

TRANSFORMING INFORMAL TRANSPORT & Road Safety Post Pandemic in Africa

Situation Analysis and Policy Recommendations



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TRANSFORMING INFORMAL TRANSPORT & Road Safety Post Pandemic in Africa

Situation Analysis and Policy Recommendations

TRANSFORMING INFORMAL TRANSPORT AND ROAD SAFETY POST PANDEMIC IN AFRICA

Situation Analysis and Policy Recommendations

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2nd AFRICA SUSTAINABLE URBAN MOBILITY COURSE

SPECIAL COVID19 DIGITAL EDITION 2020

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TABLE OF CONTENT

Copyright	i
Poster of course Lecturers	ii
Table of Content	iii
1.0 BACKGROUND TO THE COURSE	
1.1 Preamble	1
1.2 Focus of the 2020 edition,	1
1.3 Participation	1
1.4 Definition of terms	
2.0 KEYNOTE	
2.1 Profile of the keynote speakers	3
2.2 Keynote speech by Jean Todt, UN Secretary General Special Envoy on Road Safety	5
2.3 Keynote speech by Her Excellency, Magdawit Moges Bekele, Minister of Transportation, Ethiopia	7
3.0 SUMMARY OF PRESENTATIONS	
3.1 Day1; transport informality in Africa, Issues, Challenges and opportunities in a pandemic era	10
3.2 Day 2; Achieving global road safety towards vision zero in Africa	15
4.0 SUMMARY OF OUTCOMES	
4.1 What is transport informality	21
4.2 Reasons for the transport informality in Africa	22
5.0 POLICY RECOMMENDATIONS	
5.1 General Policy Recommendations	23
5.2 Policy recommendation for transforming bus, mini-bus and shared taxi	24
5.3 Policy recommendation for transforming powered commercial two and three wheelers	24
5.4 Policy recommendation for transforming cycling and walking	25
5.5 Policy recommendation for transforming road safety	26
6.0 CONCLUSION	27
7.0 APPENDIX	
- Schedule of program	iv
- Results of survey on the opinion of participants on the course	vi
- List of participants	xi

BACKGROUND TO THE COURSE

PREAMBLE

The Africa Sustainable Urban Mobility Course is leading the development of human resource capacity in Africa through dedicated annual training programs and periodic short courses. In 2019, the course, in its maiden event, hosted 35 experts from 6 African countries and renowned global experts as resources persons in the city of Abuja. 2020 however came with unique challenges occasioned by the Corona Virus Pandemic, the resultant pandemic management protocols necessitates that the week-long Course be held virtually and in a shorter form. Hence, the Special COVID19 Digital Edition of the #SUMCourseAbuja held on 26th and 27th November, 2020, with the theme: “Transforming Informal Transport and Road Safety Post Pandemic in Africa”.

FOCUS

The nature of transportation may have played a key role in the pandemic outcome in Africa, both in terms of the mobility system and road safety. The noticed gaps presents a huge opportunity to transform from the largely informal transport systems to a more sustainable, equitable, safer and affordable urban mobility system in cities of Africa. COVID19 has caused some disruption in the way we do things and a global call suggest that nations and cities alike must recover green and better. Hence, the course drew experts from across the world, who x-rayed the issues, compare notes between African Asian cities with a view of setting an agenda for the post pandemic urban mobility and road safety development in Africa

DEFINITION OF TERMS

- **Informality:** “...is defined as goods, services and practices, which are not entirely formalized, regularized or even legitimized by government. Urban informality has an organizing logic and it exists and prospers in the gaps created by formal institutions such as markets, governments and societies.” (Roy & Alsayyad, 2004)
- **Paratransit:** referred to formal supplementary services to Formal Public Transport operations for people with disabilities etc.
- **Traditional Transport:** refers to 'old-style' public transport systems operating in shared right of ways, non-universally accessible vehicles etc. though still conforming to all parameters of Formal PT Operations
- **Unconventional Transport:** transport system and practices that are not in conformity with basic best practices or known conventions and modern transport Developments
- **Micro-Mobility:** refers to a range of small, lightweight vehicles operating at speeds typically below 25 km/h and driven by users personally. Micro mobility devices include bicycles, E-bikes, electric scooters, electric skateboards, shared bicycles, and electric pedal assisted bicycles. ITDP, 2019

- **Informal transports:** describes unregulated and unconventional transport modes, with flexible fares, schedules and routes (Cervero & Golub, 2007)

PARTICIPATION

The 2-day course had a combined registered participants of 89 experts from 28 countries around the world. Participants included chief executives and decision makers, regulators, researchers, academics, advocates, operators, enforcement authorities, students and other transport related professionals and predominantly from African and Asian cities.

KEYNOTE

Keynote speeches were delivered by Her Excellency, Dagmawit Moges Bekele, Minister of Transportation, Federal Democratic Republic of Ethiopia and Jean Todt, UN Secretary-General's Special Envoy for Road Safety.

PROFILE OF KEYNOTE SPEAKERS



Her Excellency, Dagmawit Moges Bekele Minister of Transport, Ethiopia

H.E. Dagmawit Moges Bekele was appointed as Minister of Transport of the Federal Democratic Republic of Ethiopia in October 2018. After studying for her BA in Public Administration and

Development Management (PADM), she worked as a Graduate Assistant Lecturer at Addis Ababa University (A.A.U). She acquired her MA in Public Management and Policy (MPMP) from the same department and university. She worked as a General Manager of KolfeKeraneyo Sub-City of A.A City Government and then served as Micro and small Enterprises Development Bureau Head of A.A city Government. Subsequently she worked as a Deputy Bureau head of Addis Ababa City Government Trade and Industry Bureau then a Deputy Bureau head of Addis Ababa City Government Capacity Building Bureau.

Before her current post she has served as a Deputy Mayor and Communication's Affairs bureau head of Addis Ababa City Government, Cabinet member of the City Government and Board Chairperson of Addis Ababa Mass Media Agency Board. H.E. Dagmawit Moges is a Cabinet member of FDRE and a Member of House of People's Representatives of Ethiopia (HoPRE). She is a Board chairperson of Ethiopian Roads Authority (ERA), Woldiya University and Ethiopian Postal Service Enterprise. She is also a Board member of Ethiopian Airlines, Ethiopian Petroleum Enterprise, Investment board member and Public Private Partnership (PPP) board member



Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety

Mr. Todt was appointed as the Secretary-General's Special Envoy for Road Safety since April 2015, a position he currently held. Todt is also currently the President of Federation

International de L'Automobile (FIA). He was first elected to this post in October 2009 and re-elected in 2013 and 2017. Between 2006 and 2009, Mr. Todt was Chief Executive Officer of Ferrari. Prior to that, he has held senior level positions overseeing racing and sporting activities in Ferrari and PSA Peugeot Citroën Group.

Mr. Todt started his career in 1966 as a rally co-driver and participated in the World Rally Championship until 1981. He won the World Rally Championship for Manufacturers with a Talbot Lotus in 1981. Mr. Todt also devotes his time to several charitable causes. He is one of the Founders and Vice-President of the Institut du Cerveau et de la Moelle Epinière (ICM), an institute devoted to medical research for brain and spinal cord disorders. Mr. Todt was awarded the Humanitarian of the Year Award by the United Nations Association of New York in 2016.

Mr. Todt studied economics, business and marketing at the Ecole des Cadres in Paris. He was born in 1946 in Pierrefort, France. He has one son and shares his life with actress, film producer and UNDP Goodwill Ambassador Michelle Yeoh.

MR. JEAN TODT, UNITED NATIONS SECRETARY-GENERAL'S SPECIAL ENVOY FOR ROAD SAFETY



Thank you, Moderator,

Dear Minister,

Dear Friends,

First, I would like to commend UN Habitat, Ochenuel Mobility and all partners involved in organizing this very timely Africa Sustainable Urban Mobility Course.

Indeed, COVID-19 has helped revealed the importance of building resilient urban mobility and transport systems. Sustainable transport is a key ingredient for the achievement of most SDGs.

SDG Target 3.6 aims to halve the number of global deaths and injuries from road traffic accidents by 2030.

And SDG target 11.2 states that “by 2030, access to safe, affordable, accessible and sustainable transport systems shall be provided for all”.

Leaving no-one behind in the context of Sustainable Urban Mobility means that

countries and cities have a duty to improve road safety while promoting sustainable modes of mobility, incl. public transport, walking and cycling.

African cities will add over 900 million new residents by 2050, making this continent the most rapidly urbanizing region on the planet.

Yet the promise of opportunity remains out of reach for vast communities living in urban areas, where poor access to jobs, education, health care – in combination with road safety concerns - severely limit people's ability to escape poverty and enter the middle class.

As Africa urbanizes and incomes rise, the absence of high-quality, dignified, secure public transport is promoting personal vehicle use to grow faster than the global average.

Vehicle travel is intended to increase by 230 % from 2015 to 2050.

Many African cities do not yet offer modern public transport systems. Informal, uncoordinated transit services still comprise up to 80% of public transport in African cities.

The mediocre quality of public transport disproportionately affects vulnerable users such as workers living in the urban periphery who typically endure one- to two-hour commutes, with half of them spending 30-40% or more of their take-home pay on bus fares.

Another major global challenge to road safety and clean and affordable road transport is the rapid increase of used vehicles in developing countries. The African vehicle fleet is set to grow four to five times by 2050. 80-90 per cent of this growth will come from the import of used vehicles.

Millions of poor-quality used vehicles exported to low- and middle-income countries are significantly contributing to road safety risks and air pollution according to a recent report by the United Nations Environment Program (UNEP).

The UN's Road Safety Fund has launched a new project to regulate the export and import of these vehicles in West and East Africa.

The main activities of this project, implemented by UNEP are to develop an action plan with used vehicles requirements, with an agreement on the minimum level of UN regulation to be observed, the enforcement of the action plans with a technical support on inspection and the establishment of a working group to develop used vehicle labelling.

In addition, every year, road crashes are estimated to claim over 300,000 lives in Africa. The correct number is unknown due to the very poor road accident crash data recording and management system in the region.

According to WHO, the African region has 2% of the world's registered vehicles but a disproportionate 16% of the world's road traffic deaths. Africa has the highest fatality rate than any other region, with 26.6 per 100.000 inhabitants as compared to the global average of 18.2.

Moreover, it accounts for the highest mortality rate in terms of pedestrians and cyclists with 44% of the overall deaths reported for this category of road users, according to WHO.

Many cities across the African continent have a large percentage of walking and cycling as a mode share for urban trips. Addis Ababa, Nairobi or Lagos all have bike and walk modes shares of more than 40%.

The majority of the population relies on these modes out of necessity – resulting from a lack of affordability of any other form of motorized transport.

