On the path towards Sustainable Urban Mobility in Africa

Implementing EASI
in 8 pilot countries

Annual General Meeting – Abuja – July 4, 2018

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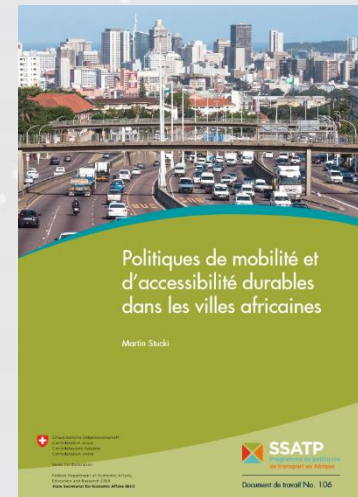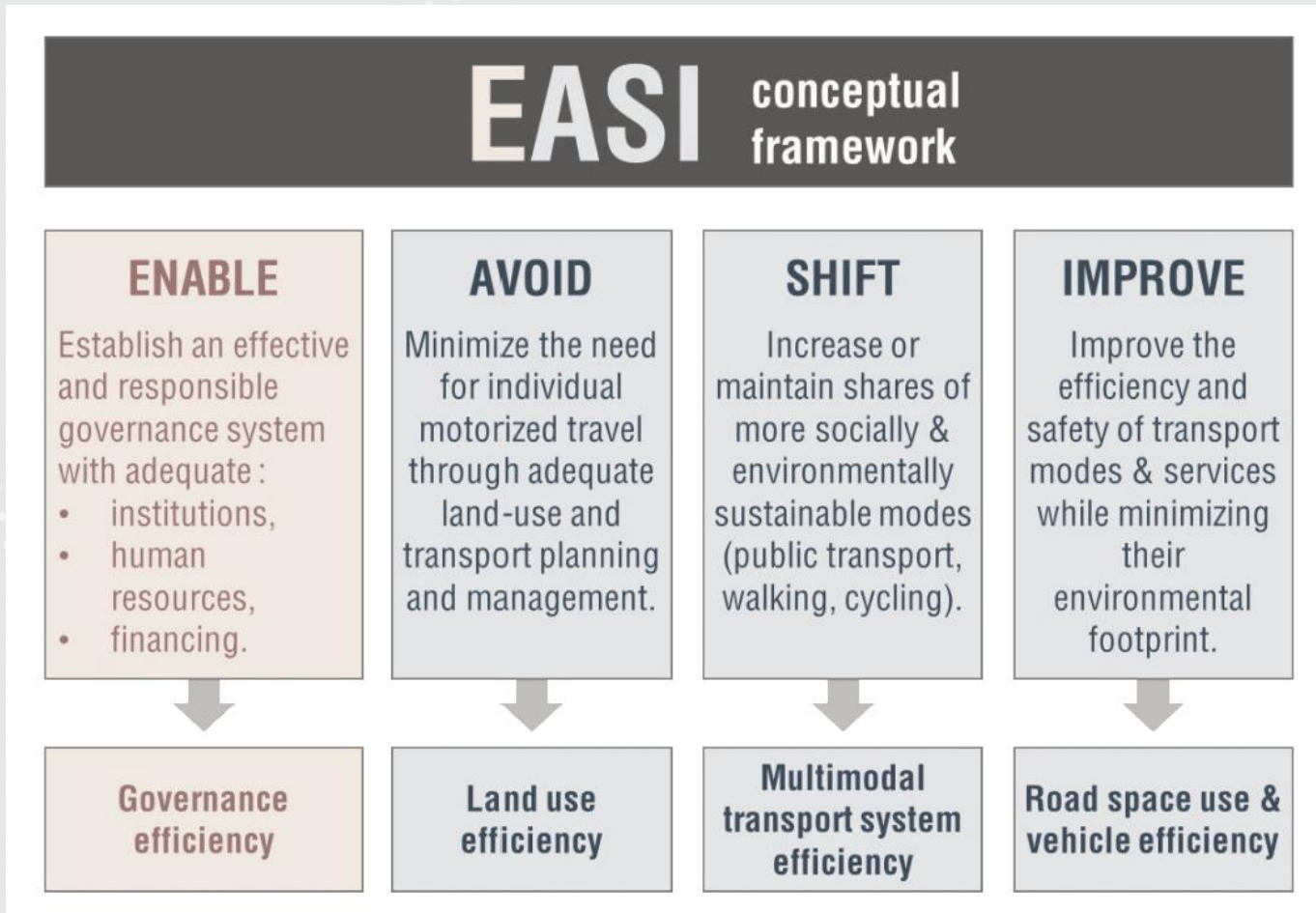Policy Program

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

EASI conceptual 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.

