



Sustainable Urban Transport Development in Africa: Bridging the Capacity Gap

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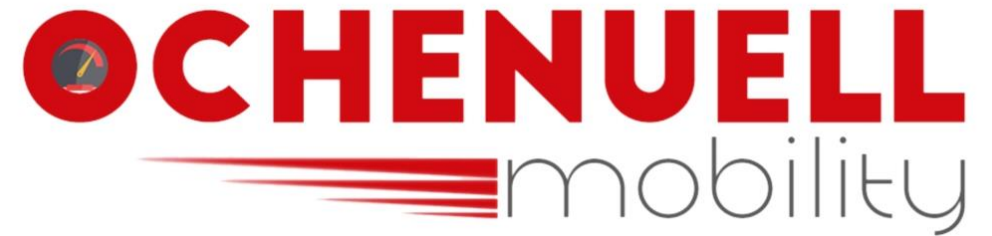


Introduction

Our Organisation

Ochenuell mobility is a sustainable urban transport and road safety organization based in Abuja Nigeria. We are involved in Research, advocacy , and capacity building .

We consult on policy development, feasibilities, general project management, and have handled a number of projects in different African countries



Overview of the Prevailing Informal Transport practices

- Africa's massive population growth shows that its inhabitants will double from 1.2 billion in 2016 to 2.5 billion in 2050 and could increase to more than 4b by 20100, that is, its share of world population growing from 15% to over 40% according to UNICEF – highest world projection
- the share of Africans living in urban areas based on the 2018 World Urbanization Prospect is 43 percent, but will grow to 50 percent by 2030 and to over 60 percent by 2050 – highest urbanization rate.
- Yet there is limited resources to meet the infrastructure need of this population. The mismatch between urbanization and infrastructure development has led to increased urban slums



Overview of the prevailing Informal Transport System



- Today 85% of urban dwellers cannot afford a car in the face of poverty, yet urban transport development has centered on the car
- There is limited level of *proper* public transport development, NMT is only gaining an awakening
- But the nearly 50% urban population must move to be able to live
- The state of public transport is abysmal as only 31.7% have access to public transport within walking distance of between half a kilometer to a kilometer against the global average of 51.6% (UN Habitat 2020)
- Little wonder that there is proliferation of para-transit or informal transport as some chose to call it

Overview of the prevailing Informal Transport System

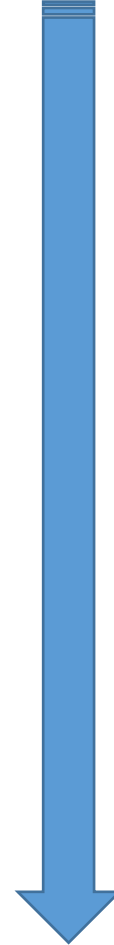
- We must note that transportation is not optional, it is intrinsic to livelihood, hence people must move, either by what means is provided or what means they invent by themselves,
- a recent research puts it this way, transport is so essential to urban life that people will develop it with or without government help (DigitalMatatus, 2014). This was the birth of para-transit



How did we get here?

Four factors resulted in the development of informal transport in Africa;

- Car-centric development/investments
- Poverty and unemployment
- Lack of or inadequacy of efficient public transport to move the masses
- Lack of or poor policies, regulations and enforcement systems



Why has its proliferation continued

- The above factors are not changing, where it does, the change is insignificant or uncoordinated or not drawn from a comprehensive package of long term plans
- Politicians use it as a source of empowerment and political patronage

But the Associated problems are enormous



Air pollution is the 2nd highest killer disease now in Africa killing 1.1 people in 2019



Traffic congestion costs developing countries 3-5% of GDP



Road fatalities causes about 3% of GDP in Developing countries

Everybody loses



- Exposure to harassment and intimidation, without records for tracing perpetrators
- Lack of quality, standards and acts of recklessness that challenges the comfort of users
- fare collection issues that puts users at the receiving end especially during a hype
- Boarding discomforts
- drivers pay an average of N225 million each day, N6.75 billion each month, and N82.125 billion each year to *agberos* in Lagos, according to The ICIR's estimates.