However, the infrastructure for active mobility is often lacking or in bad condition – causing severe safety and health concerns for the urban population.

There is urgent need to enhance road safety – and modernize public transport systems – through long-term policies and by promoting realistic business models which may be based on government and private sector partnerships.

Cost effective and locally appropriate transport solutions for improving the conditions for the urban population do exist and need to be scaled up.

Good examples include the National Non-Motorized Transport Strategy launched in 2020 in Ethiopia that promotes the safety of pedestrians and cyclists. I thank the Ethiopian Minister of Transport, Her Excellency Dagmawit Moges Bekele, for her commitment.

Other excellent examples are the Bus Rapid Transit systems in Lagos and Dar es Salaam that continue to improve accessibility, road safety and commuter experience in the cities.

In order to achieve the SDGs, it is therefore of utmost importance to bring forward policy and investment decisions towards modern public transport, walking and cycling in cities.

I applaud all participants for taking this extremely relevant and important course and wish you a productive session.

Thank you.

1. Worldometers, based on United Nations Population Division. 2019. Last accessed September 1, 2019 at: <https://www.worldometers.info/world-population/africa-population/>

2. <https://slocat.net/wp-content/uploads/legacy/TCC-GSR-Africa-infographic.pdf>
3. https://www.unece.org/fileadmin/DAM/road_Safety/Documents/Ghana_workshop_August_2018/FINAL_Summary_Note_Accra_RS_Workshop.pdf

**HER EXCELLENCY, DAGMAWIT MOGES BEKELE
MINISTER OF TRANSPORT, ETHIOPIA**



- **Your Excellency Mr. Jean Todt, UN Secretary General Envoy for Road Safety**
- **Distinguished Participants**

I would like to extend my sincere gratitude for the request to give this keynote at this Africa Sustainable urban mobility special course with a thematic title “Transforming Informal Transportation and Road Safety in Post Pandemic Africa.

Ladies and Gentlemen,

We are now living in an era that gives much attention to explore innovative transport solutions that favors sustainable and resilient way of applications. We also believe that, in addition to the quest for sustainability, transport related innovations will continue and the future will be quick to arrive at, and, of course highly disruptive one. The onset of autonomous vehicles, flying taxis, the hyperloop, e- cars and others are some of the

least recent inventions that could clearly depict what the future holds for the entire humanity.

But in all the processes, there is one universal truth. Any innovation is expected to serve the betterment of humanity without significantly affecting the livelihood setup we already have built. Different historical evidences indicated that roads had been used for the socialization and commercial purposes, but since the advent of modern vehicles in the past hundreds of years, world's major streets and boulevards had been changed into vehicle avalanches, which repressed the earlier form of socialization.

The heavy focus of our engineering to construct more asphalts instead of pedestrian and bikeways, had shown lots of unpleasant consequences in the forms of congestion, nuisance and health deteriorations around the world which together has now awakening us to rethink and change our old ways of transportation choices and practices, to a much advanced and forward-looking solutions.

Among the forward-looking solutions that we have observed in the world, the implementation of more human friendly non-motorized transport infrastructures and applications in some European states such as the Netherlands could be taken as exemplary to the rest of the world. Netherlands is now titled as the cycling capital of the world. But this term has to be applied in more world states and cities as it's has lots of health, socialization and economic related positive impacts. And to the largest youth dominated continent of ours, the application of such sustainable modes of transport in Africa, as it's a large continent would also bring lots of additional benefits including significant livelihood improvements.

African cities are growing faster than any region in the world. It is believed that by 2050, 60 percent of people in Africa will live in cities. Yet, improvements to city services including infrastructure, and transit are not keeping pace with this growth. The majority of transportation-related investments of Africa are road construction. And what makes this worse is that the vast majority of Africans still do not own cars. Instead, people must rely on inconsistent, informal, and often dangerous modes of public transport.

Some African states are now revisiting their transport priorities. We have recently able to observe some African states and cities designing and implementing non-motorized transport modes such as the introduction of Bike ways in Kenya, the implementation of Rapid Bus Lanes (BRTs) in Nigeria and Tanzania, and even the introduction of e-vehicles in countries like Rwanda. The onset of sustainable modes of transport among African countries should be considered very timely and of course very pertinent.

My country, Ethiopia, is also on the track to bring sustainable modes of transportation. Ethiopia has Africa's second largest population next to Nigeria. And the population pyramid of the country is dominated by the youth, which mostly resides in the rural parts. Urbanization trend of Ethiopia is also among the highest. If you take our capital city; Addis Ababa alone, it is one of Africa's most dynamic city that both

have shown affluence as well as distress related to the unbalanced socio-economic profile of the city's residents.

You can now vividly observe high rise commercial and residential buildings, major transport infrastructure lines including the country's first Light Railway Transport (LRT). Addis Ababa is also witnessing rapid influx of people that came looking for decent socio-economic opportunities. The demand for decent jobs and livelihoods. Housing and transportation backlog are now considered the largest challenge of the city, especially the demand for transportation service and supply aspect has been our prior agenda that we are working tirelessly.

To tackle these challenges, we have formulated different policies including the implementation of our national transport policy, non-motorized transport strategy and the city administration of Addis Ababa is on its way of implementing its 3 years road safety strategy that aims to improve pedestrian facilities and increase the length of bike ways, and of course increase the urban transit networks and buses.

Besides all these, we have different street-based campaigns related to road safety and walking and cycling related awareness improvement programmes. The “endersalen” challenge has been well advocated as it has played vital roles towards awareness improvement especially among urban residents of Ethiopia. And our recent event of walking and cycling day that has been held during every last Sundays of each month has attracted more youth to spare their time, cycling and walking, exercising and other social engagements has been receiving great attention; which we hope may pave the way to realize a more walking and cycling friendly Ethiopian towns and localities very soon.

Ladies and Gentlemen,

Generally, we are now favoring to have a complete street-oriented road, which favors people should come first and it is comprised of pedestrian ways, bike ways and public transit systems. We should keep pushing building roads to pedestrians and cyclists as a priority concern and cars as guests. We also believe that

in order to increase the culture of utilizing non-motorized transportation systems, we should give priority action in awareness creation campaigns and information dissemination across our country about the potentials and benefits of using these transport modes.

By default, the majority of Ethiopians are pedestrians. But as there is shortage of a well standard pedestrian and bikeway road facilities, most people do not consider walking as mode of transport. Hence our NMT strategy has highlighted the great concern that good design is seductive to attract pedestrians as well as cyclists. If the design of cycling or walking lane is attractive, people would love to enjoy traveling through it.

Taking this into account in the coming years, we have envisioned to start the application of non-motorized transport systems in nearly 69 towns of Ethiopia, and the Addis Ababa city government is also envisioned to construct 300 kms of pedestrian ways and 200 kilometers of bikeways in just the coming three years. Which all together could significantly bring rapid and transformative socio-economic changes.

I am personally aspired to see a young Ethiopian girl, that uses her own bike to move across her village and her school, and I believe if more Ethiopians could access and use bicycles as form of transport, then it may reduce travel times significantly, and by the same token exact transformation may follow as people could easily access market, health care, education centers and other production or

distribution facilities.

In cities like Addis Ababa, as part of our sustainable forward movement, we also have a plan to increase Rapid Bus Transport (BRT) lanes in the coming years. Our ten years perspective transport plan envisions to construct 7 BRT corridors in Addis Ababa and we already have started the construction of the first BRT lane with a project name (BRT-2 CORRIDOR). The lane has a length of about 20 kilometers and is intended to link North West with south west section of the city. This BRT corridor is intended to have more than 20 bus stations and 2 terminals and will move serve more than 6,500 passengers in just an hour in just one route. The construction of this BRT-2 corridor lane is now half way finished and we are very hopeful that it will commence operations in matters of months.

In conclusion, what I would like to affirm that African countries should consider innovative and sustainable transport solutions. Let's prioritize to build roads for the general public use rather than for vehicles only. And as the continent is one of the most affected location of road safety concerns, and as it has been affected by the demand and supply gap of transport services, the application of BRTs and NMTs and the amalgamation of safety in road design should be a great concern that needs our immediate attention.

I once again would like to thank the organizers of this course, and I just wish all participants a successful time.

Thank you

SUMMARY OF PRESENTATIONS

A total of 12 technical and operational papers were presented in the four sessions, and under two sub themes, one for each day namely, “Transport Informality in Africa: Issues, Challenges and Opportunities in a COVID Era” for day 1 and “Achieving Global Road Safety Towards Vision Zero in Africa” for Day 2.

DAY 1, 26TH NOVEMBER, 2020: SUB-THEME: TRANSPORT INFORMALITY IN AFRICA: ISSUES, CHALLENGES AND OPPORTUNITIES IN A COVID ERA

Paper 001: Chris Kost, Director, ITDP Africa, Topic; Key Highlights of the “A Quick Guide to Bus Sector Modernization”: Quick Wins for African Cities Post COVID19. In 2020, the UN Habitat, Africa Development Bank, ITD and other partners launched the “A Quick Guide to Bus Sector Modernization”. The document provides a step by step approach to transforming informal transport in the African setting. The paper therefore provided some quick wins to enable authorities and investors take advantage of. The Quick wins highlighted includes:

- a. Current bus service statuesque and the accompanying complexities seen in the poor quality of services
- b. The need for government regulation to redefine direction of bus service development towards modernization
- c. The need for a lead public transport agency, role definition amongst other service providers within the value chain which should be a combination of government and the private sector
- d. Issues about labor force, gender, compensation and risk management amongst others.

Paper 002: Darko Skrbinek, Chief Executive Officer & Nenette Mwamba FOT Consulting, Operators of Johannesburg BRT, South Africa. Topic; “Transforming Informal Public Transport System Towards Sustainability and Efficiency: The Rea Vaya, Johannesburg BRT Experience”. The paper summarizes the transformation of the informal public transport system in Johannesburg through extensive engagement with industry players such as the Taxi and mini bus operators which resulted in:

- a. More than 500 Taxi Owners formed 9 companies among themselves and took ownership of the first two Bus Operating Companies in the City of Joburg and South Africa





- b. Close to 1000 Minibus-Taxis have been removed from the operations on the routes between Soweto (largest black township in SA) and Joburg to make space for 277 buses – substantial effort towards reduction of carbon emissions
- c. Single largest climate change initiatives in the City
- d. Close to 300 former Minibus-taxi drivers have been trained and offered jobs as bus drivers in the BoC
- e. Further, 400-500 job opportunities have been created and implemented for candidates originating from the Taxi Industry
- f. 14 Companies formed by the Taxi Operators provide a platform for their further engagement in many other business opportunities created through the establishment of the BRT system in Johannesburg

PAPER 003: ENGR. EMMANUEL JOHN, Director of Administration and Strategy, Transportation Growth Initiative, Abuja Nigeria, Topic; “The Imperatives for Policy and Regulatory Alignment Towards Urban Mobility Reform Post Pandemic in Africa”.