Governance efficiency

Land use efficiency

Multimodal transport system efficiency

Road space use & vehicle efficiency

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
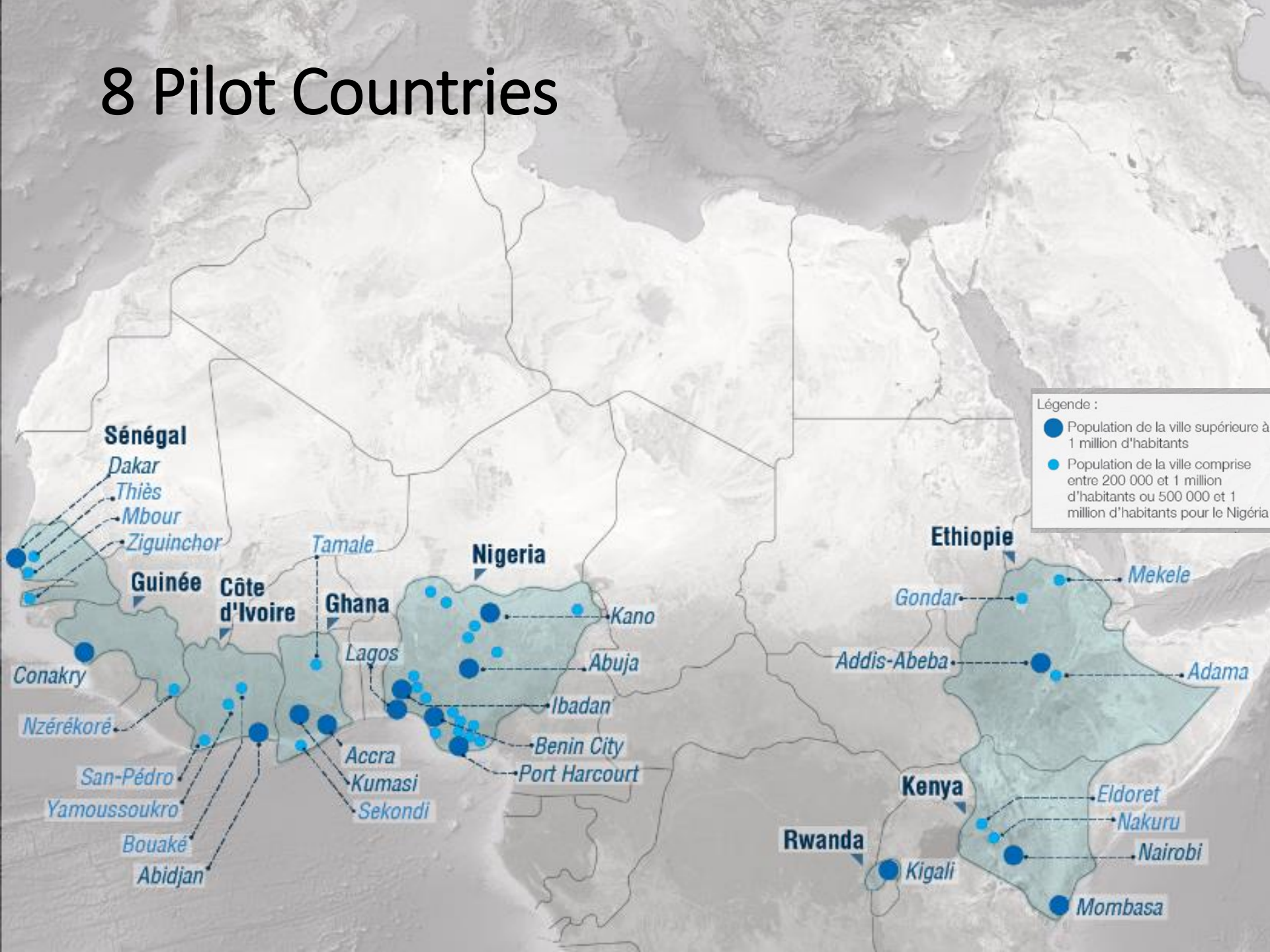 - National government support for **secondary cities**

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

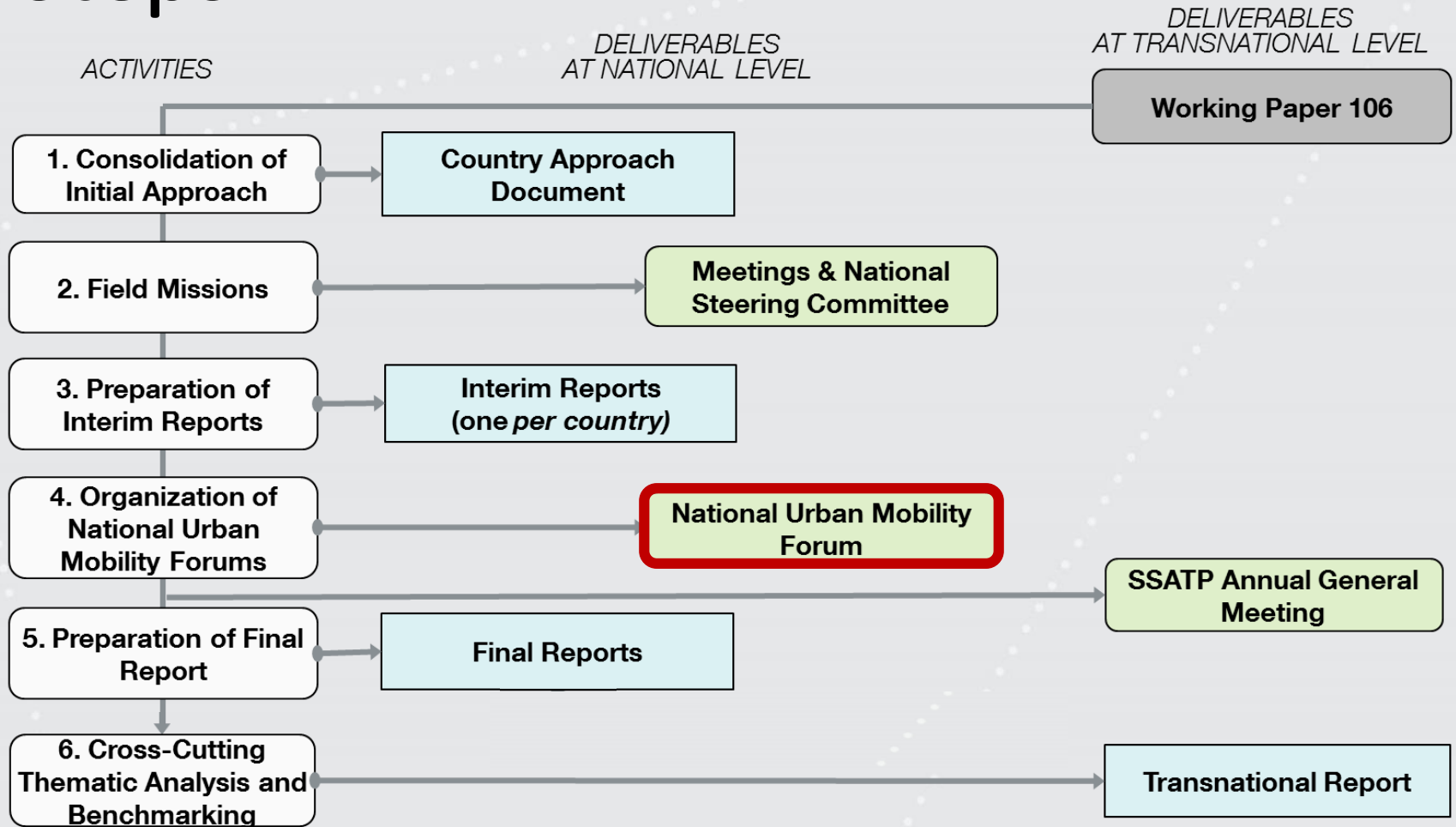- Prepare a « transnational report », a comparative analysis of situations and lessons across all pilot-countries

