



REPORT

OF THE 6TH AFRICA SUSTAINABLE URBAN MOBILITY COURSE, LAGOS NIGERIA

.. — Theme —

**“Strategic Urban Transport Transformation in a Digitizing Age:
The Place of People, Economy & Environment”**

31st October to 4th November, 2022
@ Providence Hotel Ikeja GRA, Lagos



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Vision

*to lead the development of
human resource capacity on
sustainable urban mobility
across Africa.*





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Speakers



Dr. Frederic Oladeinde
Commissioner of Transport Lagos - Nigeria



Prof. Rutul Joshi
CEPT University Ahmedabad, Gujarat India



Engr. Emmanuel John
Director SUMCourse - Nigeria



Engr. Abimbola Akinajo
MD. LAMATA - Nigeria



Ariadne Baskin
Sustainable Transport Advisor, TUMI Germany



Claire Birungi
Country Manager ITDP Uganda



Prof. Bamidele Badejo
Olabisi Onabanjo University, Nigeria



Dr. Sean Cook
University of Cape Town - South Africa



Prof. Iyiola Oni
University of Lagos - Nigeria



Mathias Merforth
Sustainable Transport Advisor, TUMI Germany



Cdr Olusegun Ogungbemi
Sector Cdr. Federal Road Safety Corps. Lagos



6TH AFRICA SUSTAINABLE URBAN MOBILITY COURSE **HELD FROM 31ST OCTOBER TO 4TH NOVEMBER, 2022** **AT PROVIDENCE HOTEL IKEJA GRA, LAGOS**

Introduction

The Africa Sustainable Urban Mobility Course started in 2019, born out of a passionate desire to transform mobility in cities of Africa. It is no longer news that mobility system around cities of Africa are characterized by informalities and motorization with consequent complexities in form of traffic congestions, road crashed emissions, noise space consumption and a host of other environmental and health consequences. It also no longer news that strategic efforts are being made across the developed and some developing countries to change the narrative, such efforts are limited in Africa.

Various reports have attributed the reason for the slow pace of sustainable urban mobility development in Africa to a number of reasons such as lack of political will, limited funds in the face of competing demands and lack of knowledge. Ochenuel analysis drawn from a combination of works undertaken by Africa Sustainable Transport Policy Program (SSATP/World Bank), and hands on response of questionnaire administered to participants at the maiden edition of the Course indicates that the inadequacy of





knowledge by decision makers and experts in the urban mobility development value chain is the prime reason for the slow pace of development.

It was on this note that the week-long intensive capacity building Course was conceptualized to update the knowledge of decision/policy makers, planners, engineers, law makers, regulators, traffic enforcers, researchers, project implementers, urban fleet operators and academics in the transportation industry in Africa. The course main target audience is state/regional and city level officials who are directly responsible for urban transport development and management.

The Collaboration

The Course is a nonprofit initiative of Ochenuel in collaboration with local and international partners including the following:

1. Transformative Urban Mobility Initiative (TUMI), GIZ, Germany
2. Transportation Growth Initiative, Nigeria
3. UN Habitat, Africa Regional Office, Kenya
4. Institute for Transport and Development Policy (ITDP), Kenya
5. Lagos Metropolitan Transport Authority, LAMATA
6. University of Lagos, UNILAG
7. Kwame Nkrumah University of Science and Technology, Kumasi
8. Ochenuel Mobility, Nigeria, the lead organizer and host



Past Editions

3. Since 2019, five editions have held and 340 participants trained with high profile speakers in each edition including Ministers of Transportation from Ethiopia, South Africa and Nigeria. The Course which curriculum content is designed with Africa focus, was initially intended to be resident in Abuja as an annual event but after the first four editions, there was an overwhelming demand to extent the course to other cities not only to help reduce the logistics cost for intending participants but to reach wider audience in the specific cities where it holds. This the Board of Trustees obliged, hence the Course now holds in Abuja and Lagos in Nigeria, and Accra Ghana. We remain open to any city of Africa that is willing to offer collaboration that can enable us host the program in such city. Lecturers for the course are drawn from among the best experts from across the globe especially from among the collaborating organizations.



