CODATU XVI – "Energy, Climate and Air Quality Challenges: The role of urban transport policies in developing countries"

a contribution to the breakout session on
"Urban Mobility in Africa"

Overview of SSATP's

"Policies for sustainable accessibility and mobility in urban areas of Africa",

a new, essential & climate-friendly handbook for Africa!

Martin STUCKI / TRANSITEC Consulting Engineers Ltd

Istanbul, February 5th, 2015

SSATP Africa Transport Policy Program

TRANSITEC in collaboration with CODATU, eda, University of Cape Town, urba plan

SSATP Africa Transport Policy Program

Policies for sustainable accessibility and mobility in urban areas of Africa

with financial support from SECO / Swiss Secretariat for Economic Affairs

policy paper : context, aim and methodology

a brief overview of the key issues

introducing the EASI conceptual framework

a set of EASI policy recommendations

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Policies for sustainable accessibility and mobility in urban areas of Africa

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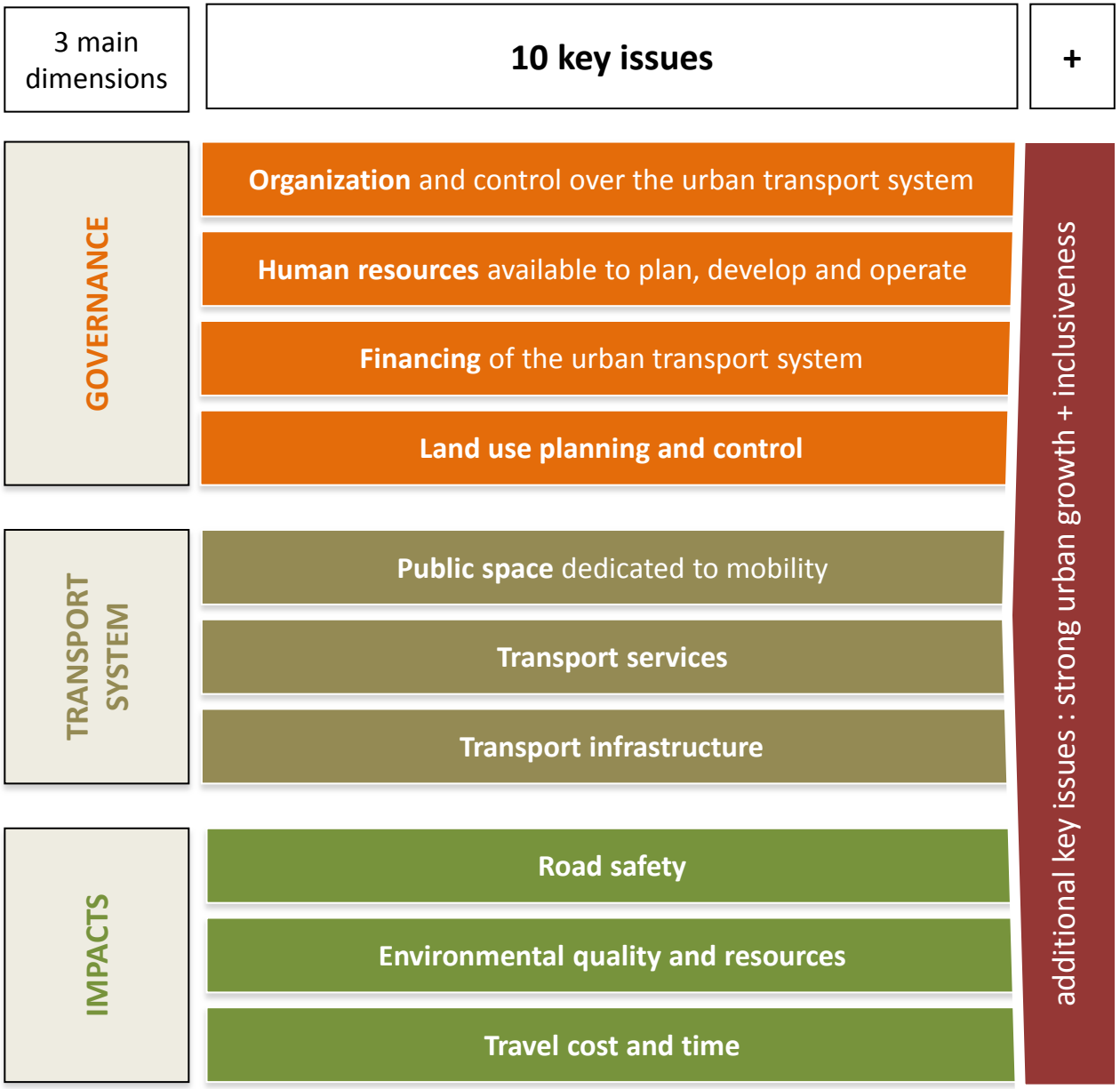
a brief overview of the key issues