Informal transport transformation toolkit

S/NO	Activity	Action	Goal
1	Develop a reform plan	<ul style="list-style-type: none"> - To align with the mobility strategy/plan of the city - Shows clear strategy with clear timelines - Define responsibilities - All vulnerable groups effectively factored into the plan 	3yr/5yr plan delivered
2	Institute a properly enforced regulations/discipline	<ul style="list-style-type: none"> - Review or enact regulations - Train and orient enforcement agencies - Provide enforcement tools - Properly license them - Define end of life of the vehicles and enhance fleet quality 	Sanitize them
3	Reorganize, train and reorient them within a short term target	<ul style="list-style-type: none"> - Define the boundaries of their service - Ensure each persons understand and are capable of obeying regulations 	Scaled discipline
4	Decarbonize, then digitize them	<ul style="list-style-type: none"> - Adopt cleaner fuels through government support - Digitize them 	Green transport
5	Appraisal	<ul style="list-style-type: none"> - Has steps 1-4, diligently implemented, transformed the informal transport system up to 80% success rate? - If yes, sustain the integration, if not do 6 	Decision point
6	De-commercialize them	<ul style="list-style-type: none"> - Stop the use of tricycle and motorcycles for commercial purposes, transform shared taxi and mini buses into modern shared taxi - Plan the private owners into regular private transport - Integrate operators into mainstream public transport - Stop registration of commercial 2 or 3 wheelers except for freight 	Make NMT and PT the focal point of transport development



But its not all stories of Informalities

Morocco is fast growing with public transport development, first bike share in Africa

A number of Egyptian cities boast of trams and Metro, New bike share launched

Senegal is building a new BRT Corridor funded by EIB and WB

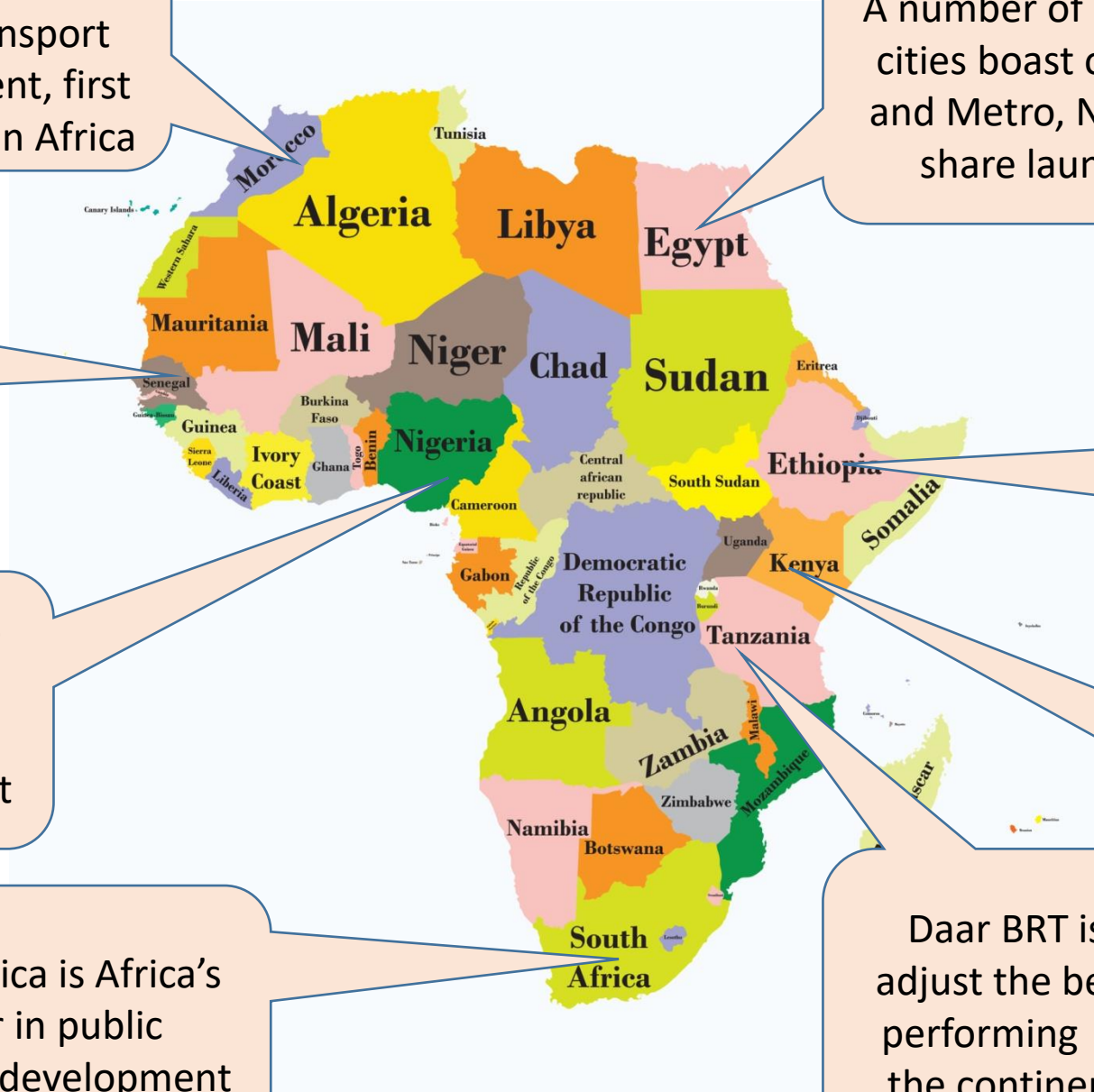
Addis is leading Active Mobility development, 6BRT corridors, NMT

