



# **Establishing a Public Transport Authority in Windhoek**

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## Agenda

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1. Background
2. Gaps in Windhoek current institutional set up
3. Improvements
4. Conclusion



# Namibia

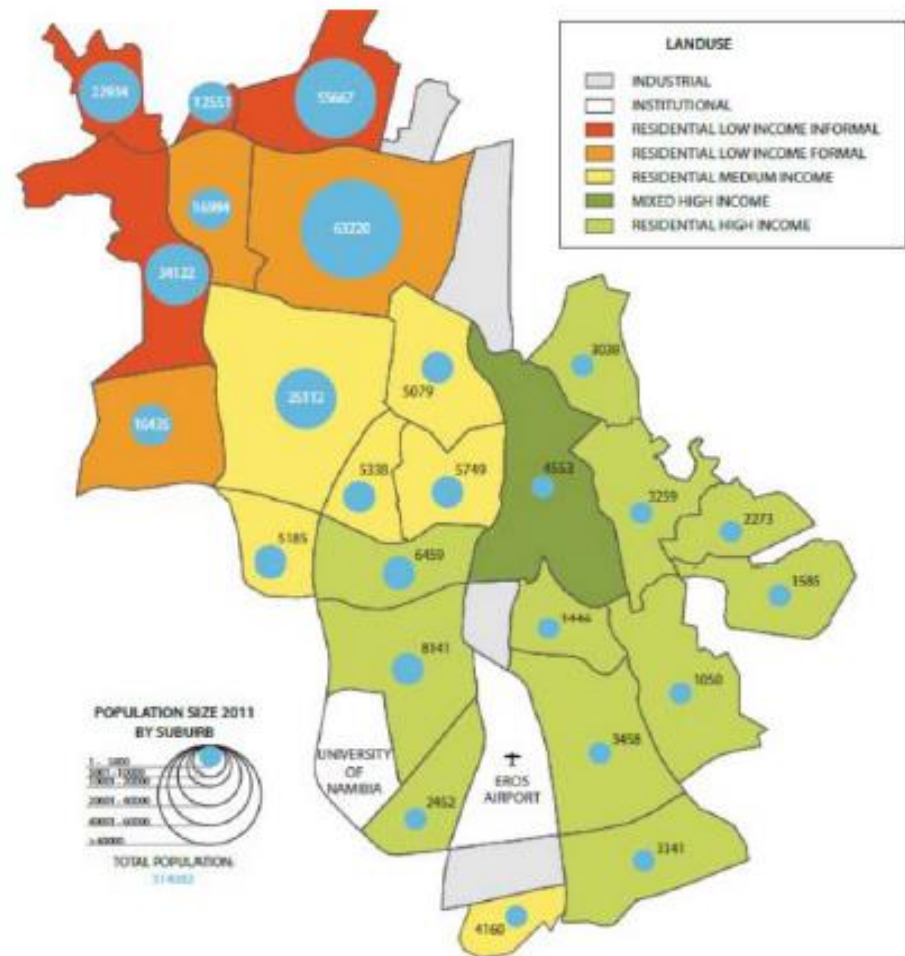


- Namibia, a country in southwest Africa,
- Population: 2.11 million (2011)
- Total 825,615 km<sup>2</sup>
- Total roads network in Namibia is 47,554.7km;
- Namibia was once again accorded top position for having the **best roads in Africa** by the World Economic Forum (WEF);

# Windhoek



- Windhoek is the capital of Namibia,
- Area: 5,133 km<sup>2</sup>
- Population: 342,141 (2011)
- Windhoek established on 18 October 1890.