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Focus thematic areas vs EASI framework

	Enable	Avoid	Shift	Improve
Institutional organization	■			
Funding mechanisms	■			
Civil society participation	■			
Multi-modal planning and operations	■	■	■	
Public transport performance (with a focus on paratransit reform)	■		■	■
National government support for **secondary cities**	■	■	■	■

8 Pilot Countries

Légende :
- Population de la ville supérieure à 1 million d'habitants
- Population de la ville comprise entre 200 000 et 1 million d'habitants ou 500 000 et 1 million d'habitants pour le Nigéria

Sénégal
Dakar
Thiès
Mbour
Ziguinchor

Guinée
Conakry
Nzérékoré

Côte d'Ivoire
San-Pédro
Yamoussoukro
Bouaké
Abidjan

Ghana
Tamale
Accra
Kumasi
Sekondi

Nigeria
Lagos
Kano
Abuja
Ibadan
Benin City
Port Harcourt

Ethiopie
Mekele
Gondar
Addis-Abeba
Adama

Kenya
Eldoret
Nakuru
Nairobi
Mombasa

Rwanda
Kigali

Steps

ACTIVITIES | DELIVERABLES AT NATIONAL LEVEL | DELIVERABLES AT TRANSNATIONAL LEVEL

Working Paper 106

1. Consolidation of Initial Approach → Country Approach Document

2. Field Missions → Meetings & National Steering Committee

3. Preparation of Interim Reports → Interim Reports (one *per country*)

4. Organization of National Urban Mobility Forums → National Urban Mobility Forum

SSATP Annual General Meeting

5. Preparation of Final Report → Final Reports

6. Cross-Cutting Thematic Analysis and Benchmarking → Transnational Report

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Why National Urban Mobility Forums ?

SHARED VISION

Share views on the current situation regarding urban mobility

Build a **common vision** on what should be done to improve accessibility and mobility
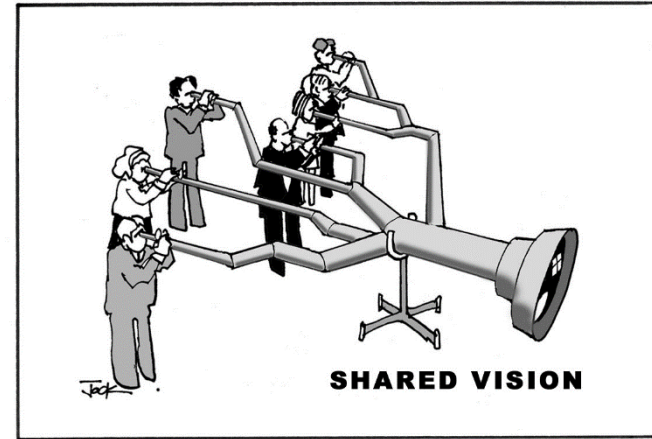
Identify the necessary reforms to improve urban accessibility and mobility

Forum in Guinea

National Urban Mobility Forums

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

Already over 450 participants

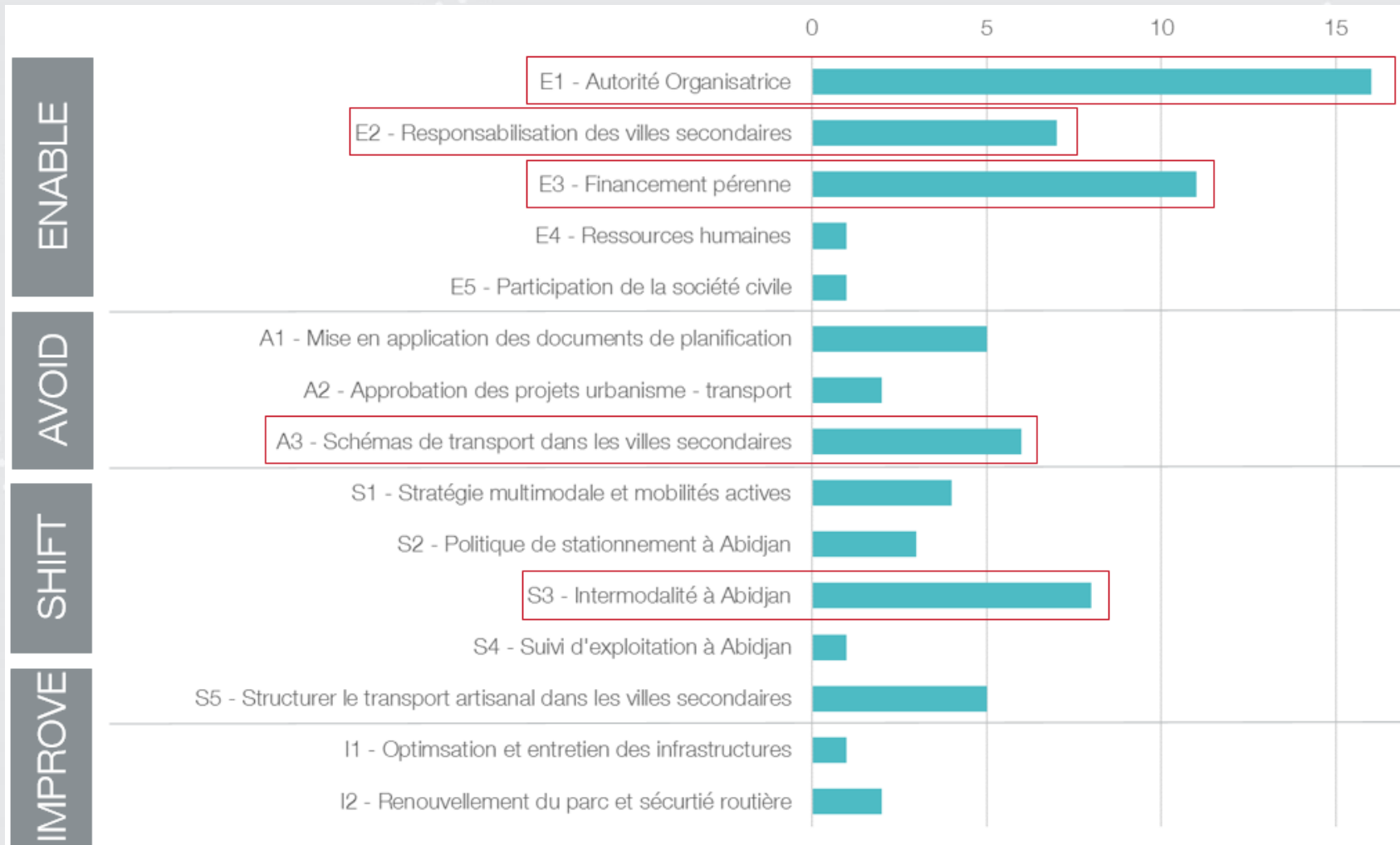| April	May	June	July
Rwanda: 19&20	Guinea: 8&9	Nigeria: 11&12	Ghana: 25&26
Côte d'Ivoire: 22&23	Kenya: 18&19		
	Senegal: 22		
	Ethiopia: 29&30		

