Urban Mobility Challenges in Africa
Joint Response Framework

JAES Transport Break Out Group:
Responding to Sustainable Urban Transport Challenges

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Overview

1. Global trends of urban mobility
2. Focus on African challenges
3. A Joint Response Framework
4. The *MobiliseYourCity* Initiative
5. Coordination of global/regional/local Sustainable Urban Mobility Initiatives
1. Global trends on urban mobility - *Challenges*

- **Explosive urbanisation**: by 2050 almost 70% of world’s population will be living in cities.

- **Rapid private motorisation**: Economic growth and inadequate supply of public transport and non-motorised transport facilities in developing cities is pushing people towards use of private modes of transport.

- **The growing risk of city “dysfunction”**: lack of access to jobs and services, congestion, pollution, fatalities

- **The fastest increasing source of GHG emissions**: the 2°C trajectory is not achievable without a change of paradigm in urban mobility

- **With additional difficulties**: need of investment is huge; shortage of skilled people for planning, developing and managing modern urban mobility infrastructure; lock-in effect
1. Global trends in Urban Mobility – Key issues

- **The development of Mass Rapid Transit**
  Establishing Rail/Light Rail Transit and Bus Rapid Transit as main traffic carrier in metropolitan areas

- **Improved intermodality**
  Ensuring connectivity of urban transport modes to enhance performance and attractiveness

- **Improved planning: SUMP and NUMPs**
  Comprehensive urban mobility policies, programs and plans as fundamental implementation base for infrastructure development and related finance, based on broad participation and support

- **ITS and digitalisation**
  Using IT systems, IT-based planning methods, data mining and information, software based planning and operation
2. Focus on African challenges
   a. Specificity of urban development in Africa

Urbanization « take-off » is to come: 50% of the population will be urban in 2025, with a boom of « secondary cities » (around 0.5 - 1 M inhab.)

Poor urban planning and sprawling cities, with low density (except few capitals)
2. Focus on African challenges

b. Specificity of urban mobility in Africa (1/3)

Private motorization still low; importance of paratransit services:

- Fragmented, private owned
- Poor quality of service
- But flexible and at no cost for the tax payer!

<table>
<thead>
<tr>
<th>City</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tunis</td>
<td>2013</td>
</tr>
<tr>
<td>Casablanca</td>
<td>2004</td>
</tr>
<tr>
<td>Le Caire</td>
<td>2008</td>
</tr>
<tr>
<td>Alexandrie</td>
<td>2014</td>
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<tr>
<td>Alger</td>
<td>2004</td>
</tr>
<tr>
<td>Le Cap</td>
<td>2013</td>
</tr>
<tr>
<td>Nairobi</td>
<td>2006</td>
</tr>
<tr>
<td>Johannesburg</td>
<td>2010</td>
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<tr>
<td>Addis Abeba</td>
<td>2006</td>
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<tr>
<td>Ouagadougou</td>
<td>2006</td>
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<tr>
<td>Accra</td>
<td>2008</td>
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<tr>
<td>Dakar</td>
<td>2005</td>
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<tr>
<td>Harare</td>
<td>2006</td>
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<tr>
<td>Yaoundé</td>
<td>2010</td>
</tr>
<tr>
<td>Douala</td>
<td>2004</td>
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<tr>
<td>Dar es Salaam</td>
<td>2006</td>
</tr>
<tr>
<td>Conakry</td>
<td>2004</td>
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<tr>
<td>Cotonou</td>
<td>2006</td>
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</tbody>
</table>

Share of paratransit in public transport
2. Focus on African challenges

b. Specificity of urban mobility in Africa (2/3)

Poor design of urban roads and road safety

- Urban roads = 7% of urban area (VS 30% in Europe, 20% in Latin America)
- Poor design for non motorized modes and peatons
- Lack of road safety

Deads by road per 100 000 inhabitants (2013), GHO
2. Focus on African challenges


c. Specificity of urban mobility in Africa (3/3)

Governance of the mobility system is a key challenge…

A critical situation in many cities….

And some success story of Public Transport Authorities

- Missing planning culture and institutional framework
- Low decentralisation, unclear jurisdiction and responsibility
- Inadequate reglementation
- No coherence of budgeting and planning
2. Focus on African challenges

Challenges for mobility in African cities

- Design sound mobility policies and improve multimodal planning
- Link between urban development and transports
- Governance of urban transports
- Financing of investments (bridging the gap)
- Dealing with quick wins and long term objectives
- Management of paratransit and its social impacts (jobs, etc.)
- Development of non motorised modes
- Develop mass transit systems (BRT, urban railways)
3. A joint response framework

➢ Addressing both **mobility** and **climate** issues

Combining:

- Continental guidelines
- Policy design at country and city level (NUMP/SUMP)
- Technical cooperation
- Financial cooperation to deliver infrastructures
3. A joint response framework  
*Convergent agendas - the EASI framework*

<table>
<thead>
<tr>
<th>Enable</th>
<th>Strengthen institutions and governance</th>
<th>Sustainable Urban Mobility Plans at the appropriate geographical scale, fostering intermodality; Financing;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avoid</td>
<td>Limit the number of motorised trips</td>
<td>Integration of urban development and transport; mixed uses; new habits; transit oriented development</td>
</tr>
</tbody>
</table>
| Shift           | From individual to public modes        | Investments → Quality of public transport network (access, affordability); non motorised modes  
 Policies → Restriction of car use (parking policy, urban tolls, etc.) |
| Improve         | Energy efficiency, fuels and vehicles  | Norms and standards (Euro 4-5-6)  
 Car scrapping/fleet renewal  
 Incentives for industry and users to invest in electric mobility and low-carbone vehicles |
# 3. A joint response Framework