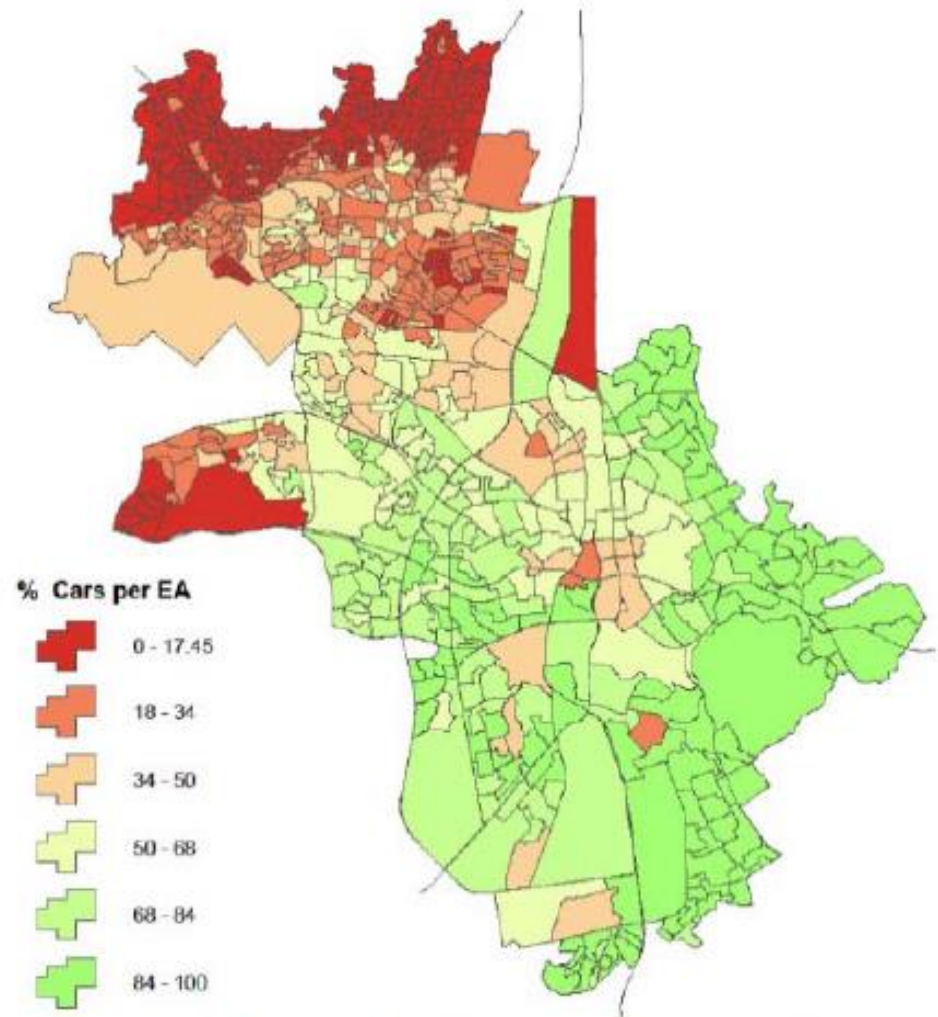
Population by land use and suburbs



# Windhoek



- First tarred road: 1928 (Independence Avenue)
- To date 820km tarred road length and 80.00km gravel roads.
- **Number of vehicles: 162 290 (50% of Namibian cars)**



Percent distribution of households owning a car

City of Windhoek, Namibia



# Windhoek mobility Stats



- 43% use private transport
- 36% use public transport
- 21% walk
- 1% cycle

• North-western inhabitants use taxis and bus;  
• People living furthest from CBD walk;  
• the urban poor spend approximately 25% of their income on transport.



# Gaps in Windhoek current institutional set up



The public transport service in the City of Windhoek is placed in the public transport division within the Urban and Transport Planning Department.

This current set up shows gaps such as:

- Deficient responsibility distribution for the supply chain of the public transport service provision.
- Undefined workflow and interfacing between different divisions located in different departments.
- No separation of functions between operational and regulatory level.

# Improvements



**From government  
management and operation**



**To  
Public Transport Authority**

- *Ownership and control rests with the city,*
- *CoW has decisions on policy, services and delivery of the operation*
- *Consequently, aside from basic safety and vehicle regulation, there is little need for regulation.*
- *Operation is 'corporatised' to separate from city's policy-making.*
- *Private sector is not a supplier of services*
- *City or Government carry all costs*

- *Ownership, control and operation is within private sector*
- *On-street competition between operators and companies is allowed and indeed encouraged.*
- *The full innovation and expertise of the private sector is engaged,*
- *Regulator function is within city hands and is extremely important (Public Transport Authority)*
- *Economic risk is carried by private sector but also brings private economic development*



# Conclusion



- *Reform will enable **improvements and Fundamental Changes*** to the framework for the public transport provision;
- Reform should have a **Political Dimension**, that should alter the dynamic of the public transport provision;
- Reform should achieve much **Better Performance** through new equilibrium in:
  - quality,
  - mobility,
  - customers satisfaction,
  - efficiency,
  - costs
- Any form of reform can only succeed with the involvement of central government;





***THANK YOU***



City of Windhoek, Namibia