The paper highlighted the current situation where informal transport dominates Africa cities’ landscape. It noted limited efforts by countries to transformed the informality, the multiplicity of complexities and their impact on COVID19 with citizens at the receiving end. It further noted that the absence of strong, implementable policies/ regulations, limited commitment of government may have been largely responsible for the slow pace of sustainable transport development, even in the face of huge population growth and infrastructure deficits. Also highlighted in the paper are:

- a. survey report on the reasons for the informality of transport in Africa
- b. Comparative analysis of current urban public transport practices in Africa vis a vis ideal situation and the impact of the accompanying complexities on COVID19



- c. That whereas aviation is said to have lost N24b monthly due to COVID19 in Nigeria, a conservative 80m people use

public transport in Nigeria, @ N278.88 fare per trip per day as at August 2020 (NBS) is N22b naira loss daily. This proves that fact that road transport is far worst hit than aviation.

- d. A discuss on COVID19 related palliatives and developmental projects in the transport sector in Nigeria and the gaps. The interventions include:
 - i. N10b came to transport generally to which Urban Mobility can access
 - ii. the N75b survival fund, with 333,000 artisans and small scale transport businesses benefiting N30,000 for 3 months
 - iii. Government is investing in 2,000 high capacity CNG buses to be distributed to major operators in different cities of Nigeria
- e. It noted that, according to a recent study by PPL, 60% of low and medium income earners in Nigeria spends 51% of their income on city transportation, a reason why adequate intervention is needed to

Paper 004: Engr. Mustapha Azouzzi, World Bank Road Safety Consultant, Casablanca, Morocco. Topic; “How Transport Infrastructure Design is changing the Face of Urban Mobility Towards Sustainability and Road Safety in Morocco”. The paper highlighted the transformational public transport investment efforts of different cities of morocco, particularly the tramways and electric BRT systems completed and ongoing projects in cities of Casablanca, Rabat, Marrakech, and Oujda. He also emphasized the following as part of planned or ongoing efforts in transforming informal systems alongside the public transport investments:

- a. Rejuvenation of the vehicle fleet: tax incentives, "Bonus-Malus" system linked to CO2.
- b. Casablanca as a case study
 - i. The city currently have 900 bus in an organized system with 75 bus lines,
 - ii. Rail network (Rabat and Casa): 24 trains / direction (1 hour), 9 stations



- iii. LGV high speed rail network between Casa-Rabat-Tanger which enables workers from longer distances access the city instead of staying in the city center or driving in
- iv. The 15,000 vehicles fleet of taxis with 1.2 million passengers/day
- v. 70 km of tramway (ext 30km) that runs through the inner city of Casablanca
- c. Marrakech Green BRT with the first two BRT lines dedicated to Electric Buses with a combined total of 19.7km network that conveys 71 000 commuters/day , with 8 connection poles and 30 stations
- d. Program to replace large taxis with low-emission 7-seater vehicles (g.CO2 / km).
- e. Government fleet modernization program currently ongoing: VE
- f. Development of Urban Mobility Plans for the big cities
- g. Land use adjustments: Business /Administration/ school relocation.
- h. Developed an electric vehicle vision

Paper 005: Ass. Prof. Rutul Joshi, and Pranjali Deshpande, Researchers at CEPT University, Ahmedabad Gujarat, India Topic, “Informal Transport Transformation in Cities of India: Best Practice Examples and the COVID19 Connection”. In their paper, Rutul and Pranjali listed Mobility as one of the 3 fundamental sectors to lift citizens out of poverty, the other two being source of livelihood

and housing. They went further to enumerate the challenges with informal public transport practices in cities of India, focusing on motor tricycles and Rickshaw. They went further to presented 3 inspiring case studies on informal public transport modernization in cities of



- a. **Fazilika;** Lunched in 2008, the modernization focus on formalization of drivers through their associations with the social enterprise, integrated planning, policy level discussions under the act. This enabled more transparent costing, operators' access to low-cost phone services and market linkages, as well as access to loans at 4 per cent in nationalized banks. Other services included access to health service, free legal aid and educational support, training of drivers and safer rickshaws. The project has been scaled up to 22 other cities
- b. **Alwar Vahini;** Launched in 2011, government collaborating with the financial institutes with formation of Alwar Vahini Co-operative Society and

working with the private vehicle manufacturers, this has improved quality of services. The project paid attention to gender equity and involvement of NGO for trainings

- c. **Kochi;** First launch with 250 E autos around Feb 2020. The focus was that there is supply -demand gap which is leading to proliferation of IPT. Ernakulam Jilla Auto -rickshaw Drivers' Co -operative Society Limited no. 1405 (EJADCS) was formed with the objective of integrating the operations of auto rickshaws in the district of Ernakulam, welfare of auto -rickshaw drivers and their family and integration with the metro rail. Focus on robust organizational framework

Paper 006 by Regatu Solomon, Public Transport & NMT Team Leader, Addis Ababa Transport Bureau, Ethiopia. Topic: “Ongoing Efforts to Mainstream Cycling and Walking in Ethiopia and what impact on informal Transport and Road Safety”. The paper gave a general overview of the progress being made in the development of Non-Motorised Transport in Addis Ababa, from policy development to Advocacy, stakeholder's engagement, government leadership role to infrastructure development. It gave a brief on



- a. The Addis Ababa Safe Cycling Program, a comprehensive cycling development package that covers, policy, infrastructure design, capacity building, studies and research, awareness and guidelines development.
- b. The 10 year Addis Ababa Non Motorised Transportation Strategy and the accompanying 3 year implementation plan
- c. Construction of a total of 18.4km cycle lanes at Haile Garment RA- Jemmo RA, Kality – Tuledimtu and Pilot corridor on Lebu-Jemmo.
- d. The Addis Ababa monthly Open streets Day
- e. The Addis Ababa Walking and Cycling Day
- f. The NMT Safe Intersection Program
- g. The walkway rehabilitation project

Paper 007 by Ing. (Mrs) May Obiri-Yebo, Director-General, National Road Safety Authority, Ghana. Topic “Using Motorcycles and Tricycles for Commercial Purposes in Urban Areas of Africa, to Ban their Usage or to Keep them: A case Study of Ghana”. The presentation examined the operations of powered commercial motorcycles and tricycles in cities of Ghana. It specifically looked at:

- a. The current legal instruments for their operation and the challenges, including fatalities and other road safety issues associated with their operations. It noted that from 2001- 2018, motor-cyclist fatalities increased by 1170% compared to a reduction of 20.1% for bus occupants.
- b. Actions taken by the National Road Safety Authority amongst which are a policy recommendation of 3 alternate options for their operations
- c. The political divide and will to implement the recommendations and the

debate

- d. The Authority has noted that amongst other figures, about 50% of surgical cases in the theatres were motorcycles and tricycles related. The disturbing statistics have been used as a support by the NRSA for the justification and legitimating factor in the criminalization of the usage of 2&3 wheelers for commercial purposes



- e. The paper further highlighted the operational regulations in cities of Africa including cities in Nigeria, Kenya, Ethiopia, Cameroun, Bukina Faso, etc which regulations include outright ban from city centers, portions of city center, restriction from certain routes, creation of separate routes for them, etc.
- f. It however stated that 'Okada' may, for now, be an inefficient response to an inefficient status quo, but they do solve acute mobility issues within the metropolis and, like all transport services, have to be regulated. And therefore posit that any successful policy

intervention should demand well-researched data as its foundation or it runs the risk of failure

Paper 008 by Engr. Dr. Remi Adewunmi, Director Transport Technology Center, Nigeria Institute of Transport Technology, Zaria. Topic “Commercial motorcycle and Tricycle operations in Nigeria: Policy Implications for Security, Safety, economics and transport” The paper classify the commercial motorcycling into two areas, one of the perspectives characterizes the phenomenon as a social menace that needs to be curtailed; the other perspective paints okada/keke as a symptomatic condition exhibiting failed government's ability to provide adequate transport infrastructure.



It further stated that African cities, especially Nigerian cities have been characterized as informal cities due to massive non-regulated transportation and housing provisioning. And that Okada/keke and street trading are the two most dominant narratives in the discourses of informal economy. As Steck (2008) notes informal economy is a paradox, having functional socioeconomic benefits that are coexisting with negative externalities of spatial disorder and congestion in urban space. However with right policy interventions, the trade-off could be managed so that social economic benefits of okada/keke riding could be optimized, spatial disorder tokenized and

security and safety matters catered for. The paper further highlights the following;

- a. Commuter's Security and Safety Associated with Commercial Motorcycling and Tricycling in Nigeria
- b. Policy Constraints and Commercial Motorcycle/Tricycle Operation, noting that while there are a number of policies, implementation leaves much to be desired
- c. Criminality Problems in Commercial Motorcycle/Tricycle Transport
- d. He made recommendations that borders on the need for stronger but implementable policies and regulations that integrate okada/keke into the transport system but more importantly the need to improve infrastructure and public transport system that makes the use of okada/keke less attractive.

**DAY 2, 27TH NOVEMBER, 2020:
ACHIEVING GLOBAL ROAD SAFETY
TOWARDS VISION ZERO IN AFRICA**

Paper 009 by Dr. Boboye Oyeyemi, Corps Marshal Federal Road Safety Corps, Nigeria, Topic “Performance Analysis of the UN Decade of Action on Road Safety 2011-2020 in Africa and the Current Road Safety Situation/Efforts in Nigeria”. The paper examines Nigeria's performance of the Decade of Action, which most visible of the goals is the 50% reduction of fatality based on 2011 baseline figures. Consequent upon the implementation process, between 2011 and 2016, the FRSC saw a 16% reduction in fatalities, but between 2017 and 2019, it saw 6% increase in fatalities. Overall, between 2011 and 2019, there is a 9% fatality reduction as against 50% reduction.