Lots is happening for the 25million Lagos population, efforts in Abuja, Kano, Portharcourt

South Africa is Africa's leader in public transport development

Daar BRT is adjust the best performing in the continent

Kenya is Building a new BRT corridor, some efforts on NMT



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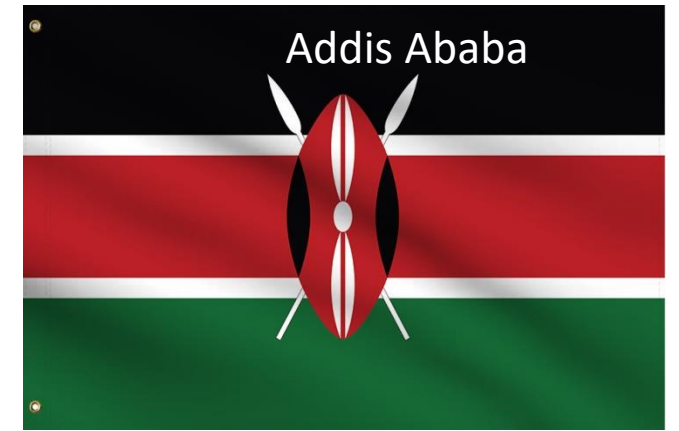
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This will create impetus for cycling development across the continent



PAAPAM May be a game changer for Africa



More than a billion people walk or cycle for more than 55 minutes every day in Africa - to reach work, home, school, and other essential services. Yet, 95% of roads in Africa fail to provide an acceptable level of service for people that walk and 93% fail to provide an acceptable level of service for cyclists—this is the lowest in the world

- UNEP is spearheading this effort developing a Pan-African Action Plan for Active Mobility (PAAPAM) which will be done in full partnership with African governments
- Partners include UN-Habitat, the University of Cape Town (UCT), Walk21 Foundation, BYCS (at a global level) and
- Ochenuell Mobility (West/Central Africa) , the SADC Alliance of NGOs for Road Safety (Southern Africa) and the Institute for Transportation and Development Policy (Northern and East Africa)