Key issues impacting on the state of accessibility and mobility in urban areas of Africa



Strong urban growth !

Urban population in Africa :

2011 : 414 million

2030 : 750 million

2050 : 1'200 million

+ 3.1% per year, vs.

+ 1.9% in Asia
+ 1.1% in Latin America
+ 1.0% in North America
+ 0.3% in Europe

Source: World Urbanization Prospects, The 2011 Revision

In 2011, 66% in urban areas smaller than 1 million inhabitants.
In 2025, 57% ''

And today, ~ 60% of them live in slums !

Urban transport system / public space

Urban transport system / transport infrastructure

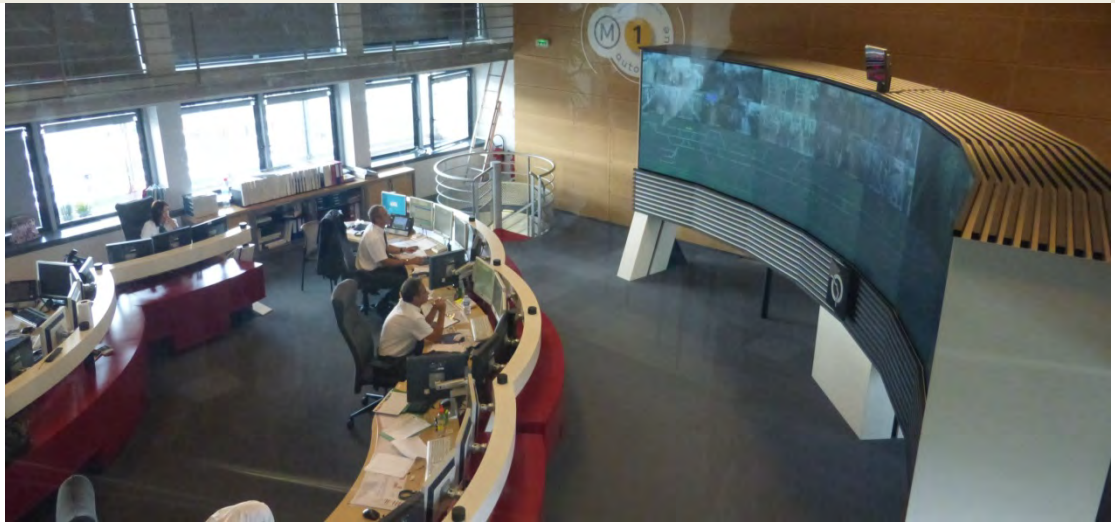
Urban transport system / public transport services

Overview of available public transport modes in the benchmark cities, 2013

	Rail	BRT or LRT	Buses	Minibuses	Shared taxis	Moto-taxis
Cairo	■		■	■	■	
Tunis	■	■	■	■	■	
Sfax			■	■	■	
Rabat-Salé	■	■	■		■	
Casablanca	■	■	■		■	
Dakar	■		■	■	■	
Ouagadougou			■		■	
Abidjan			■	■	■	
Bouaké				■	■	■
Accra			■	■	■	■
Kumasi				■	■	■
Lagos		■		■	■	■
Kinshasa	■		■	■	■	■
Addis Ababa			■	■		
Nairobi	■		■	■		■
Dar es Salaam				■		■
Maputo			■	■		
Kampala				■	■	■
Gauteng	■	■	■	■		
Cape Town	■	■	■	■		