The 6th Edition of the Course

The 6th edition of the Course held at the prestigious Providence Hotel from 31st October to 4th November, 2022 through the collaboration of Lagos Metropolitan Area Transport Authority (LAMATA). It is noteworthy that 87 participants drawn from among transport related organizations in Lagos, and from other cities of Africa. This number is the largest single onsite audience in the course since inception in 2019. The particular efforts of LAMATA in mobilizing all transport related agencies in Lagos to attend is notable; not only did the agencies attend, the Chief Executive Officers of all the Agencies were physically present and participated personally. This high level participation justifies the decentralization of the course which shall be sustained.

Technical Visit

The edition began with a technical visit to key transport facilities on Monday the 31st October, where participants had a firsthand experience of the massive public transport projects and the NMT corridor funded by TUMI/GIZ. The specific locations included the Ikeja BRT terminal, the National Theater Rail terminal and CMS terminal which constructions are nearing completion with intent to be commissioned by December this year, and finally, the NMT Corridor at the Kings Collage. This whet the appetite of especially the international and non-Lagos participants ahead of the classroom engagements, thanks to the LAMATA team





Lectures

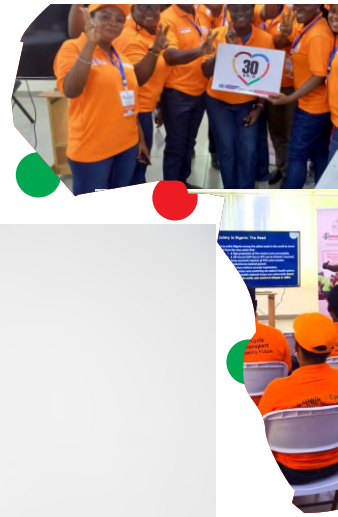
This edition featured 6 technical sessions with 28 papers delivered in 3 full days by 17 high level experts. It also featured 4 panel sessions and 2 moderated interactive sessions in additions to question and answer sessions that followed every presentation. It was one of the most engaging program of the course. Four of the papers were presented virtually as the speakers were unable to make it onsite, 2 other papers were missed for technical reasons.

Courtesy Visits

The Last day of the Course witnessed courtesy visit to the Managing Director of LAMATA, Engr. Mrs. Abimbola Akinajo, and her management team, both to thank them for the collaboration and to appraise the program. This was followed by a joint visit to the Honorable Commissioner for Transportation Lagos State, Dr. Frederic Oladeinde who thanked the SUMCourse Team for considering Lagos for the 6th edition and expressed his readiness to continue to support the noble exchange.

The Core focus of the 6th edition

The theme for the 6th edition of the course was “Strategic Urban Transport Transformation



in a Digitizing age: the Place of People, Economy and Environment”. The theme stems from the fact that the world is changing at the speed of light, transport systems are changing dynamically across the globe and Africa needs to keep up the pace not to be left behind, however, in doing this, the wellbeing of people, their economy and their environment must take prime position in the urban mobility investments.

At the introductory presentation by the Director of SUMCourse, he emphasized that while application of technologies such as ITS and smart cities are important to the future of mobility, the future is human, not technology. This is because for instance, cars will remain cars irrespective of the technology deployed and to that extent, the complexities associated with it will remain, but that if we move towards investment in walking, cycling and public transport, and technologies come to enhance their delivery, then the future of urban mobility is guaranteed, especially in Africa where 80% of urban residents cannot afford a car and a large proportion of the population are moving actively, we must not duplicate the car-centric errors of the west that is already building up across cities of Africa.

Keynote

The Honourable Commissioner for Transportation Lagos State, Dr. Frederic Oladeinde in his keynote speech titled “Pathway to the Future of Mobility in Africa” emphasized that “Doubling (motorized vehicle) mileage does not double benefits for public good”, hence



the need to rethink the urban form and mobility in itself, and calling attention on all relevant stakeholders to think sustainability with NMT and public transport as priority. He went ahead more specifically when he stated that “Often, transport planners and traffic engineers tend to measure vehicle movement, using indicators such as level of service (LOS), V/C ratios, congestion delay, and average vehicle speeds for transport development. These he said are inappropriate because: (i) It is impossible to build enough urban roads and parking capacity to satisfy potential demand; (ii) Motor vehicles impose significant economic, environmental, and social costs; (iii) Some people (majority of the population) cannot own or drive a motor vehicle”, hence we must rethink mobility.





The Honourable Commissioner expressed the commitment of the Lagos state government to transform mobility as is obvious with the massive public transport development, which participants have toured the previous day and indeed its NMT project which policy has been approved by the state executive council. He welcomed all participants and urged them to feel the city and enjoy the course.