This computation did not take consideration of the vehicular and human population growth within the period under review, and 2020 figures are not yet included. Analysis are being made to understand the sudden increase in fatalities instead of reduction but this may not be unconnected with the improved data collection mechanisms by the Federal Road Safety Corps and its collaborating agencies, establishment of

new offices to areas not previously covered which means more data collections, and perhaps the increase vehicular and human population with limited increase in road networks within the period under review. The paper went further to outline some key actions taken per the five pillars of the UN Decade of action, these includes:



- a. **Road Safety Management:** strengthening of the lead agency role and facilitation of establishment of traffic management agencies at state levels, ISO 9001 :2015 certification, Instituted Performance Management System (PMS) and Implemented Quality Management System (QMS) on all its processes and procedures
- b. **Safer Roads and Mobility:** Periodic road safety audit/assessment and reports forwarded to implementation agencies, implementation of the 6DT crash investigation enabling safety rating of road.
- c. **Safer Vehicles:** Development of school bus regulations, conducted Free Vehicle Safety Checks on Quarterly basis nationwide with advisory and follow-up measures to ensure remedial actions, Deployed Competently trained Personnel to Tank Farms nationwide to ensure compliance on Safe-To-Load program for haulage transportation, facilitating implementation of the 10-years maximum age compliance on imported vehicles, and partnering

relevant stakeholders on Fleet Renewal Program

- d. **Safer Road User:** Nigeria has enacted laws on all the 5 important risk factors and developed implementation mechanism in line with the Decade of Action recommendations, establishment of the National Traffic Radio 107.1 FM, implementation of youth safety education and road safety in school curriculum.
- e. **Post-Crash Care:** Obtained national emergency number 122, established road side clinics and ambulance service points' codenamed Zebras, introduction of community road crash responders and training of volunteers, Collaboration with the Nigerian Air Force for Air Ambulance, etc.

Paper 010 by Dr. Alina F. Burlacu, Senior Transport Specialist, World Bank Global Road Safety Facility, Singapore. Topic “The UN Decade of Action II (2021 - 2030): Lessons Learned and the Way Forward for Saving Millions by 2030”. The paper examined the lessons learned from the first Decade of actions 2011-2020 and the new strategy based on the second UN Decade of Action 2021-2030. It stated that within the 150 years since road deaths began, more than 60 million fatalities has been recorded worldwide and hundreds of million injured. And emphasized that within the first Decade of Action and specifically from 2013 to date, no reduction in the number of road traffic deaths in any low-income country, while middle income countries recorded a 23% reduction. However, it noted that at least 800,000 fatalities were saved within the first Decade of Action. The concerns arising from the slow pace of fatality reductions globally led to the setting up of several new targets to achieve between 2021 and 2030. These includes the 12 global road safety performance targets, goals 3 and 11 of the Sustainable Development Goals (SDGs), the goals of the second UN Decade of Action which includes to save 5 million deaths from road crashes, 50 million people from road injuries and 5 Trillion USD from road crashes, amongst others. The paper went further to present 4 best

practice case studies of projects and initiatives relation to the behavioural risk factors implemented in cities of Asia, these includes speed reduction measures in Bangkok, Thailand, Cycling infrastructure improvements in Shanghai, China, safe routes to school program in Ho Chi Minh, Vietnam, and urban road infrastructure design improvements in Mumbai, India. In addition, it specifically noted the following:



- c. It advocates for faster and stronger implementation of the safe systems approach at all levels
- d. It further advocated the need for stronger Leadership and partnerships which are key to success in road safety and that Cities should stay compact and people-oriented rather than car-oriented.
- e. that the cost of the road safety pandemic is huge, and that 7% to 22% additional increase in GDP per capita over 24 years can be achieved through 50% reduction in road traffic injuries;
- f. that globally, pedestrians and cyclists represent 26% of all deaths, with those using motorized two- and three-wheelers comprising another 28%--i.e. 54% are 'vulnerable' users. Africa has the highest proportion of pedestrian and cyclist mortalities, with 44% of deaths

Paper 011 by Ali Zayerzade, Executive Director, Road Safety Pioneers, Tehran Iran.

Topic “The role of Stakeholders in achieving vision zero in LMICs: Examples from Asia”. The paper examined the place of collaboration and partnerships in addressing the menace of road carnages from a global perspective. It emphasized the need for all hands to be on deck in playing contributory roles towards achieving the global road safety targets. It further emphasized the crucial importance of applying the safe system approach as against the traditional approach to road safety, and from a collaborative point of view. It then harped on role definition and narrowed this to the five pillars of the UN Decade of Action on Road safety giving case studies from around the world.

Some of the pillar based case-studies discussed were as follows:

- a. In an ambitious plan to support efforts at addressing road deaths and injury, the World Bank Global Road Safety Facility is facilitating different projects, initiatives and programs globally including funding and development of a variety of tools and guiding materials to support authorities and stakeholders, improvement in data collection and management to guide decision making including at regional levels such as the Africa Road Safety Observatory
- b. That Bloomberg Philanthropies is allocating \$240 million from 2020 – 2025 to save 600,000 more lives and prevent up to 22 million injuries in low- and middle income countries.

- a. Pillar 1 - Road Safety Management: the political will that transformed road safety in France; between 2002 and 2005 road deaths in France decreased by 25-35% in rural areas, 38% on urban motorways and 14% on urban roads because President Jacques Chirac was involved in a crash



which got his leg seriously injured, he made road safety one of the three priority of his government and things changed for the better.

- b. Pillar 2 - Safer Roads and Mobility: the establishment of the IndianRAP in 2017 which is improving the star rating of roads nationwide, it is expected to improving 10% of India's highest risk roads (332,041 km) to a 3-star or better standard would save over 7,600,000 lives and serious injuries over the next 20 years.
- c. Pillar 2 - Safer Roads and Mobility: In Tanzania, the Bloomberg Initiative for Global Road Safety provided funding support which resulted in 3,945km of road accessed, 2671km star rated for design and implementation, 140km road constructed based on iRAP recommendations, 151 professionals received road safety training all with a capability of the project saving 151, 800 lives within 20 years.
- d. Pillar 2 - Safer Roads and Mobility: In Malaysia, dedicated motorcycle lanes were implemented on Federal Highway route 2. It was reported that motorcycle crashes were reduced by up to 39%, and the benefit to cost ratio of providing

dedicated lanes ranged from 3.3 to 5.2

- e. Pillar 4 - Safer Road Users: Uganda Helmet Vaccine Initiative (UHVI); 'Wear a Helmet' Campaign, increase helmet use for PTW (Bodaboda) riders from 49% to 77% within two years. It engaged celebrity musician in Uganda, Bobi Wine, Safety workshops were held and there were, distribution of helmets.
- f. Pillar 4 - Safer Road Users: Vietnamese National Child Helmet Action Plan (NCHAP), Target: increase helmet wearing rates among children to over 80% by 2030. Helmet usage among 6- to 15-year-olds increased from 35% in 2017 to 70% in 2019
- g. Pillar 4 - Safer Road Users: The Tunisian NGO Les Ambassadeurs de la Sécurité Routière ASR) held a successful two-years (2018-2020) campaign. The campaign combined with police enforcement activities caused an increase of the percentage of drivers wearing a seatbelt on the front seat, from 10% to 75% in two years! The number of crashes and traffic victims due to not wearing a seatbelt in urban areas , decreased significantly. 17,73%(131) less deaths and 28,78%(1733) less injured were registered. That is a significant proof that wearing the seatbelt saved many lives. The ASR “Stay Alive.....Wear Your Seatbelt” campaign was declared the Best Road Safety Campaign in the history of Tunisia and was also awarded the FedEx Road Safety Award 2019 and Prince Michael Award 2019.

Paper 012 by Joop Goos MSc, Director/Owner, GOOS Consultancy, Netherlands. Topic “Developing Road Safety Strategies at National and City Levels, a More People Oriented Approach”. The paper harped on the need and effect of city and subnational level road safety interventions in developing countries, especially Africa. It noted the many national level policy and strategy developments

which does not in all cases narrowed down to the subnational or city levels where the challenges really are. It equally emphasized the need for road safety to be a part of a comprehensive urban mobility development package rather than a standalone policy. With 44% of fatalities in Africa being pedestrian and Cyclists and 9% being motorcyclists, time is ripe for stronger policy developments that targets this group of vulnerable urban road users. The paper further stated that 90% of all traffic deaths occur in L/MICs, more than 50% are VRUs, 67%-85% of all traffic deaths in Urban Areas are VRUs. That during COVID-19 pandemic, walking and cycling increased and motorized traffic volumes decreased but that crash risk for pedestrians and cyclists increased tremendously due to an increase of speed of motorized traffic. It then narrowed down to case studies and



recommendations as follows:

- a. Spain: 1st country in the world to make 30kph default speed on every single-lane urban road. Cities will have 6 months to implement the changes. Paris will extend 30kph to cover entire city, Brussels city-wide 30kph zone. London, Amsterdam, Austrian cities to make 20mph/30kph the default speed. India “Cycles4Change Challenge” for walking and cycling pilots in 11 cities

- b. Initiatives to create safe school ways with low cost infra measures in African countries, like Senegal, Ghana, Zambia, Botswana, Mozambique
- c. Initiatives to create safe school areas by creating safe crossings in many African Countries, like Malawi, Ivory Coast, Tanzania, Namibia
- d. Berlin, Milan, Brussels, Amsterdam, Rotterdam announced infrastructure changes to promote cycling and walking
- e. Ireland will invest 10 % of the total transport capital budget on cycling
- f. Barcelona is redesigning downtown streets to prioritize people, not cars
- g. National/Regional Level (Public Transport, Walking, Cycling, Housing, Health, Enforcement policy) as framework for City Level
- h. At City Level coordination between Health, Urban Planning, Public

Paper 013 by Engr. Prof. Hashim Abubakar, Transport Engineer, and lecturer, Bayero University, Kano. Topic “Infrastructure design reforms as panacea for transforming transport towards sustainable mobility and road safety for all” The paper examined the different elements and factors to enable efficient transport infrastructure reform with a view to attaining sustainability, safety, equity and accessibility in urban areas of Africa. It specifically looked at why reforms are necessary, who should lead the reform, regulatory issues in infrastructure reform, the infrastructure deficits in Nigeria. It then narrowed down to transportation for sustainable development focusing on the transport issues in the Sustainable development goals. It gave some case scenarios in the city of Kano with possibilities that the critical changes in the traffic volume could be attributed to the nature of infrastructure development amongst other factors, hence the need for reform:

- a. A comparative analysis of traffic study in Kano CBD conducted in 1963, 1971, 1973 and 2009, which showed modal share of cycling decline from 26.6%in



1961 to 1,51% in 2009

- b. A comparative analyses of average vehicle traffic on 10 major roads in the Kano Metropolis which showed a whopping cumulative average vehicular traffic from 472 vehicles per hour in 1971 to 19,443.30 vehicles per hour in 2009

- c. Comparison of pedestrian traffic on 5 major streets which showed a massive percentage change for instance on Bello Road from 623 pedestrians per day in 1973 to 2,073.60 pedestrians per day in 2009.
- d. That in Africa, an estimated 450 million people—more than 70% of the region's rural population – are still unable to reach jobs, education and healthcare services due to inadequate transport. Hence transitioning to sustainable mobility would allow Africa to become food self-sufficient and create a regional food market worth \$1 trillion by 2030
- e. Excessive traffic congestion is an example of inefficiency, as motorists only consider their own travel costs and disregard the additional travel time they impose on other vehicles
- f. When considering all transport costs—including vehicle acquisition, fuel, operational expenses, and losses due to congestion—the move toward sustainable mobility can deliver savings of \$70 trillion by 2050

SUMMARY OF OUTCOME

The keynote speakers captured it well in their speeches as they described current scenarios and consequences of in-action. For instance, Mr. Jean noted that “African cities will add over 900 million new residents by 2050, making this continent the most rapidly urbanizing region on the planet” and “As Africa urbanizes and incomes rises, the absence of high-quality, dignified, secure public transport is promoting personal vehicle use to grow faster than the global average. Vehicle travel is intended to increase by 230% from 2015 to 2050 ... vehicle fleet is set to grow four to five times by 2050. And 80-90 per cent of this growth will come from the import of used vehicles”. This unprecedented increase in human and vehicular growth cannot be to the benefit of Africa if strategic steps are not taken to mitigate the accompanying challenges. Currently, over 300,000 residents are killed annually with over 50% of that happening in urban areas and 44% being cyclists and pedestrians.

