THE EASI CONCEPT: A CLIMATE FRIENDLY POLICY FRAMEWORK TO ENSURE ACCESSIBILITY AND SUSTAINABLE MOBILITY IN URBAN AREAS OF DEVELOPING COUNTRIES

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Study of Policies for Sustainable Accessibility and Mobility in Urban Areas of Africa

Why is the study important?

Key issues concerning urban accessibility and mobility in Africa

The main consequences of the current shortcomings

Addressing urban accessibility and mobility issues in Africa (Enable, Avoid, Shift, Improve)
Study of Policies for Sustainable Accessibility and Mobility in Urban Areas of Africa

- Financed by the Africa Transport Program (SSATP) and the Swiss Cooperation (SECO)
- Carried out in 2013-14 by a team led by Transitec Consultants and comprising CODATU, ODA Consultants, and the universities of Cape Town, Nairobi, and Dar es Salaam
- Data collection in twenty African cities along eight main themes (governance, transport demand and supply, land use aspects, etc)
Only recent strategy study at continental level

Extremely fast urbanization of Africa

Accessibility as a key factor of the efficiency of cities, poverty reduction, and social cohesion

Urban transport among the fastest growing sources of CO₂ emissions in Africa
Key issues concerning urban accessibility and mobility in Africa

- Inadequate governance systems
- Little progress with respect to land use planning and control and the integration between land use and transport systems
- Insufficient planning and optimization of the transport system
- Limited availability of public transport services in the form of scheduled modern services, while informal, environmentally unsound, small public transport providers have developed fast and in an anarchic manner
- Serious deficiencies in the design of infrastructure and in its operation and maintenance
- High level of accidents and fatalities due to traffic
- Neglect for the environmental impact of transport and the resilience of cities
The main consequences of the current shortcomings

- Heavy congestion and long travel times translate into poor accessibility
- Little incentive to use public transport and non-motorized transport modes
- High CO₂ emissions given level of economic development

As illustrated by the case of Accra (Ghana) on the right.
The ASI concept, a framework for reducing CO₂ emissions in developed countries with high motorization rates

- **Avoid** = reduce the need to travel (smart growth, transit oriented development, higher densities)
- **Shift** = increase the use of public transport and other more environmentally friendly modes of transport
- **Improve** = increase the energy efficiency of transport mode and vehicle technology
Plan for urban forms and land use that minimize the need for individual motorized travel and promote public transport and non-motorized transport modes

Deploy transport infrastructure in a manner that promotes sound urban forms and land use

Strengthen land use management
Addressing urban accessibility and mobility issues in Africa - Shift

- Adopt a multimodal approach to the development and management of urban transport systems
- Develop networks for non motorized modes of transport that is continuous, safe, and accessible
- Provide an integrated and hierarchical public transport system with mass transit as its backbone
- Restructure, modernize, and promote paratransit operators
Addressing urban accessibility and mobility issues in Africa - Improve

- Improve planning, operation, and maintenance of urban roads to the benefit of environmentally friendly transport modes
- Implement realistic but gradually more demanding requirements in terms of fuel components, energy efficiency, and gas emissions
- Promote safe and environmentally responsible behavior by all transport stakeholders
Quality of governance is a key factor of performance for Africa urban transport systems. The higher the cities’ growth rate or per-capita income, the lower the performance. Creating a sound enabling environment is therefore essential: EASI is the relevant framework for urban Africa.
Adopt a national urban transport strategy
Ensure that main public responsibilities are clearly assigned and carried out
Set up metropolitan transport agencies
Ensure development of human resources
Set up sustainable financing systems
Organize for continuous civil society participation
Enhance the involvement of the private sector
THANK YOU