Minister of Economic Infrastructures in Cote d'Ivoire

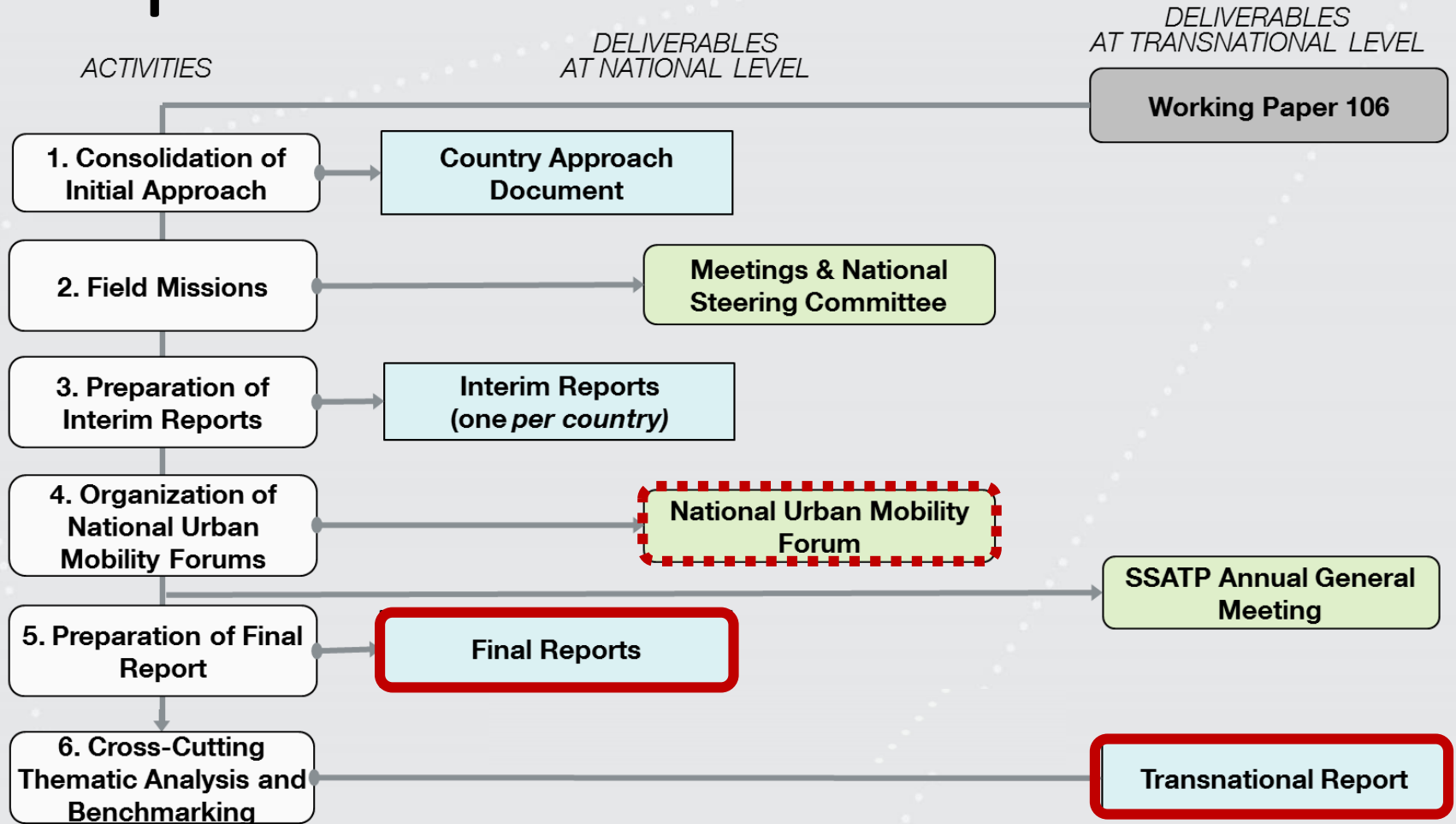Minister of State for Transport, Rwanda

Consolidation process via the National Forums (example of Côte d'Ivoire)

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

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First transnational observations