*Focus on Technical Cooperation*

<table>
<thead>
<tr>
<th>Capacity Development</th>
<th>Implementing the New Urban Agenda</th>
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<tbody>
<tr>
<td>Trainings, twinning, study tours, etc.</td>
<td>...and supporting accomplishment of NDCs under the UNFCCC process</td>
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<table>
<thead>
<tr>
<th>Regional knowledge management</th>
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<tbody>
<tr>
<td>Regional dialogues, web-based platforms, exchange &amp; collaboration formats etc.</td>
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<tr>
<th>Technical Advisory</th>
<th></th>
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<tbody>
<tr>
<td>Analyses / studies, concepts, workshops, short term expertise etc.</td>
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<tr>
<th>Methodology, Handholding</th>
<th></th>
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<tbody>
<tr>
<td>Guidelines, participation &amp; integration, long term advisory etc.</td>
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<thead>
<tr>
<th>Replicable pilots projects</th>
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<tbody>
<tr>
<td>Accompanying concepts, finance, project management, etc.</td>
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</table>
3. A joint response Framework

**Focus on Financial Cooperation**

- **Soft loans and grants from European DFIs to finance projects** to finance urban transport infrastructure projects (MRT, urban roads, traffic management…)

- **European blending facilities** (interest rates subsidies, investment grants)

- **Leveraging private sector participation in financing**
  Support to PPP design and structuration for **bankable & well designed** projects,
  Securing project bankability with a concessional financing / guarantees

- **Addressing the challenge of buses / minibuses scrapping and improvement through appropriate financial tools**
  Revolving funds, guarantees, etc.

- **…..Getting to program based / policy based financing ?**
  Financing integrated policies and programs implemented by capacitated public transport authorities…..
4. **MobiliseYourCity** – A global partnership initiative

<table>
<thead>
<tr>
<th>SUMPs</th>
<th>NUMPs</th>
<th>Capacity Building and International Learning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainable Urban Mobility Plans</td>
<td>National Urban Mobility Policies</td>
<td>Regional / international</td>
</tr>
<tr>
<td><strong>Local level</strong></td>
<td><strong>National level</strong></td>
<td></td>
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<tr>
<td>• Utilizing <strong>SUMP framework developed by the European Commission</strong></td>
<td>• Advisory services on <strong>national policies &amp; investment programs</strong>, <strong>National framework establishment for SUMPs</strong>, <strong>Institutional and regulatory reforms</strong>, <strong>Setting up MRV systems at national level</strong></td>
<td>• Organization of <strong>trainings and city twinning</strong></td>
</tr>
<tr>
<td>• Participatory process</td>
<td></td>
<td>• Establishment of <strong>online community of practice for mutual learning &amp; knowledge management</strong></td>
</tr>
<tr>
<td>• Identification of <strong>priority projects and investments</strong>,</td>
<td></td>
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<tr>
<td>• Design of <strong>MRV systems and GHG reduction targets</strong>,</td>
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<tr>
<td>• <strong>Budgeting and finance</strong> for project implementation.</td>
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</table>

➢ With a focus on local and subnational planning, linking technical and financial cooperation
4. Mobilise Your City – Interfacing with Financial Assistance

- Engaging in focused Mobility Planning / Initiation of Process
- Sustainable Urban Mobility Plan (SUMP) Development
- National Urban Mobility Policy & Program (NUMP) Development
- Prefeasibility Studies
- Environmental Impact Assessments
- Due Diligence
- Others

...for selected projects or SUMP-based program
Contributors
are either direct donors (providing funds or technical assistance) or implementing agencies managing delegated funds;

Beneficiaries
are local authorities or national government from emerging or developing countries, benefiting from funding or technical assistance under the Initiative;

Knowledge and Networking Partners
support the initiative in various ways.
5. Coordination of global and regional Sustainable Urban Mobility Initiatives

Europe  |  Latin America  |  Asia  |  Africa

Urban planning and implementation including urban mobility

Cities Alliance
Cities Without Slums

Capacity Development (expired in 2016)

NUMPs & SUMPｓ Implementation focus Capacity Development

National policy advisory

Mobility

Eltis 2020 CIVITAS

SUMP Development

Covenant of Mayors for Climate & Energy

NDC Implementation

Mobilise Your City
5. Coordination of initiatives to deliver results

Example of complementary approaches: Greater Dakar

- Urban mobility guidelines
- Policy design at city level
- Technical cooperation
- Financial cooperation to deliver infrastructures

- SSATTP: Guidelines at city level
- Mobilise Your City: Support to Dakar SUMP update
- PPIAF: Capacity development, Technical advisory
- AFD: Soft loans (co-financing)

Dakar Public Transport Authority (CETUD)

1. Dakar suburban railway project
2. Dakar BRT project
Thank you for your attention!

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Backup
JAES Transport Group: Key Messages

➢ National **urban mobility frameworks are a crucial base** in partner countries for triggering transformation as well as accomplishing development goals and emission reduction targets

➢ “**Act on your policy!**”

➢ **SUMPs** are suitable vehicles to prepare bankable transport infrastructure planning and enhance the grounds for financial cooperation

➢ “**Establish solid & cohesive project and investment plans!**”

➢ **Capacity development** important for knowledge management and identification of best practice, how to translate the SUMP-process into actual implementation

➢ “**Ensure that people are enabled to prepare and implement plans!**”