This again reiterate the words of the Minister of Transportation of Ethiopia, Her Excellency, Magdawith Moyes Bekele, that “The heavy focus of our engineering to construct more asphalts instead of pedestrian and bikeways, had shown lots of unpleasant consequences in the forms of congestion, nuisance and health deteriorations around the world which together has now awakening us to rethink and change our old ways of transportation choices and practices, to a much advanced and forward-looking solutions” and that “The majority of transportation-related investments of Africa are road construction. And what makes this worse is that the vast majority of Africans still do not own cars. Instead, people must rely on inconsistent, informal, and often

dangerous modes of public transport” She emphasized the need to rethink our transport system with forward looking innovations. Among the forward looking innovations she mentioned are a focus on Non-motorized transportation and organized public transport.

WHAT IS INFORMAL TRANSPORT?

Different terminologies have been used along or alternative to informal transport with their definitions in the course of this program, because this subject means different things to different people. But drawing from the combination of the different terminologies and definitions, we have drawn a subjective understanding of what informal transport is. A few of the terminologies and definitions are found in the definition of terms on page.... These informal transport systems includes High capacity buses and mini buses, shared taxis, motorcycles and tricycles, open pickups/vehicles for goods but used to convey commuters from villages and suburbs to the city, two and three wheelers, etc.

Informal transport therefore, in the context of our focus, refers to transport systems and practices which has a combination of some or all of the following features:

- a. does not meet basic best or universal practices
- b. lacks quality and standards in terms of vehicle, terminals, passenger interface, etc
- c. commercial vehicle fleets largely owned by individuals in an unorganized system
- d. not regulated, limited regulations and

- or not legitimized by government
- e. characterized by manual systems that makes data collection difficult or non-essential
- f. residents utilizing it largely as a last resort or a quick fix solution rather than a legitimate choice based on consideration of all options
- g. Operators are largely people seeking means of livelihood rather than a deliberate decision to set up a transport business based on a vision

REASONS FOR THE INFORMALITY OF TRANSPORT IN AFRICA

Several reasons can be deduced from the presentations and input of participants on the reason for the informality of transport and the accompanying complexities during this course. Among these are:

- a. Generally weak and fragmented policy and regulations on urban mobility and road safety in Africa, and where policies and regulations exist, there is weak and biased enforcement.
- b. The nature of urban mobility developments over the years, which is largely car centric promotes informality. Mobility is an intrinsic need yet 80% of urban dwellers in Africa cannot afford a car, hence they must find other means to move.
- c. There is inadequacy of knowledge and capacity to know what's best and to

- d. Poverty, unemployment and inequality. The quest for employment by the teaming populace and the efforts to earn income are key factors that has promoted transport informality.
- e. Lack of political will to invest and change the statuesque.
- f. urban sprawl, rapid urbanization and general population growth with limited resources to provide transport infrastructure and services to cope.
- g. Absence or inefficiency of last mile to connect public transport stops and terminals.
- h. Convenience of the modes, speed to reach destinations and deliberate choice to use informal modes. In busy traffic environments and bad road conditions, two and three wheelers seem faster, there are also narrow inner city routes not plied by the regular public transport vehicles which makes two and three wheelers a good option, especially for door to door connections.
- I. Gaps in land use planning and housing development



Fig1. Reason for Transport Informality in Africa.
Source: Ochenuel Mobility

POLICY RECOMMENDATIONS

Consequent upon the speeches, presentations and interactive inputs from participants, a wide range of recommendations are hereby drawn with a view to providing direction for transforming informal transport in cities of Africa and for encouraging some of the cities which are already making progress in this regard. For ease of understanding, while some recommendations are general in nature, others are categorized into the various units of the informal transport areas as below.

GENERAL POLICY RECOMMENDATIONS FOR TRANSFORMING INFORMAL TRANSPORT AND ROAD SAFETY IN CITIES OF AFRICA

- a. The course recommends appropriate policy reforms to address the general policy weaknesses and sometimes over-regulation, hence, a comprehensive national urban mobility policy should be developed to cater for all issues on urban mobility. However, different component policy directions also needs to be drawn from this national policy, as are later recommended below.
- b. Urban mobility should be seen from the economic point of view. For instance, with 60% of low and middle income earners in Nigeria spending 51% of their earnings on urban transport according PPL analysis (in a largely informal setting), a transformed urban mobility could mean liberation from poverty, this is apart from the climate change, health, tourism and similar benefits. To this end, a comprehensive economic benefit analysis on the envisaged transformation should be done to strengthen political interest and justification for funding.
- c. There is an urgent need to implement city-wide 30 kmh as the default speed limit in Urban Areas as is being done by Spain, or adopt 30 kmh zones supported by traffic calming measures in residential, shopping and school areas. This means that for areas where the speed must be higher than 30kmh, there should be separate lanes for cyclists and pedestrians.
- d. The networks for vulnerable groups (cycling lanes, pedestrian walkways, etc) within the non 30km zones should be well connected to ensure seamless mobility and with effective linkage to the mixed-use or 30km zones
- e. Motor vehicle import regulations which contributes to the informality. A key factor supporting transport informality in the quality and type of vehicles imported into countries in the continent. To this end, governments of Africa countries and cities alike should pursue implementation of policies on no importation of used vehicles as has been commenced by South Africa and Egypt
- f. Subnational and city levels should develop short, medium and long term

urban mobility plans and strategies that focuses on sustainability, social equity, safety and low cost to citizens

- g. A robust synergy should be developed between the public sector, civil society, academics/ researchers/ advocates and citizens
- h. Improve and strengthen Enforcement. Weak and biased law enforcement has been a key factor for the nature of transport informality in Africa. There is therefore the need to strengthen enforcement of existing/new laws and regulations while equality before the law as enshrined in constitutions of countries should be paramount
- I. Subnational and city level authorities should prepare an action plan with budget, measurable targets and a timeline for concrete implementation as a matter of priority. This should exist at the different levels of policy perspectives described letter in the recommendations. Only an ambitious implementation will make roads safe for vulnerable road users

POLICY RECOMMENDATIONS FOR TRANSFORMING INFORMAL BUS, MINI BUS AND TAXI TRANSPORT IN CITIES OF AFRICA

- a. A comprehensive bus and informal commercial taxi fleet assessment should be carried out at city level culminating into a national level data. This combined with other data such as city population, bus demand analysis and projections, etc, will form the basis for the reform
- b. A nationally determined policy direction with a clear vision should be developed for transforming informal bus fleet and informal taxis into modern system that is tailored towards sustainability, safety, mass transit, accessibility and equity
- c. A strong leadership with requisite capacity should be set out at national and city levels with a system of public-private

sector partnerships in driving the process.

- d. There should be provision of a strong Technical Support and Expertise for the transformation tasks to ensure meaningful engagement and negotiations
- e. There should be open and prompt communication with political, social and community representatives to ensure ownership of the process and to address prevailing stumbling blocks in the process
- f. Sub-national and city authorities should develop appropriate strategies with milestones for implementing the policy

POLICY RECOMMENDATIONS FOR TRANSFORMING POWERED COMMERCIAL TWO AND THREE WHEELERS IN CITIES OF AFRICA

- a. A comprehensive study of the commercial motorcycle and tricycle operations should be carried out at city level to understand the complexities and socio-economic implications of any action
- b. A strategy should be developed by cities towards the transformation based on the data set. This should provide a step by step approach to the transformation rather than a sudden announcements which has great socio-economic implications
- c. Relying on the different existing scenarios and data across the continent, and with the Ghana case study as example, it is strongly advised that commercial motorcycled be de-commercialized at city centers allowing only individuals who ride them for personal transport to do so, a total ban is already in place in cities of Lagos and Abuja in Nigeria, Nairobi in Kenya, Yaoundé in Cameroun and Addis Ababa in Ethiopia, etc. This recommendation does not disaffirm the need for the above study

- d. Where the city chooses to retain then, a strong regulation with designation of routes and with sufficient enforcement are required. A creation of separate lanes could be an option as is the case in Ouagadougou, Bukina Faso.
- e. Tricycle for commercial commuter purposes could be allowed only in certain areas especially as feeders and or last mile connection, but should be allowed for freight small deliveries for inner city on designated routes.
- f. Efforts should however be made to transform all powered two and three wheelers from the highly polluting 2-stroke engines to become electric, or at the least other cleaner fuels, operators should be well trained, insured and licensed with clear guidelines on operations.
- g. This should be a positive political goal for politicians and city authorities to see the

complexities posed by this means of transport closed up and the system transformed into a more sustainable, safer and secured mobility options in their city.

- h. Also, where the statuesque is retained, a coordinated transformation or modernization program could be set out as was the case in ,,,, India, and the current attempt to digitize them, examples such as the gokada in Lagos,



TOOLKIT FOR DECARBONIZING INFORMAL TRANSPORT IN AFRICA

Drawing from the analysis of the various case studies and expert positions during this program, the table below represents a summary of the toolkit for decarbonizing transport. This is recommended for adoption by city leaders across cities of Africa

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 riders - 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

POLICY RECOMMENDATIONS FOR DEVELOPING BICYCLES AND PEDESTRIAN SYSTEMS AS ALTERNATIVE TO THE INFORMAL TRANSPORT SYSTEMS

- a. A national Non-Motorized Transport Policy and Strategy should be developed to provide a long term vision for the country while subnational or city level authorities are do develop appropriate documents to implement the strategy.
- b. All public transport development programs and projects should have cycling as a component. In essence, terminals and stops should incorporate universal access that enables cycle parking, onboard cycling spaces and access for persons with disability.
- c. The policy and strategy should ensure that building codes incorporate cycle parking facilities in existing and future developments
- d. Cycling should become a major replacement for commercial two and three wheelers in city centers, both as last mile and for personal transport
- e. Cities should establish urban roads hierarchies which match road function to speed limit and design that gives topmost priority to cyclists and pedestrians as against current practices where the driver is king of the road.
- f. Create safe Intersections by prioritising vulnerable road users, 78% of crashes involving pedestrians occurs at intersections
- g. Comply and fully implement the 12 global road safety targets, especially targets 3 and 4 respectively, which implementation provides road systems that meets the needs of all including cyclists, pedestrians and persons with disability.