Key indicators for the 8 countries

	COTE D'IVOIRE	ETHIOPIA	GHANA	GUINEA	KENYA	NIGERIA	RWANDA	SENEGAL
DEMOGRAPHY								
Country population *(million)*	23,7	102,4	28,2	12,4	48,5	186,0	11,9	15,4
Urbanization Rate *(%)*	53%	20%	55%	38%	26%	49%	30%	43%
Country density *(pop. / sq. km)*	75	102	124	50	85	204	483	80
URBANIZATION								
Urban Growth Rate *(%, 2010-2015)*	3,9%	5,0%	3,7%	3,5%	4,3%	4,6%	6,3%	3,6%
Urban areas with more than 300 000 inhabitants *(2015)*	3	2	4	2	4	42	1	1
Percentage of the national population residing in the capital city *(%, 2015)*	23%	3%	8%	16%	8%	1%	10%	24%
ECONOMY								
GDP per country inhabitant *($PPP, 2016)*	3 720	1 735	4 294	1 311	3 156	5 867	1 930	2 568
Average economic growth rate *(% / year, 2010-2015)*	5,8%	10,6%	7,7%	4,5%	6,0%	5,2%	7,5%	4,1%
International poverty line *(2011 PPP, % of pop.)*	27,9%	33,5%	13,6%	35,3%	33,6%	53,5%	60,4%	38,4%
Human Developement Index *(0-1 scale, 2015)*	0,47	0,45	0,58	0,41	0,56	0,53	0,50	0,49
BUSINESS AND GOVERNANCE								
Doing Business *(Distance to Frontier, 2017)*	52	46	57	49	63	48	70	49
Corruption Perceptions Index *(1-100, 2016)*	34	34	43	27	26	28	54	45
MOTORIZATION								
Gazoline Price / Diesel Price *(local currency, 2016)*	0,93 / 0,93	0,75 / 0,64	0,92 / 0,85	0,9 / 0,9	0,95 / 0,82	0,46 / 0,64	1,17 / 1,13	1,14 / 0,97
Private vehicles in use *(2015)*	430 000	90 000	560 000	N/D	848 000	2 970 000	N/D	340 000
Motorization Rate *(private vehicles / 1 000 inhabitants, 2015)*	19	1	20	N/D	18	16	N/D	23
Road Safety Casualties *(nb of casualties / 100 000 people / year, 2015)*	24	27	26	28	30	21	33	28

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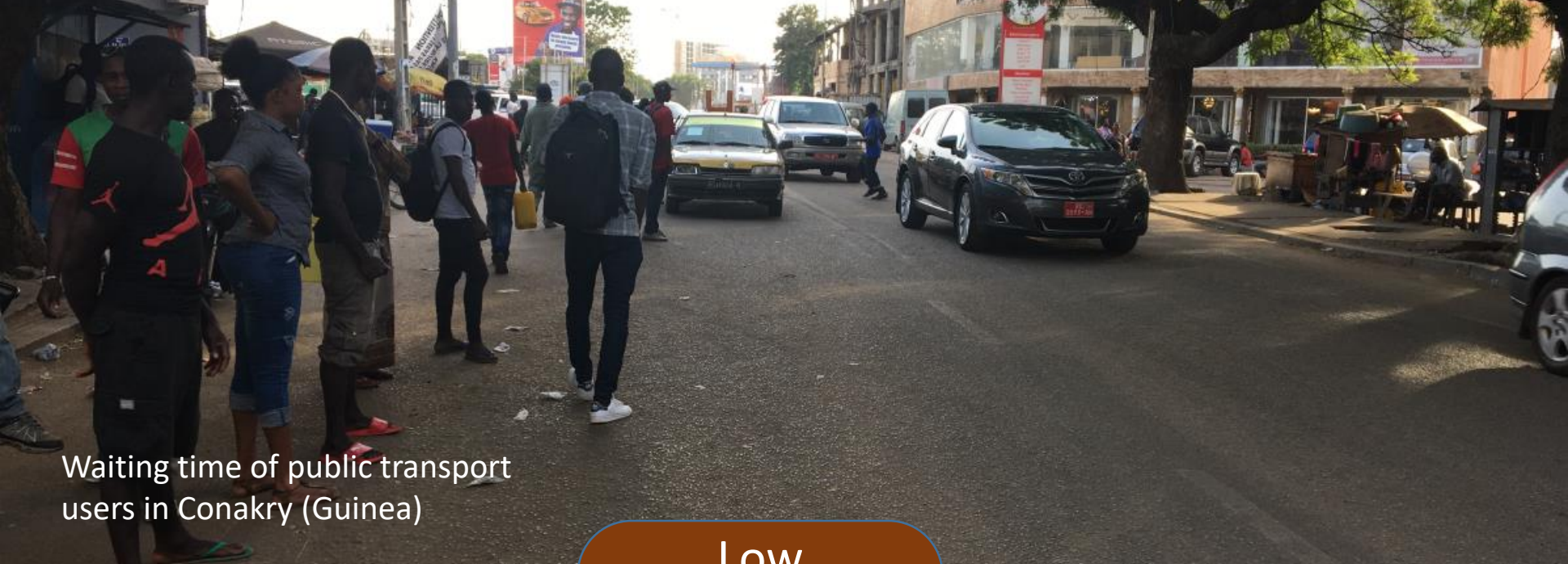
Waiting time of public transport users in Conakry (Guinea)

Waiting time of private car drivers in Abidjan (Côte d'Ivoire)

Low accessibility and poor mobility conditions

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

Short term focused Private Sector

STOP

Lack of Data

Lack of sustainable ressources

Suboptimal Projects & management

No Plans or not implemented

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« 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

WELCOME TO OPTIMISM

ENJOY THE JOURNEY

Data Collection & Management

Sustainable Fundings

Sound Projects and management

Integrated Planning

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Strong Leadership

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

BRT system in Lagos (Nigeria)