Some Public Transport Developments in Nigeria

- The Lagos Rail line
- The Lagos BRT
- The Abuja Light Rail Project/ New BRT drive
- The Kano Quality Buss Service



The Safe Streets to School Abuja Project



Global
Designing
Cities
Initiative



- Donating bicycles to school children and installing parking facilities in school
- Conducting feasibility and providing ride to school toolkit
- Building capacity of city authority and other stakeholders
- Undertaking pilot street retrofit

OPEN STREETS ABUJA

Twitter: @OpenStreetsAbuja





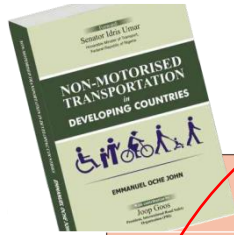
In each of the events, we make loud statements

We Hold Large Traditional Bicycle Festivals



But we know that
increasing the tempo of
development, to meet the
demand and sustaining it is
not just a function of
money, it's a function of
capacity

Because...



Knowledge

- There is limited knowledge by decision makers and other actors,
- There is limited awareness by the public
- There is limited expertise by experts



Institution

- The institutional framework and the governance system to deliver active mobility is limited



Funding

- There is limited funds for development that is further depleted by corruption in the midst of plenty needs

The absence of these 3 gave rise to lack or weak political will

A Transport Expert

- An expert is one who have acquired adequate knowledge and skills sufficient enough to deliver on a particular subject area. This requires, basic education, on the job experience, and acquisition of current knowledge

Basic Education



On the Job Experience/skills



Acquisition of current Knowledge + from other climes with requisite skills to deploy it

Africa Sustainable Urban Mobility Course was founded

VISION

To build the capacity of stakeholders towards urban mobility reform in Africa



OBJECTIVES

Upscale knowledge, develop passion and networking opportunities for urban mobility actors in Africa through:

- Dedicated annual courses
- Customized training and dialogues for cities
- Publicity and publications

6 editions held with participants from at least 40 African countries trained, and now holds in 3 African cities. And lots of testimonials to prove the impact of the course, a reason we are calling for collaborations.

Twitter: @SUMCourseAbuja



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DATE: 24th to 30th...

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mobility

>> WE DO <<

- Transport Engineering
- Research
- Advocacy
- Training & Policy Development



The Maiden Edition held on 23rd to 30th November 2019 physically in Abuja with 35 participants



The 4th edition 21st to 28th November, 2021



Special Lagos edition 1st to 6th December, 2022 with 87 participants



We do not just teach the people, we publish an outcome with policy recommendations that stakeholders can implement

Africa Sustainable Urban Mobility Course, Abuja

“Building the Capacity of Stakeholders, Towards Urban Mobility Reform in Africa”

Report of Maiden Edition Held 24th - 30th November, 2019 Inside

SUSTAINABLE DEVELOPMENT GOALS

Powered By **CHENUPELL** In Collaboration With **UN HABITAT** **TUMI** **Urban Pathways** **TGI** **ITDP**

Africa Sustainable Urban Mobility Course, Abuja

TRANSFORMING INFORMAL TRANSPORT
Road Safety Post Pandemic in Africa
Situation Analysis and Policy Recommendations

TGI **UN HABITAT** **ITDP** **CHENUPELL** **TUMI**

Africa Sustainable Urban Mobility Course, Abuja

Achieving Gender Equity in Urban Mobility: Why a Reform is Imperative

Emmanuel John

An Analysis of Gender Issues in Transport in Africa with Case Studies from Abuja, Cape Town, Cairo and Pune, India, and Policy Recommendations

TGI **UN HABITAT** **ITDP** **CHENUPELL** **TUMI**

What do we do therefore?

- Develop a plan/strategy/policy, with specific goals and timeline
- Identify funding model and commit to it
- Start small but never stop
- Develop and or strengthen advocacy
- Review and update existing regulations or develop new once with appropriate enforcement system
- Work the talk, change the narrative





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