Speeches and goodwill

The Managing Director of LAMATA, Engr. Mrs. Abimbola Akinajo, in her welcome address appreciated God for enabling the course to eventually hold after much planning. He emphasized that she and her team took the initiative to invite Ochenuel Mobility and co-host the course in Lagos after her experience participating in the course in 2021 in Abuja, and that the quality and content of the course was great requiring more stakeholders to benefit from. She also noted that LAMATA has decided to facilitate the participation of all relevant stakeholders in Lagos at its own cost to ensure that everyone is on the same page in terms of knowledge upscale to enhance uniform growth of the transportation sector in Lagos. In their separate speeches, the Managing Directors of Lagos State Traffic Management Agency, Lagos Waterways Authority, Lagos Parking Authority, The Commissioner of Police Lagos State, the Sector Commander, Federal Road Safety Corps Lagos State and Director of Abuja Department of Road Traffic Services, FCT all expressed

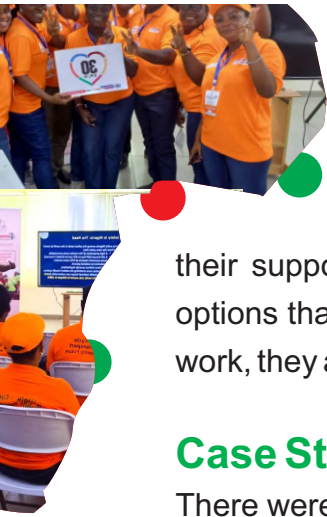


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their support for the course in particular and readiness to adopt sustainable mobility options that will transform mobility through their respective roles in the cities where they work, they also expressed their appreciation to LAMATA.

Case Study

There were four exclusive case study presentations from Monrovia, Kampala, Abuja and Lagos. The presentations x-rayed the key urban transport practices, current and ongoing efforts in the respective cities. The presentations provided a baseline conversation for further conversations on the limited progress being made on sustainable urban mobility in Africa.

PRESENTATION SESSIONS

Renowned technocrats from academics, industry, development partners and lead advocates made technical and operational presentations in this most engaging paper presentation sessions. Moderated interactive sessions followed each presentation session except those followed by a panel discussion. These moderated sessions provided opportunity for all participants and experts to engage each other both for asking questions





and receiving answers on issues relating to the session and beyond. These sessions seem to be the most interesting as participants bare their minds and debate bulging issues for Sustainable Urban Mobility Development across Africa

Session 1: Problems of sustainable urban mobility in Africa:

With 5 presentations from renowned technocrats in 2 sessions and a robust interactive session that followed, it examined the problem with current urban mobility practices and the negative implications to citizens, environment, economy and wellbeing of society. The session discussed motorization and the consequent externalities inform of congestions, emissions, noise, urban space consumptions, etc. It also highlighted the varying challenges limiting urban mobility development in form of the lack or limited political will to give attentions to urban mobility development through distinct policies, funding, existing infrastructure that neglects walking and cycling and the difficulties of recovery amongst others. The session narrowed down to the system challenges faced my women in urban travel, ranging from inconveniences as a result of systems not design with women in mind, to sexual harassment and the absence of effective control, monitoring and reporting systems to ensure improved accessibility for women, children, older persons and persons with disability.



Recommendations

Recommendations drawn from the session includes

1. That principles of universal access be deliberately and appropriately entrenched in all sustainable transport infrastructure developments and commercial public transport vehicles purchases
2. Governments at all levels should take strategic steps including allocation of funds from national and state budgets to fund fleet renewals for transport service providers
3. That the time is rife for countries and cities of Africa to ban the importation of used vehicles, and that the use of poverty as an excuse for allowing used vehicles is no longer tenable as the consequences of same outweighs the benefits
4. That cities should developed transport gender policies, create transport gender desks and be encouraged to use the SHE-CAN tool for enhanced decision making

Session 2: Sustainable Urban Mobility Policies and Legislation in Africa

The session had 5 papers presented, each bothering on current state of policy and legislation on urban mobility development. It x-rayed the fact that there are so many policies in Africa, while some lack the requisite ingredients for its implementation because their development are not people oriented, others seem to be a sort of copy and paste





policies from other climes and does not completely fit to the African Setting, importantly, there is limited political will and availability of funds in some cases to implement them, hence the rate of development is not commensurate with actual sustainable transport development. The presentations also noted the fact that Lagos have some of the best sustainable transport policy development covering divers areas and critically relevant to todays developments.