POLICY RECOMMENDATIONS FOR IMPROVING ROAD SAFETY IN CITIES OF AFRICA

- a. The huge road safety efforts in countries of Africa seem not to have translated sufficiently to the overall fatality reduction targets envisaged in the past years. In this regards, the UN Decade of Action II provides excellent opportunity to leap frog into better road safety for all in Africa, to this end, we call for better strategy, better investments and better human resource capacity developments to implement reforms.
- b. A national road safety strategy should be developed by all nations. But beyond this, each sub national and city levels must develop plans towards achieving vision zero in their territory. Such strategies should be sufficiently linked to the Urban Mobility Policy in order to address the urban road safety crises
- c. Countries should strengthen data collection and utilize best practice road safety data templates for collection, collation and analysis of data. In this regards, the Africa Road Safety observatory provides the opportunity, countries should subscribe to this
- d. Prepare an Action Plan with budget, measurable targets and a timeline for concrete implementation as a matter of priority. Only an ambitious implementation will make roads safe for vulnerable road users
- e. It has become increasingly imperative to implement the lead agency concept as part of the UN Decade of Action recommendations and to scale this to sub national levels.

The ongoing efforts of FRSC Nigeria which has resulted in the establishment of traffic management agencies in at least 18 States of Nigeria provides an example

- f. Include Road Safety in Urban Mobility and make it an essential component of Sustainable Urban Mobility Plans (SUMP)
- g. Make the way to school safe (5-star IRAP). Currently, school routes are just 1- or 2-star. Or initiatives to create safe school areas by creating safe crossings as are being implemented by MEND in some African Countries, like Malawi, Ivory Coast, Tanzania, Namibia

h. Funding of road safety interventions should be seen as investment leading to reduction of annual costs of road crashes and accompanying losses in form of human and material loses, instead of seeing it as expenditure.

I. Legislative action should be expedited with focus on the Top-5 Risk Factors: Speeding, Drink-Driving, Distracted Driving, Seatbelts and Helmets.

CONCLUSION

While thanking the keynote speakers, the presenters, the moderator, and all participants, it is important to reiterate that we are at the threshold of history. The new normal occasioned by the Corona Virus Pandemic presents a golden opportunity to rebuilt better, greener and sustainable, away from the informalities and the associated complexities that individuals, families, cities and nations of Africa are currently faced with. Our call therefore is that in the pandemic response and the post pandemic developments, if we must built anything in transport, it should conform to the call for sustainability equitably leaving no one behind.

In the words of the UN Secretary General's Special Envoy on Road Safety, Jean Todt "Leaving no-one behind in the context of Sustainable Urban Mobility means that countries and cities have a duty to improve road safety while promoting sustainable modes of mobility, including public transport, walking and cycling"

This means that we must set new agendas, repackage existing agendas to reflect the new thinking that efficient, organized public transport, cycling and walking holds the future of mobility. This will make our mobility system best practice, our cities competitive, and compliant

with the targets of the Sustainable Development Goals, the UN Decade of Action on Road Safety II and the New Urban Agenda. That means we must invest, diversify, and transform urban mobility towards sustainable systems that is obviously better for the health and socio economic wellbeing of the people, the cities and the countries of Africa.

It is noteworthy that there are *huge efforts* including policy changes and investments in infrastructure and systems in a *few cities of Africa* which the participants are proud of. Amongst these are organized public transport, cycling and walking projects in Casablanca, Marrakech and in Morocco, Cape Town, Johannesburg and Tshwane in South Africa, Addis Ababa in Ethiopia, Lagos Nigeria, Kampala in Uganda, Cairo in Egypt, Dar es Salam in Tanzania. Other cities need to lean from these.

We look forward to leaders and authorities in countries and cities of Africa to carefully implement the content of this report to rescue mobility systems from the prevailing informalities and accompanying complexities, with benefit to Africa and Africans.

APPENDIX

APPENDIX 1: PROGRAMME



AFRICA SUSTAINABLE URBAN MOBILITY COURSE
SPECIAL COVID19 DIGITAL EDITION 2020
FEATURING: AFRICA - ASIA MOBILITY CONNECT
DATE 26TH TO 27TH NOVEMBER, 2020
VENUE: VIRTUAL

THEME TRANSFORMING INFORMAL TRANSPORT & ROAD SAFETY POST PANDEMIC IN AFRICA

SCHEDULE OF PROGRAMME

**OPENING SESSION: 10AM TO 10:50AM
WAT**

1. Introduction and Welcome - 5 minutes
2. Overview of Transport Informality, Road Safety and the COVID19 Implications on Urban Mobility in Cities of Africa – 15minutes
3. Keynote Speech by, Dagmawit Moges Bekele, Minister of Transportation, Federal Democratic Republic of Ethiopia – 10 minutes
4. Keynote speech by Jean Todt, UN Secretary General's Special Envoy on Road Safety – 10minutes

MAIN TRAINING SESSIONS

DAY 1, 26TH NOVEMBER, 2020: SUB-THEME: TRANSPORT INFORMALITY IN

AFRICA: ISSUES, CHALLENGES AND OPPORTUNITIES IN A COVID ERA

SESSION 1, 10:40 – 12:20 WAT: 25 MINUTES PER PRESENTER

1. Key Highlights of the “A Quick Guide to Bus Sector Modernization”: Quick Wins for African Cities Post COVID19 – *Chris Kost*.
2. Transforming Informal Public Transport System Towards Sustainability and Efficiency: The Johannesburg BRT Experience – *Darko Skrbinek*.
3. Bridging the Women in Transport Gaps in Africa: Transformational steps Towards Achieving

Inclusive Mobility Post Pandemic – *Gail Jennings*.

4. Interaction with Questions and answers – 15mins

SESSION 2: 12:20 – 14:00 WAT: 25 MINUTES PER PRESENTER

5. The Imperatives for Policy and Regulatory Alignment Towards Urban Mobility Reform Post Pandemic in Africa – Engr. Emmanuel John,

6. Ongoing Efforts to Mainstream Cycling and Walking in Ethiopia and what impact on informal Transport and Road Safety? – *Regatu Solomon*

7. Informal Transport Transformation in Cities of India: Best Practice Examples and the COVID19 Connection – *Ass. Prof. Rutul Joshi, and Pranjali Deshpande*

8. Interaction with Questions and answers – 15mins

**DAY 2, 27TH NOVEMBER, 2020:
ACHIEVING GLOBAL ROAD SAFETY
TOWARDS VISION ZERO IN AFRICA**

SESSION 3: 10:00 – 12:00 WAT: 25 MINUTES PER PRESENTER

1. Performance Analysis of the UN Decade of Action on Road Safety 2011-2020 in Africa and the Current Road Safety Situation/Efforts in Nigeria – *Dr Boboye Oyeyemi*

2. The UN Decade of Action II: Lessons Learned and the Way Forward for Saving Millions by 2030 – *Alina F. Burlacu*

3. The role of Stakeholders in achieving vision zero in LMICs: Examples from Iran - *Ali Zayerzade*

4. Developing Road Safety Strategies at National and City Levels, a More People Oriented Approach - *Joop Goos, Msc,*

5. Interaction with Questions and answers – 20 Mins.

Session 4: 12:00 – 14:00 WAT: 25 Minutes per presenter

6. Using Motorcycles and Tricycles for Commercial Purposes in Urban Areas of Africa, to Ban their Usage or to Keep them: A case Study of Ghana – *Ing. (Mrs) May Obiri-Yeboah*.

7. Commercial Moto Cycle and Tricycle Operations in Nigeria: Policy Implications for Security, Safety, Economics and Transport - *Engr. Dr Remi Adewunmi.*

8. Infrastructure design reforms as panacea for transforming transport towards sustainable mobility and road safety for all – *Engr. Prof. Hashim Abubakar*

9. How Transport Infrastructure Design is Changing the Face of Urban Mobility Towards Sustainability in Morocco, and the Impact on Road Safety: *Engr. Mustapha Azouzzi.*