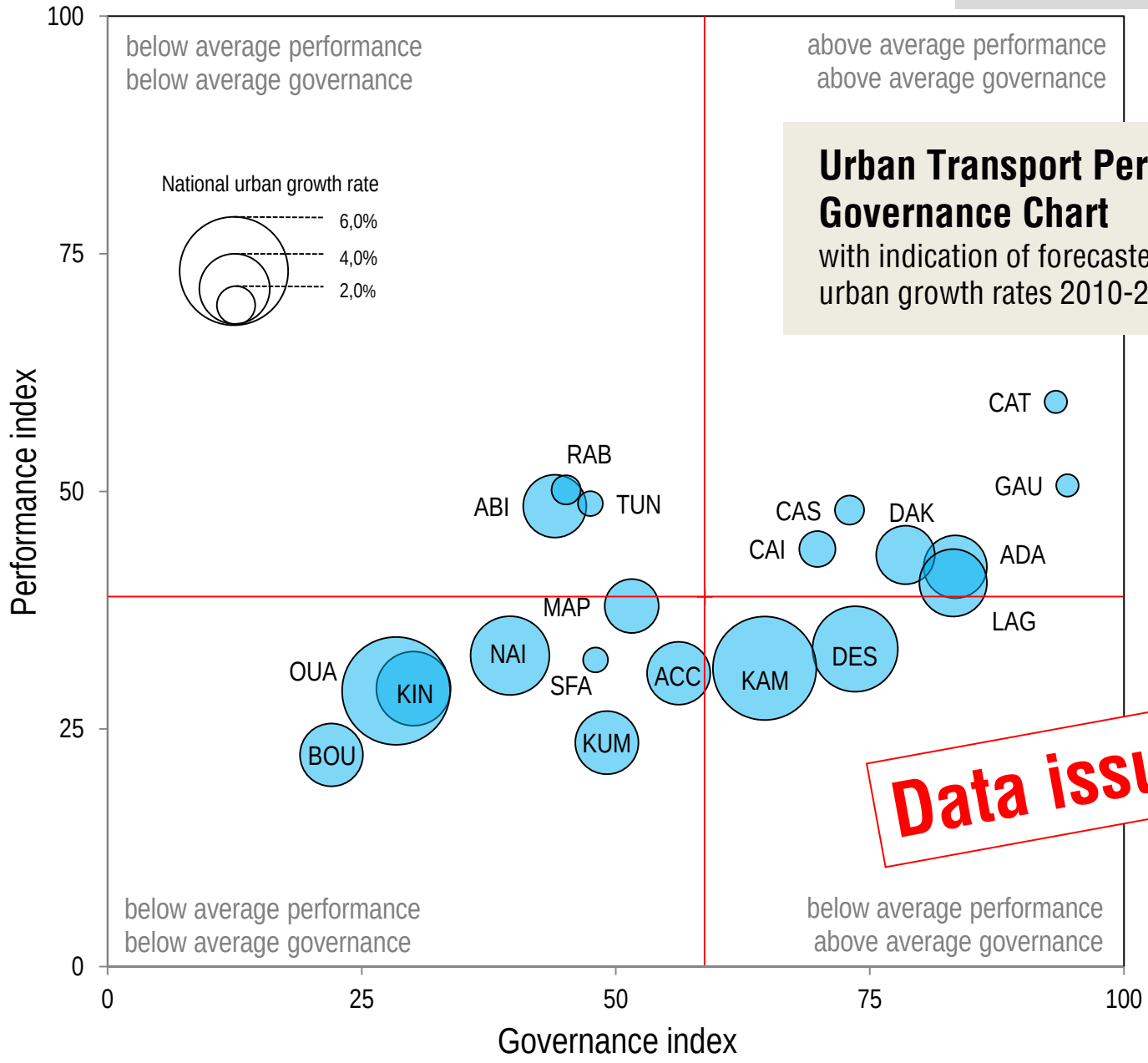
Urban transport negative impacts

Governance / organization



Governance / human & financial resources

Experimental city typology based on urban transport performance and governance indices