The sessions emphasized the need for policy harmonization, at all levels, the need for a national policy to drive change and the need for political will and funding to implement the. Emphasis was also laid on the need for strategic reform in the governance systems as panacea for success, in this regard it was recommended to have lead agencies with some executive powers that will drive the process and efforts should be made to curtail multiplicity of agencies to reduce conflicts and enable concentration of efforts.

Recommendations

The following recommendations were drawn from the session

1. There is need for consolidation of policies at national levels on the one side and at city levels on the other side, that the multiplicity of policies affects effective coordination

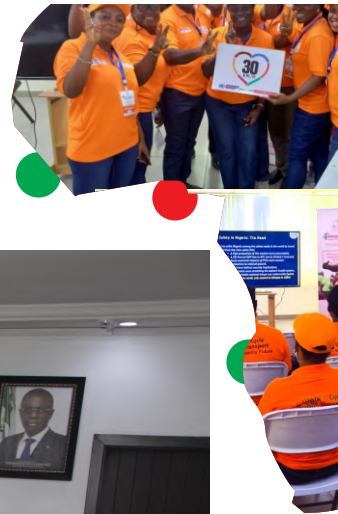


2. That an independent transport lead agency should be established in each city to provide leadership, while efforts should be made to consolidate agencies to reduce conflicts and agencies working at cross purpose
3. That national level government should consider a strategic budgetary funding for a period of say 5 years and make effort to attract development funding from multilateral, multinational and development partners. Such funding should be specifically target at public transport, walking and cycling each as line items
4. There should be strengthened enforcement of policy and regulation implementation in cities through strategic processes

Session 3: Public Transport Systems

With 4 papers presented in a highly engaging session, issues analyzed bordered on the prevailing informalities that characterizes the public transport space and the cardinal need to implement reforms towards sustainability. The session further analyzed the informal transport transformation toolkit developed and adopted during the 2nd Africa Sustainable Urban Mobility Course in 2021 and called on respective city authorities to adopt it. The session also focused on strategic approaches for developing quality public transport systems,

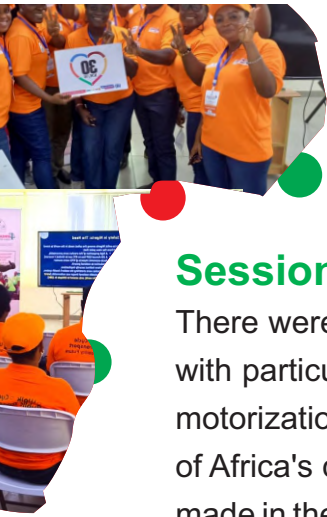




Recommendations

Below are the recommendations from this session:

1. That public transport development should take center stage across cities of Africa and Nigeria in particular, noting that the era of continue expansion of roads to accommodate cars should be history as the same funds bein used for these road expansions are sufficient to develop public transport which equally takes away cars from the roads in a more sustainable way
2. The UN General Assembly Resolution 76/255 of 15th March 2022 on integrating mainstream, cycling with public transport should be adopted as National Policy and as implementation policy at city level, meaning that all public transport development and funding projects have cycling as a component.
3. That the Informal Transport Transformation toolkit developed by the 2nd Africa Sustainable Urban Mobility Course in 2021 should be adopted by cities towards to address informalities and upscale public transport development instead
4. Strategic effort should be geared towards parking reform. This could include curtailing parking at the city centers to improve public transport patronage and enhance public spaces



Session 4: Transport Climate Change and Smart Cities

There were 3 presentations from renowned technocrats in this highly engaging session with particular focus on the impact of transport on the environments from the sustained motorization effects to informal transport environmental consequences. The current state of Africa's carbon footprint and its dire consequences was analyzed. Comparisons were made in the separate presentations between Nigeria, India and South Africa. The different global resolutions were put in perspective with how countries of Africa can go beyond resolutions to localized actions towards saving the planet and humanity.