Adequate Institutionnal Set up

Clear allocation of responsabilities

- 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

Central Bus Station in Kigali, Rwanda

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
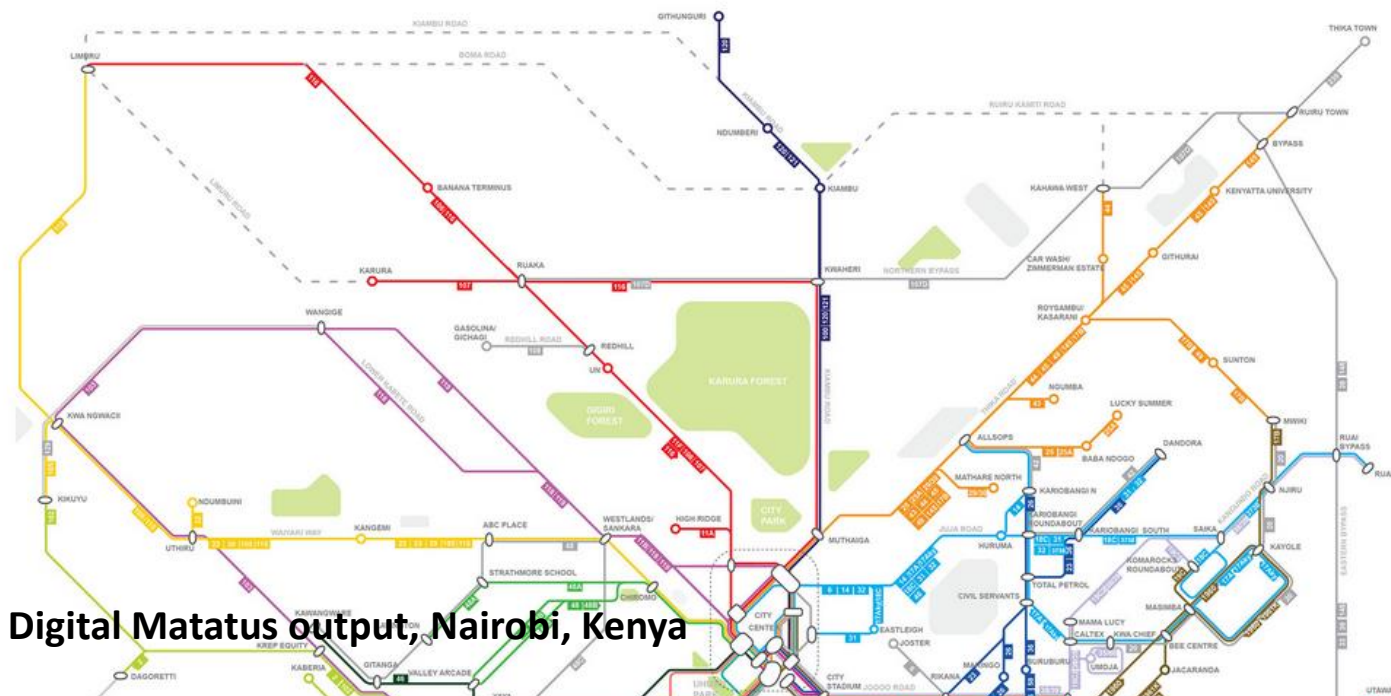
Digital Matatus output, Nairobi, Kenya

Proper Skills

Enhance capacities at every level

- Professionnalisation programme for bus operators in Dakar

