) in African Cities* (20´)**  
Dionisio González (UITP Director) and Ibou Diouf (SSATP Director) will present the paper.
- (vi) Joint Launch of a network of African Organising Authorities between SSATP & UITP/UATP and next steps (20´)**  
Dr. Ir. Ousmane THIAM, Honorary President of UITP and UATP  
  
*How could UITP/UATP and SSATP support?*
  - *Inventory and benchmark of current PTA initiatives in Africa*
  - *What are the priorities/challenges for African PTAs?*
  - *Advocacy (Mobility Champions Community)*
  - *Policy/guidelines*
  - *Capacity building*
- (vii) Closing remarks and conclusions from the Chair (5´)**  
Dr. Ir. Ousmane THIAM, Honorary President of UITP and UATP