Urban Transport Performance-Governance Chart
with indication of forecasted national urban growth rates 2010-2015

Data issue !

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introducing the EASI conceptual framework

The EASI conceptual framework to steer public action towards sustainable accessibility and mobility in African urban areas

EASI conceptual framework

ENABLE

Establish an effective and responsible governance system with adequate :

- institutions,
- human resources,
- financing.

Governance efficiency

AVOID

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

Land use efficiency

SHIFT

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

Multimodal transport system efficiency

IMPROVE

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

Road space use & vehicle efficiency

From ASI…

… to EASI !

Source:
SSATP, "Policies for sustainable accessibility and mobility in urban areas of Africa", Transitec/ODA/ CODATU, 2015

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a set of EASI policy recommendations

ENABLE

Establish an effective and responsible governance system with adequate :

- institutions,
- human resources,
- financing.

Governance efficiency

E1	To define, adopt and implement, at central government level, a **national urban transport strategy** that ensures the sustained development and management of urban transport systems.
E2	To ensure that the main urban transport public **responsibilities** at urban / metropolitan level of government are **assigned and carried out**.
E3	To set up an **entity in charge of urban transport** planning and of guiding and coordinating public action aimed at the provision of a multimodal urban transport system.
E4	To provide all institutions and stakeholders in the urban transport sector with adequate **human resources**.
E5	To increase **financial resources** allocated to urban transport systems and to ensure the availability of long-term funding for urban transport.
E6	To create the preconditions for **continued civil society** participation in the development of urban transport systems.
E7	To enhance the involvement of the **private sector** in the provision of transport infrastructure and services.

AVOID

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

Land use efficiency

A1	To **plan for urban forms and land use** that minimize the need for individual motorized travel and promote public transport and non-motorized transport modes.
A2	To **deploy transport infrastructure and services** in a manner that promotes sound urban forms and land use.
A3	To strengthen **land use management**.

SHIFT

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

Multimodal transport system efficiency

S1	To adopt and systematically introduce, at all levels and scales, a **multimodal approach** to the development and management of urban transport systems.
S2	To develop and maintain for each urban area a **pedestrian network** that is continuous, safe and accessible for all throughout the day; and to develop and maintain bicycle paths with similar characteristics.
S3	To provide an **integrated and hierarchical public transport system** that is efficient, reliable and capable of serving the needs of constantly evolving populations and the urban economy.
S4	To plan and implement **mass transit systems** that operate on exclusive infrastructure and can form the backbone of the urban public transport system.
S5	To enhance the level of **service provided by paratransit operators** by way of full integration in the public transport system, which requires restructuring, modernizing and promoting them.

IMPROVE

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

Road space use & vehicle efficiency

I1	To improve planning, operation and maintenance of **urban roads** taking into account and balancing the needs of all transport modes, and keeping the use of individual motorized vehicles under check.
I2	To define and implement realistic and gradually more demanding requirements in terms of **fuel components, energy efficiency and gas emissions**.
I3	To promote **safe and environmentally responsible behavior** by all urban transport stakeholders by strengthening technical control of vehicles and by keeping the public informed of the negative externalities of individual motorized transport.

Key aims to Make it EASI !

- Better governance
- More responsive land-uses
- More emphasis on multi-modalism
- Better infrastructure
- Better vehicles
- Better services

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Visit www.ssatp.org !

Register and participate as a member of the Community of Practice for sustainable urban mobility in Africa

Thank you for your attention !

Martin Stucki

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