- Ghana Urban Mobility and Accessibility Project: Capacity building for Municipalities in Accra Metropolitean Area + Master Programme in Kumasi National University (KNUST)

- Various international programmes: LUTP, TUMI, CODATU+EAMAU, etc.

Launch of GUMAP in Accra (Ghana)

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
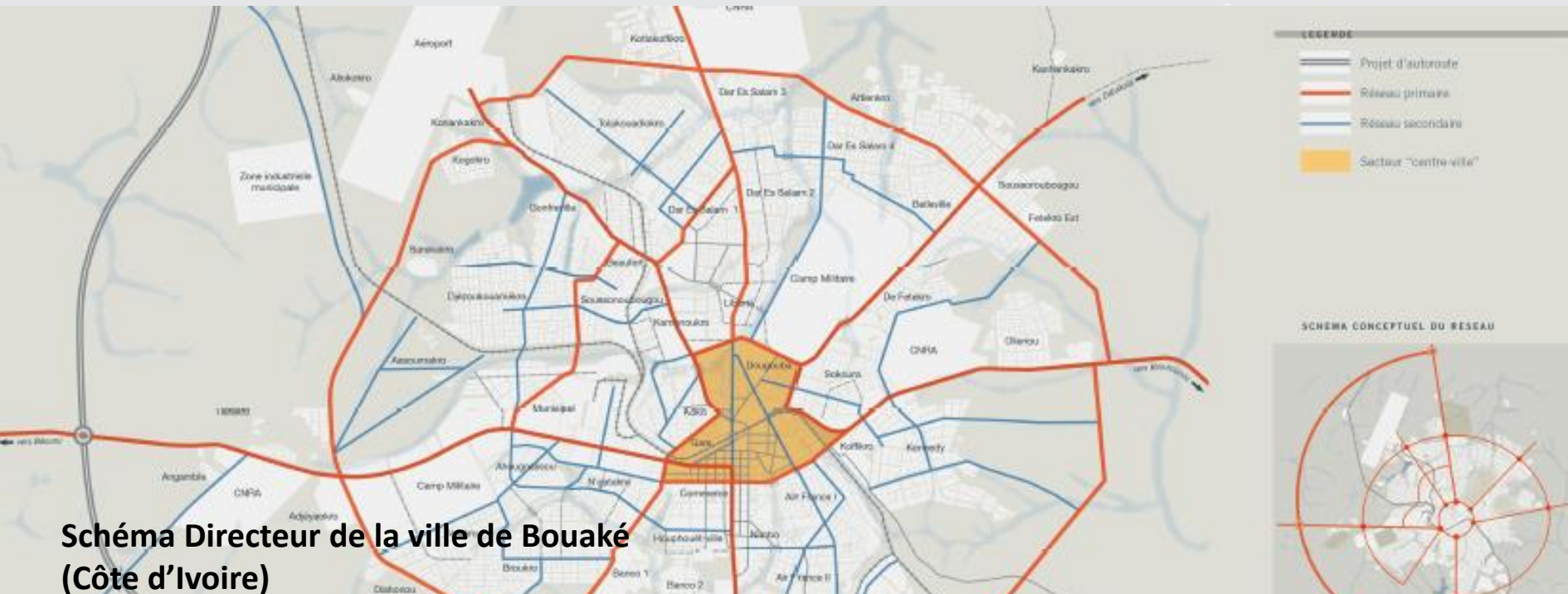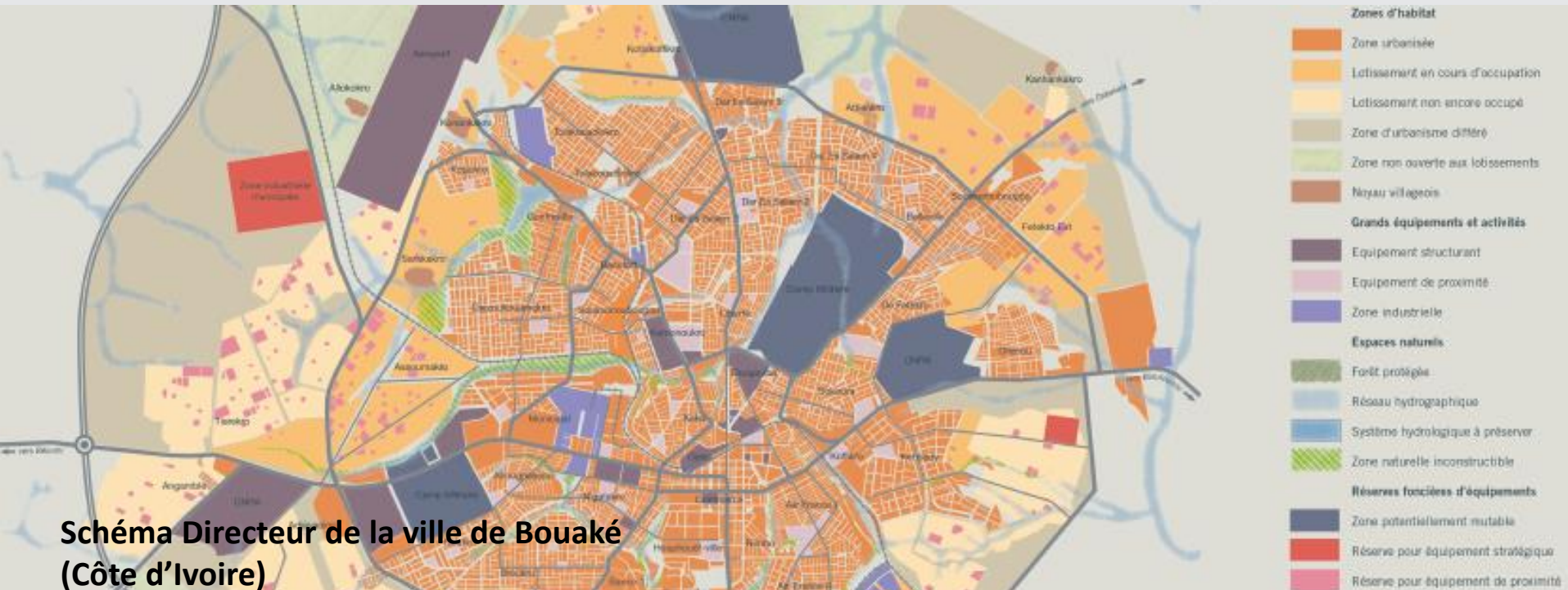
- Kigali Master Plan implementation