Recommendations

The following recommendations were emanated from this session:

1. That countries and cities of Africa alike needs to make their emission targets more ambitious and get committed to it. That the excuse of currently having low carbon foot print in comparison to the developed world is not tenable giving the astronomic car growth projections in Africa
2. That government should draw from environment related funds including national and state/region budgets to fund sustainable transport development as these hold keys to achieving the SDGs targets for transportation
3. Cities should intensify air quality monitoring as the absence or poor quality of data have possibly led to poor decisions with dire consequences





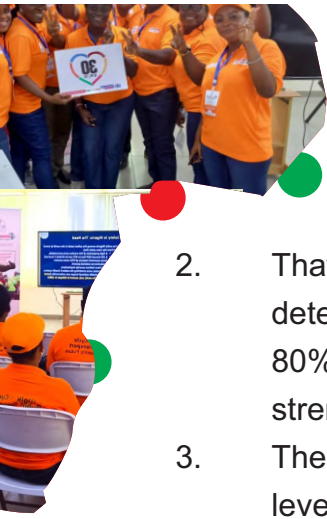
Session 5: Traffic Safety and Security in the Urban Environment

The traffic safety session had 3 papers presented by seasoned technocrats and lead government official. It began with a presentation on the current road safety situation in Nigeria and the need for strategic approach to address road fatalities and Injuries and narrowing down to roles of subnational entities in curbing the menace. A second paper looked at the Global Action Plan for Road Safety 2021 to 2030 and how contributory roles of all stakeholders and the different layers of governance are key to enabling the achievement of the overall goal of the Plan which is reduction of road fatalities by to 50% by 2030. The 3rd paper analyzed the need for speed reduction in the urban environment in Africa through adoption of 30km/h as default urban speed. It emphasized that Nigeria has adopted this at the national level and it needs to be cascaded down to the states and city level, while countries of Africa should pursue the same with a view to meeting the targets of the global plan of action which is all about achieving vision zero in the long run.

Recommendations

The following recommendations came to the fur:

1. That countries of Africa are not doing enough to address road safety, hence more needs to be dome in the area of quality and accurate data, funding and research



2. That there is general weak regulations and enforcement systems, with little or no deterrent consequences for traffic violations, a reason human factor accounts for 80% of road crashes in Africa, hence strategic effort should be put in place to strengthen regulations and enforcement
3. There should be deliberate and strategic plan of action by subnational and city levels for the implementation of road safety initiatives

THE PANEL SESSSIONS

Panel session 1: Lagos Public Transport Development, Past, Present and Future

The panel session 1 focused on the historical development of public transport system of Lagos and its vision for the future. It began with a short presentation by the Managing Director of Lagos Metropolitan Area Transport Authority, LAMATA and then a conversation ensued and moderated by a renowned technocrat. Panelists bare their minds on the step by step approaches that brought Lagos out of the old molue informalities to achieving a beautiful BRT system, then the light rail project which construction is nearing completion and other areas such as the reform in the e-hailing subsector. The session noted the huge progress made that has made Lagos a case study for many African countries and cities, however it emphasized that giving the massive population growth of Lagos, more needs to





be done including harnessing the waterways, cable cars and promoting last mile connectivity to public transport in line with the UN resolution calling for the integration of public transport with cycling, All of these will provide alternatives to the car, increase mobility options, reduce congestions and are more sustainable than the car centric developments of today

Panel Discussion 2: The Plan of Action for Road Safety 2021 to 2030 and the role of subnational and city level stakeholders

The Global Plan of Action for Road Safety 2021-2030 was the subject of conversation in the second panel session. Again renowned experts from across Africa bare their minds on efforts to achieve the targets from across Africa. The session noted the over reliance on the center- National government when the actual issues at subnational and city levels hence states/regions and cities across Africa should take responsibility to develop strategies, local actions and go ahead to implement them as they know better where the issues are.

Closing Plenary

The closing plenary provide opportunity to conclude presentations and provide summary of strategic issues raised at the course and key takeaways. It also enabled strategic motivation for all participants to return back to work with the zeal and zest needed to get sustainable urban mobility going in their respective cities. It was opportunity to render appreciations to all who contributed to making the course a great success especially LAMATA, the Lagos state Government Ministry of Transportation and Transformative Urban Mobility Initiative.

Participants also received their certificates.

Other Highlights

Participants had informal social event to unwind from the rigor of the course on the evening of the last day. The day following also say courtesy visits of all international participants and the lead course organizers to the MD of LAMATA and the Honorable Commissioner of Transportation Lagos State and their managements respectively.



Africa Sustainable Urban Mobility Course

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