10. Interaction with Questions and answers – 20 Mins.

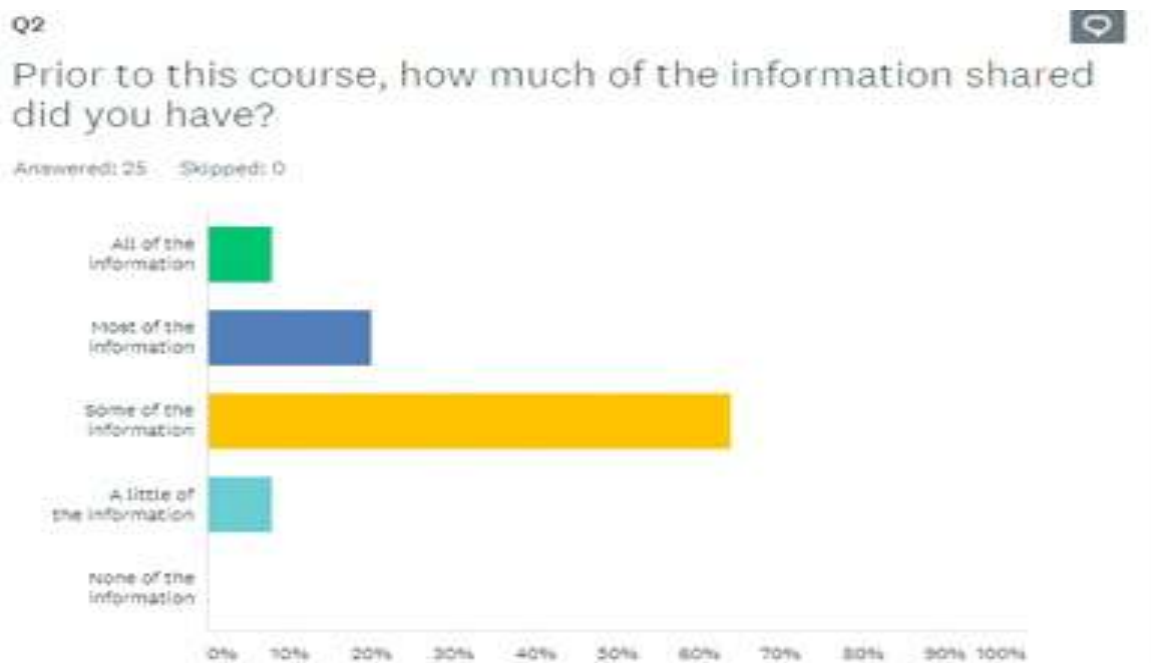
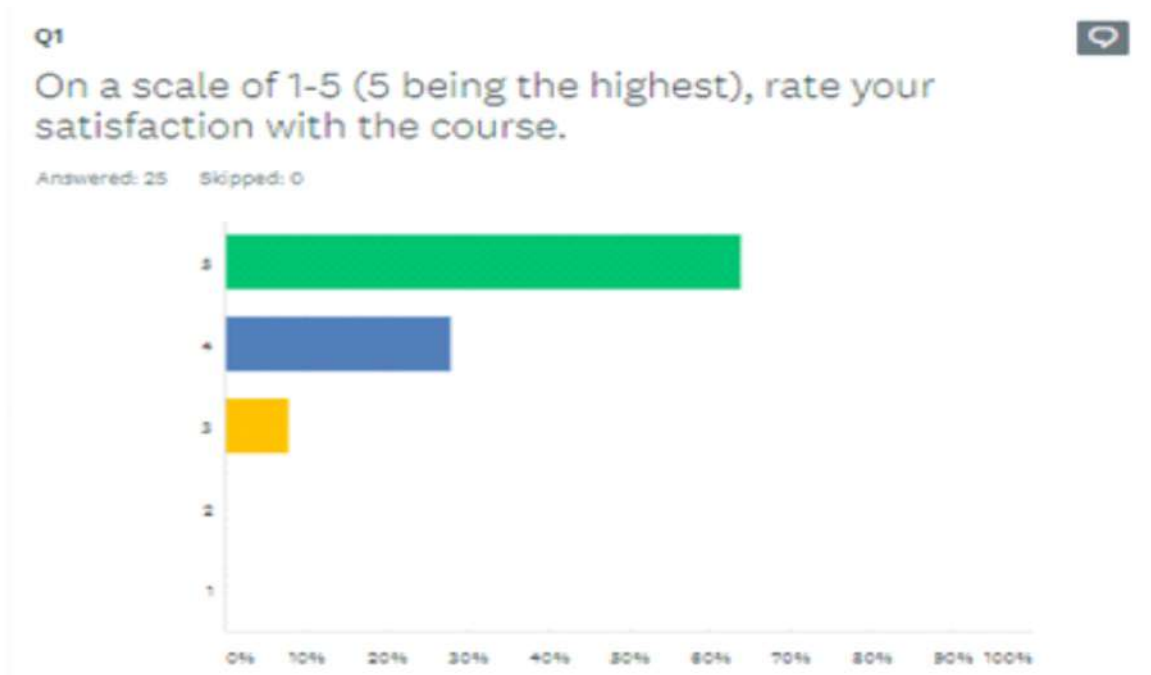
CLOSING SESSION: 14:00 – 14:25 WAT

1. Recap and analysis of recommendations – 5 mins

2. Presentation of outcome – 10mins

3. Closing remarks - 10 Mins

APPENDIX 2: PARTICIPANT'S SURVEY RESPONSE ON THE IMPACT OF THE COURSE



What new information did you learn from this course?

- Answered: 24
 - Skipped: 1
1. The role of the Safe System approach in Road Safety b. Necessity of partnership in combating COVID 19 c. Effective Urban mobility is a product of scientific thinking viz-a-vis societal dynamism
 2. Research Methods for Road Safety
 3. The case in South Africa where drivers did not approve of the BRT at the initial stage was fascinating. Public appreciation of policing goes a long way in effective safety interventions.
 4. It was really an eye-opener event for me. One concept that stood out for me is the positive effects that cycling could have on the education of a girl child, especially in LMICs.
 5. Mostly examples and case studies from African cities
 6. Interesting case studies from African and Asian countries on implemented activities and future plans to improve sustainable transport and road safety
 7. The experience of South Africa in transforming the informal transport to BRT
 8. covid 19 should be a warning that in the future anything can happen and precautions should now be in place
 9. About challenges on mobility in Africa
 10. Making transport available for sustainable livelihoods.
 11. About sustainable mobility initiatives in Africa (Walk, cycle, informal public transport)
 12. Country specific information
 13. Several. From previous day till this afternoon, one thing shown is that “you can't improve what you don't understand”. If 30-40% of individuals in Africa spend their income on transport, then the course has duly offered us the insights to know what to implement. Great presentations from Ghana, Morocco and Nigeria. Great insights from Ing. Yeboah, Officers from FRSC and all others
 14. the Transport system in Ethiopia, Ghana and morocco
 15. The new statistics and also the situation of some countries that i had no idea about their revolution in Road safety and their mobility
 16. the progress of other countries on the development of sustainable transport and road safety management
 17. Africa situation and successful stories

18. Details on the new road safety targets on road safety to be achieved by 2030
19. It is imperative for the transport operators to initiate a mobility plan that fits people's pockets/needs as opposed the usual need to maximize profit.
20. Best practices in African and Asia Region. Safe Mobility becoming a more explicit priority at city level policy and interventions
21. Presentation of the actual situation in Nigeria regarding Road safety
22. Challenges of mobility in African Cities especially vulnerable users.
23. Many new best practice
24. Interesting insights into NMT policies and initiatives across Africa

Q4w

What impact has the training had on you?

Answered: 23

Skipped: 2

1. It has widened my scope of understanding of Road Safety, particularly on urban mobility.
2. Improved understanding of pedestrian mode of transport.
3. A broader and enhanced perspective to road safety.
4. It really opened my eyes to a lot that I honestly did not consider worthy of time or efforts
5. Learn from best practices and try to implement some of them in our region
6. I was able to know different Low and middle-income countries experiences, which is more practical
7. positive
8. Networking and getting an insight into African challenges
9. Greater awareness to improve on the current system.
10. More interested in African mobility initiatives
11. Greater understanding of other programs and activities in many countries
12. Profound. Broadened my horizon on workable systems applicable to Ghana.
13. very insightful knowledge about Transportation in other Countries
14. improve my knowledge in some of information
15. this has enhanced my knowledge and appreciation of what the other countries in

the world are doing towards road safety

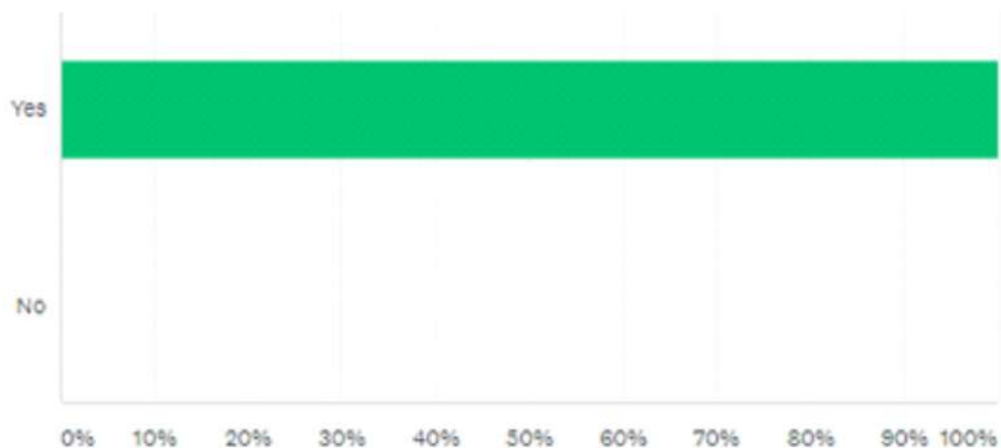
16. Learning experiences and duplication possibilities
17. It has increased my perspective on road safety and urban mobility.
18. the training has broadened my knowledge on the need for improved urban mobility reform as it relates to road safety
19. Networking and enriching my knowledge
20. Increased more understanding of road safety issues
21. I have been able to learn from case studies from India, Ghana, Ethiopia and Morocco. Better mobility plans includes safety of vulnerable road users.
22. To new best practice, manuals
23. Given me a broader understanding of priority areas in different countries. The case studies from each presentations were also useful to get more insight

Q5



Would you recommend this training to a friend or colleague?

Answered: 25 Skipped: 0



Q6w

Anything else you would like to share about the workshop.

· *Answered: 18*

· *Skipped: 7*

1. The Lecture text material should be shared with the participants.
2. I am encouraged to participate on sustainable mobility courses and I strongly look up to more courses.
3. Kudos to the organizer!
4. I think some presentations took much longer than expected and I recommend considering a framework to stick to the schedule more precisely
5. once the Covid is over do a formal workshop, invite people
6. Congratulations to organizers! Great job! It would be good ahead of the training, to provide information to presenters on the level of knowledge of participants. This would help in tailoring the presentation to the right audience.
7. Should be advertised well in advance for greater dissemination
8. It was great participating as a speaker. I enjoyed the inaugural speeches.
9. Second day was quite long without break. Propose a more even split of presentations between the 2 days. Some content repetition in day 2, if there was more cohesion between presentations there would have been more time for Q&A and discussion.
10. Great moderation
11. Yes, we had some issues because of network and also the time limit of presentations i didn't know how much you give to such a speaker but despite those things I am satisfied. Good luck and see You
12. thank you very much for organizing this knowledge filled workshop.
13. Thanks for the organizers. We need this kind of events in Africa. Keep up
14. Great work and congratulations to the team, it was a very informative workshop. Looking forward to the next one.
15. the workshop has been a total expository which needs to be made available to more people, as road safety is paramount in our everyday lives and a general duty of everyone. Kudos to the organizers, I am very happy to attend!
16. Well organized. Before as well during the workshop. Will all presentations be shared?
17. I would like to recommend more Road safety Audit to be addressed
18. I would like to have road safety strategies presented from countries in Africa who have achieved better success towards injury prevention.

