



## Workshop 5 – Mobility and sustainable transport

### *Climate Chance Summit 2019 – Africa*

#### Key ideas from the Sustainable Mobility workshop

1. Due to the accelerated urbanization of land, often, these areas face the same problems in terms of mobility: due to connectivity, saturation, pollution... It all affects the well-being of populations and the economic efficiency of these areas. However, it is necessary to adapt mobility policies to the challenges of each zone in which they are applied.
2. **Sharing of good practices** is necessary and must allow to decrease the costs for local authorities
3. Mobility policies face common obstacles: limited financial resources; limited data, human resources and rare specific know-how; weak governance with unclear responsibilities and lack of coordination; lack of awareness and political will.
4. **Data collection** must be a priority in order to establish effective mobility policies.
5. **The shared vision of sustainable urban mobility** includes the following elements:
  - Universal access to a more efficient sustainable transport system (also for the rural area, secondary cities)
  - Inclusiveness, quality, competitiveness, preservation of natural resources
  - Equitable sharing of public space between modes of transport
  - Infrastructure adapted for efficient & resilient transport
  - Efficient and financially viable transport (efficient financing managed by a competent and responsible institution)
  - Clean vehicles, low energy consumption, less carbon emissions
  - Limitation of unnecessary trips
  - Use of technological innovation and connected mobility
  - ⇒ With the objective of maximizing positive socio-economic impacts
6. **Avoid Shift Improve** (ASI) Framework
  - *Avoid*: decrease individual and motorised transport, promotion of public transport through laws and structures
  - *Shift*: increase in modal sharing of public transport and non-motorised means of transport
  - *Improve*: increasing of the energy efficiency, doing more with less

#### Summary of the interventions :

- **Bernard SOULAGE's Introduction** (secretary general of Climate Chance)



A global actors coalition working on sustainable mobility must be articulated around 2 ideas:

1. Valid mobility systems in one country are not necessarily those which are valid in another. Good practices must be unified, **but transport policies must be adapted.**
2. We have to use all means available: in terms of mobility, there is no single solution. Mass transport has an important capacity for action, but it **isn't possible to say that the time of the automobile is over.** All solutions are useful with one objective in mind: **reducing the costs for local authorities.**

B. Soulage recommends in particular **not to focus only on the all-electric:** the use of this energy can be interesting in public transport but the effect of the fleet (renewal time) requires a lot of time.

In addition, it challenges the focus of public policies on technology and energy. He considers that crucial issues revolve around **spatial/land use planning policies.**

- Presentation of Ghana Urban Mobility and Accessibility Project (GUMAP) by **Marion HOYEZ** (Transitech) and **Raymond OHENE OFORI** (MLGRD)

Funded by the State Secretariat for Economic Affairs, the project aims to **strengthen the ability to act in the field of mobility of municipal officials in the Accra metropolitan area.** This financial and technical support is provided through various tools:

- Short- and long-term technical assistance
- Training program
- Data collect
- Feasibility study
- Master's degree programme in Mobility and Planning (partnership with the KNUST)

Marion Hoyez also presented the **Mobilise Your City** project, a partnership supported by the European Commission (DG DEVCO), the French Ministry of Ecological and Solidarity Transition (MTES), the French Environment Fund (FFEM) and the German Environment Ministry (BMU). Launched in 2015 during the COP21 in Paris, this partnership aims to promote an **integrated urban mobility development**, throughout the development of National Policies on Urban Mobility (PNMU) and the Sustainable Urban Mobility Plan (PMUS). At present, the partnership has 42 cities and 11 member states, and the first results of the partnership can already be seen in Tunisia and in Cameroon.

A CODATU conference is planned in Dakar in November 2020.

- Intervention of **Ronan DANTEC** (The Observatory on Mobility - Climate Chance)

The Climate Chance Mobility Coalition is a place for discussion for non-state actors, whose mission is to define **roadmaps to be crossed with national policies.** However, it is about considering the differences between national legislative frameworks and **adapting solutions to them.**

Transport accounts for ¼ of global GHG emissions, and this figure continues to increase. **Decarbonation is central but not engaged,** but it is still possible to note some **positive signals:** the explosion of mobility by two-wheeled vehicles or by bicycle, the explosion in the supply of services, the decline in the share of diesel or the redevelopment of the train in Africa.

- Reaction by **Patrick OLIVA** (PPMC - Co-pilot of the Mobility Coalition)

Patrick Oliva deplores **the lack of academic research on mobility,** of action component and of central reflexion in the functioning of the city. The need to act from a **bottom-up strategy** is underlined.



M. Oliva give a series of **recommendations for the development of the roadmap** towards low-carbon and resilient transport:

1. Global and standardize transformation of urban spaces
2. Low-carbon strategy
3. Improving modal efficiency
4. Shortcut supply chain
5. Reduction of unnecessary travel
6. Adapted solutions to rural area
7. Investment in adaptation
8. Economics instruments and compensation

- Speech of **Sylvestre Kouamé KOUASSI** (The Observatory of African Mobilities)

Mr. Kouassi focused on presenting **African mobility issues** for the horizon 2050. Demographic pressure, economic dynamism, the many technological advances, the multitude of infrastructure projects and the continent's vulnerability to climate change are all parameters to be taken into account in the implementation of mobility policies.

#### **The Observatory identified 6 levers for change:**

- Technology: Collect and processing data is essential. Connected mobility, e-education, teleworking can play an important role in changing practices.
- Environment: it's about tend towards an energy mix, recycling and zero emissions
- Economy: Many investments in transport infrastructure are necessary. The creation of partnerships and the emergence of new actors are crucial for the financing of these projects.
- Politics: more regulation, more planning integrating the issue of mobility are needed.
- Society: with phenomena such as urbanization, migrations, rural mobility, mobility policies must be more inclusive.
- Innovation: startups emergency and technologies innovations must allow to develop more effective mobility projects.

As a case in point various African projects are mentioned: Morocco (tramway of Fès, Meknès or Tanger, the Zenata Ecocity ...), Rwanda (the BRT of Kigali) etc.

- Speech of **Aristide GAHIE** (Mobility Roadmap -Ivory Coast)

Developed after the 2018 Climate Chance Summit, the **Ivory Coast's** mobility roadmap was developed by both the government, PPMC and many non-state actors. The actors of this project are illustrated in particular by their **capacity for dialogue** and the desire to develop a shared vision of the objectives of sustainable mobility in the country.

The particularly of Ivory Coast is that it is a country where the population is predominantly urban, with 42% of them in Abidjan. This contributes to many mobility problems (road safety, pollution, congestion...)

For example, the government has responded by introducing the International Transport Orientation Law and by soliciting organisations such as AFD. Projects such as a 37 km electric traction metro, to be built by 2025, or an east-west BRT line financed by the World Bank and AFD, among others, are part of the actions undertaken.

- What is targeted here is modal efficiency, which depends on several parameters:



- Electrification of 2 or 3-wheel vehicles with solar energy, use of gas and electricity for public transport
- Accelerating the creation of private vehicle manufacturing companies
- Renewal of the truck and public transport fleet
- Planning to limit urban sprawl, develop the public transport network and new economic centres
- Limitation of unnecessary journeys with solutions adapted for rural areas and secondary cities, economic compensation instruments, road safety, awareness-raising work