Schéma Directeur de la ville de Bouaké (Côte d'Ivoire)

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- Conakry Sustainable Urban Mobility Planning

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- Bouaké integrated master plan

- Kigali Master Plan implementation

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Zones d'habitat
- Zone urbanisée
- Lotissement en cours d'occupation
- Lotissement non encore occupé
- Zone d'urbanisme différé
- Zone non ouverte aux lotissements
- Noyau villageois

Grands équipements et activités
- Equipement structurant
- Equipement de proximité
- Zone industrielle

Espaces naturels
- Forêt protégée
- Réseau hydrographique
- Système hydrologique à préserver
- Zone naturelle inconstructible

Réserves foncières d'équipements
- Zone potentiellement mutable
- Réserve pour équipement stratégique
- Réserve pour équipement de proximité

Good Projects & management

Optimisation of ressources 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

AFTU et Cars Rapides, Dakar (Senegal)

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.

New Street in Kibuye, Rwanda

Fundings

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)

Strenghtening 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.

Gare des Baux maraîchers, Dakar (Senegal)

Civil Society Involvement

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 respectuous behaviours

Accra (Ghana)

Challenges and opportunities in African cities

Awareness

Strong Leadership

Adequate Institutionnal Set up

Civil Society Involvement

Sustainable urban mobility & accessibility
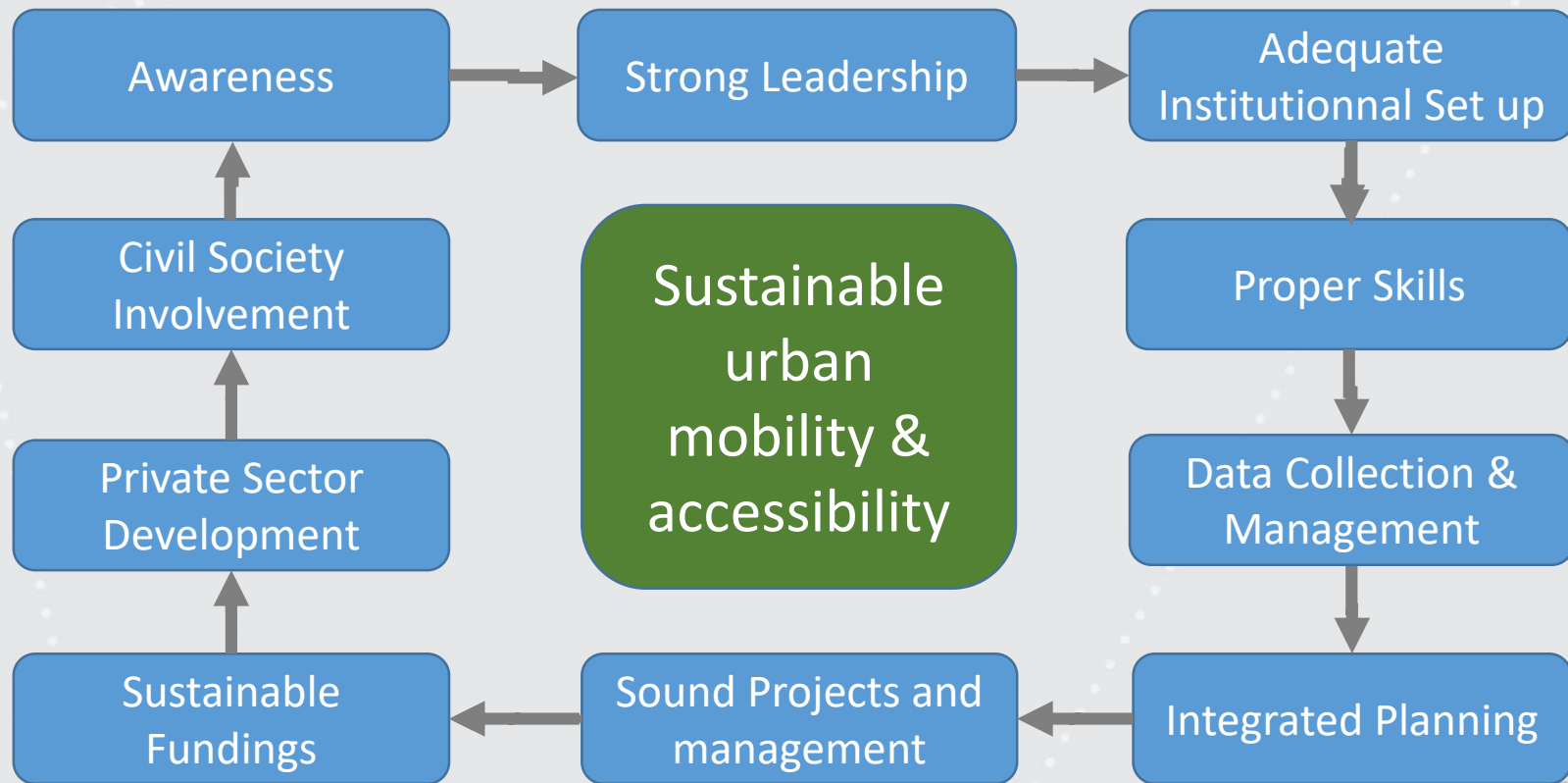
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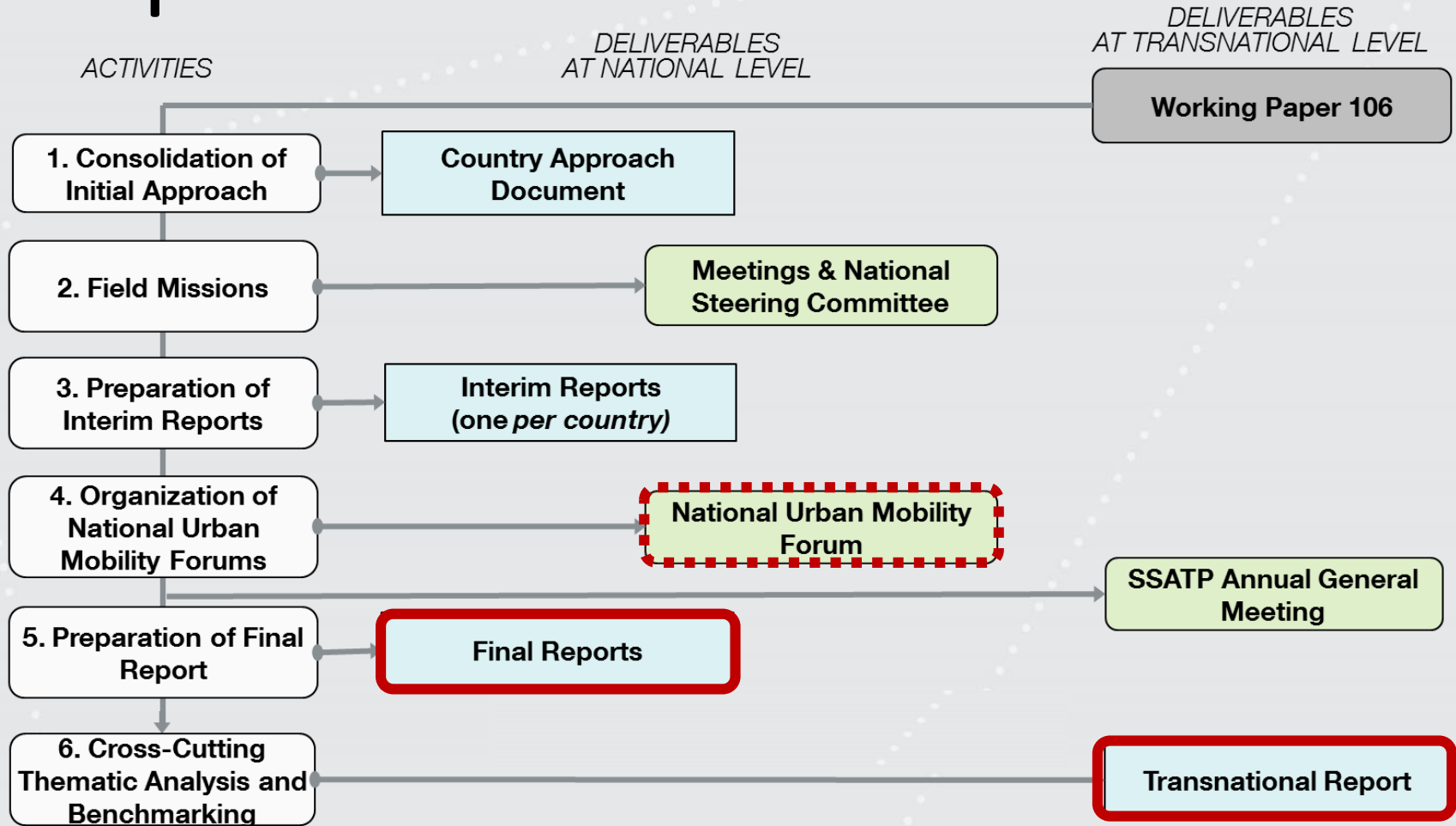
Sustainable Fundings

Sound Projects and management

Integrated Planning

Virtuous Circle of Urban Mobility and Accessibility in African Cities

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Transnational Report

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Merci / Thank you!

For more information

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