APPENDIX 3: LIST OF PARTICIPANTS

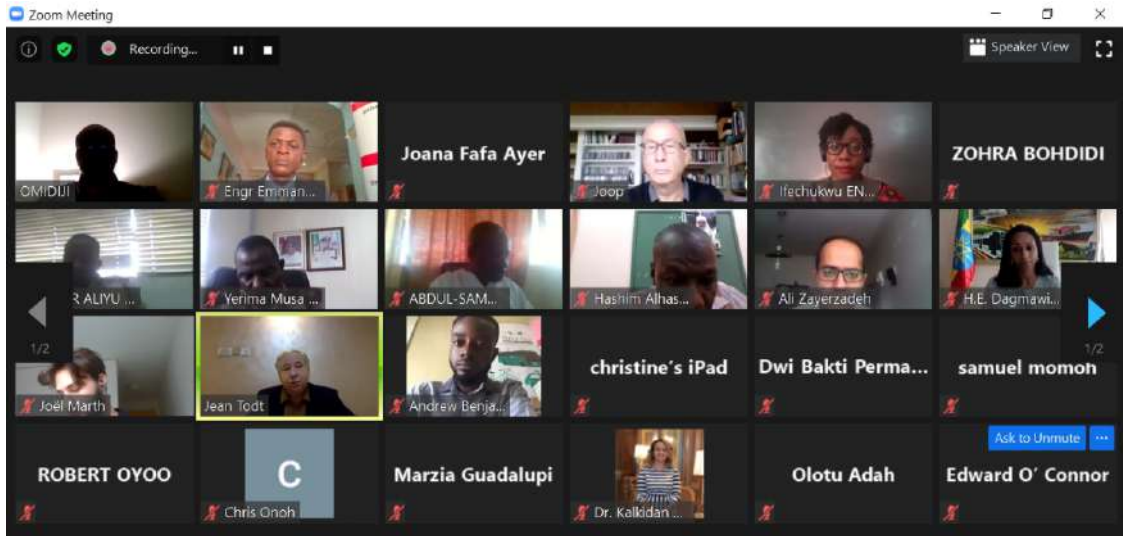
ID	Title	Name	Organisation	Country	Position/Rank
1	Mr	Akinfolahan Joshua	Nigerian Institute of Transport Technology	Nigeria	Lecturer
2	Mr. MSc	Joop GOOS	GOOSConsultancy	The	Director/Owner
3	Dr	Afef Ben Ghenia	Road Safety Department	Lesotho	Director
4	Dr	Emily Iduseri	National Open University of Nigeria	Nigeria	Head of Department
5	Engr	Hemant Tiwari	Safe and Sustainable Travel Nepal	Nepal	Chairman/1
6	mr	Jakab Rob	-	romania	-
7	Engr.	Abdulhafis Toriola	Lagos state ministry of transportation	Nigeria	Director, Transport operations/ GI 17
8	Mr	Yusuf Abdulhakeem Alhaji	Nation Open University of Nigeria	Nigeria	Administrative Executive
9	Mr	Alejandro Collia	Global & Local	Argentina	Executive Director
10	Engr	Kashinde Musa	Ministry of Works, Transport and	TANZANIA	Road Safety Engineer
11	Ms	Claire Birungi	ITDP	Uganda	Country Manager, Uganda
12	Engr. Dr.	Remi Adewunmi	NITT	Nigeria	Director, Consultancy Services
13	Engr	Regatu Solomon	Addis Ababa Transport Bureau	Ethiopia	Team leader for public and NMT study team
14	Dr	Vimal Kumar Gahlot	CfRSD	India	Director
15	Engr.	May Obiri-Yeboah	National Road Safety Authority	Ghana	Director-General
16	Mr	Sam Clark	Transaid	United	Head of Programmes
17	Ms	Marzia Guadalupi	UNECE	Switzerland	Programme Management Assistant
18	Mr	Andrew Benjamin	Transportation Growth Initiative	Nigeria	Administrative Officer
19	Mr	UMAR ALIYU MANI	FEDERAL ROAD SAFETY	NIGERIA	ROUTE COMMANDER
20	Ms	Nenette Mwamba	FOT Consulting	South Africa	Legal Support
21	Dr.	Alina F. Burlacu	The World Bank Global Road Safety Facility	Singapore	Senior Transport Specialist
22	Mr	Jean Todt	United Nations	Switzerland	United Nations Secretary-General's Special Envoy for Road Safety
23	Dr.	Kalkidan Asebe	Ministry of Transport-Ethiopia	Ethiopia	Communication Advisor & Special
24	Her Excellency	Dagmawit Moges	Ministry of Transport Ethiopia	Ethiopia	Minister
25	Engr	Yerima Ramalan	Federal Road Safety Corps, Nigeria	Nigeria	Head of Section (HOS) Research
26	Msc	Lina Mosshammer	Women in Mobility Vienna	Austria	Co-Founder
27	Ms	Afef Ben Ghenia	Les ambassadeurs de la sécurité routière	Tunisia	President

28 Mr.	Gabriel Adu-Sarpong	National Road Safety Authority	Ghana	Senior Planning Manager
29 Mr.	Victor Kojo Bilson	National Road Safety Authority	Ghana	Senior Planning Manager
30 Mr.	Mohammed Abdul Samad	National Road Safety Authority	Ghana	Deputy Director/Regional Director
31 Eng	Christine Ogut	National Transport and Safety Authority	Kenya	Deputy Director Safety Audits and Inspections
32 Ms	Judith Karara	Ministry of Works and Transport	Uganda	Senior Road Safety Officer
33 Dr	Franz Atare	University of Uyo	Nigeria	Director/SL
34 Mr	Nnecdem Padison	Researcher	Cameroon	Researcher
35 Mr	Hiten Parmar	uYilo eMobility Programme	South Africa	Director
36 Mr	ROBERT OUKO OYOO	Ministry of Transport, Infrastructure, Housing, Urban Development and Public Works	Kenya	Lecturer (I) - Transportation Engineer
37 Mr.	Aaron Samiyengo	Institute of Fleet Safety Management	Zambia	Consultant - Fleet Risk Management
38 Ms.	Joana Fafa Ayer	National Road Safety Authority	Ghana	Planning Manager
39 Mr.	Dennis Yeribu	National Road Safety Authority	Ghana	Regional Head
40 Mr.	William Wambulwa	Tertiary Consulting Engineers Ltd.	Kenya	Transportation Engineer
41 Mr	Chris Byaruhanga	University of Birmingham	Uganda	Doctoral Researcher
42 Mr	Joël Marth	Technical University	Germany	Student
43 Mr	Chris Kost	Institute for Transportation and Development Policy (ITDP)	Kenya	Africa Program Director
44 Dr	Omidiji. Adeyemi A	TGI	Nigeria	Executive Secretary
45 Mr	Radoslaw Czapski	World Bank - IBRD	USA-Poland	Senior Transport Specialist - Program Manager
46 Mr.	Moses Asa	Federal Capital	Nigeria	Chief Town Planning
47 Ms	Ifechukwu Enweani	Hospitalia Consultaire Ltd	Nigeria	As an Environmental Engineer / Health and Safety Specialist
48 Ms	Tabitha Wambui Kariuki	World Bank	United states	Junior Consultant
49 Mr	Olotu Adah	Ochenuel Mobiltiyy	Nigeria	Program Coordination
50 Mr	Edward O' Connor	Transaid	UK	Programmes Support Manager
51 Mr	Durojaye Babawale	Dept of Road Traffic Services, Abuja	Nigerai	Official
52 Mr	Momoh Samuel A	Dept of Road Traffic Services, Abuja	nigeria	officer
53 Mrs	Mamman Amina	Dept of Road Traffic Services, Abuja	Nigeria	Officer

54 Mr	Shadi Ambrosini	Transaid	United	Programmes Assistant
55 Tpl.	Fashanu Okanlawon Taofeek	Federal Capital Development Authority	Nigeria	Assistant Chief Town Planning Officer
56 Engr	Patience Onny	Department of Urban	Ghana	Chief Engineer
57 ms	ZOHRA BOHDIDI	Association of Civil society Education and ROAD	Morocco	Adherent
58 Mr	Onoh Chinedu C	Federal Road Safety Corps	Nigeria	Route Commander
59 Dr	Rutul Joshi	CEPT University	India	Associate Professor
60 Mr	Mustapha AZZOUZI	TARS Sustainable Transport & Road Safety Ltd	Morocco	Founding Manager & Expert
61 Ms	Pranjali Deshpande	Independent consultant	India	NA
62 Engr	Alazar Tesfaye	Department of Transportation	US	Traffic Engineer/ Region Traffic Program
63 Prof	Hashim Mohammed Alhassan	Bayero University Kano	Nigeria	Professor
64 Mr	Ali Zayerzadeh	Road Safety Pioneers	Iran	CEO
65 Ms	Gail jennings	Gail Jennings	South Africa	Consultant
66 Mr.	Dwi Bakti Permana	National Transportation Safety Committee	Indonesia	Road Safety Investigator
67 Engr	Ginikachi	WB	Nigeria	Short term consultant
68 Mrs.	Ehigie, Agalasi Esther	Federal Ministry of Transportation	Nigeria	Director
69 Miss	Timi	Ministry of transportation	Nigeria	Senior Administrative officer
70 Ms.	Bright Oywaya	ASIRT Kenya	Kenya	Executive Director
71 Ms	Betelihem tadesse	AATB	Ethiopia	Senior Transport Engineer
72 Mrs	Bamigboye Olujemisi	Federal Road Safety Corps	Nigeria	Head Institution Coordination
73	Shayaw Deen			
74	Allengaodro Collia			
75 Ms	Stefanie Holzwarth	UN-Habitat	germany	Associate Mobility Specialist
76 Ms	Mouna Chajie	AMMC	Morocco	Systemic Risk Analyst
77 Mr	Chukwudalu Chuke	Federal Road Safety Corps	Nigeria	Librarian/Deputy Route Commander
78 Ms	Betelihem Tadesse	Governmental	Ethiopia	Senior Transport Engineer
79 Mr.	Adrien Bourdon- Feniou	Aegide International	France	CEO
80 mr	sanjay	consulting engineers group ltd.	india	highway design engineer
81 Engr	Fatma	OKOplan engineering consultation	Egypt	Junior landscape architect
82 Engr.	Maryam Asgaripour	Traffic and transportation of municipality of tehran district 12	Iran	Traffic Engineer
83 Engr.	Amr	WSP, Middle East	Egyptian	Senior Highway Design and Road safety Engineer

84 Ms	J.A.Chaminie Lakmali Perera	University of Moratuwa	Sri Lanka	Undergraduate student
85 Mrs	Bamigboye Oluyemisi	Federal Road Safety Corps	Nigeria	Head Institution Coordination
86 Engr	Emmanuel John	Transportation Growth Initiative	Nigerian	Director of Strategy
87 mr	jbara abdelouahed	cnsr	morocco	General manager
88 Mr	Kashinde Musa	Ministry of Works, Transport and	Tanzania	Road Safety Engineer
89 Ms	Natasha Chadenga	DAAS Africa	Canada	Executive Director



SOME PHOTOS OF THE EVENT



Top Priority: Road Safety Leadership

3 GOOD HEALTH AND WELL-BEING
SDG 3.6: By 2030, halve the number of global deaths and injuries from road traffic accidents.

11 SUSTAINABLE CITIES AND COMMUNITIES
SDG 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and

GLOBAL ROAD SAFETY PERFORMANCE TARGETS

How Transport Infrastructure Design is Changing the Face of Urban Mobility in Morocco



@
2nd #SUMCourseAbuja
Special COVID19 Digital Edition
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TRANSFORMING INFORMAL TRANSPORT & Road Safety Post Pandemic in Africa

Situation Analysis and Policy Recommendations

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