Choosing or bearing intermodality in Sub-Saharan African cities

Intermodalité choisie, intermodalité subie dans les villes d’Afrique sub-saharienne

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1. Goals/Method

• Improving our understanding of intermodal mobility in African cities

• A “simple” definition:
  - using at least two modes or vehicles in the same trip
  - including walking

• Three + one urban contexts
2. North/South: major differences

**All trips**

- Lyon
  - 2 or + segments: 25%
  - 1 mechanised: 20%
  - 1 walk: 35%
- Douala
  - 2 or + segments: 30%
  - 1 mechanised: 20%
  - 1 walk: 50%
- Conakry
  - 2 or + segments: 15%
  - 1 mechanised: 10%
  - 1 walk: 75%

**Intermodal trips**

- Lyon
  - Mechan. : 2 or +: 10%
  - Walk : 1 or +: 20%
- Douala
  - Mechan. : 2 or +: 15%
  - Walk : 0: 15%
  - Walk : 1: 70%
- Conakry
  - Mechan. : 1, Walk : 1: 100%
3. Lomé and its *oleyias*

Today
1 oleyia/10 inhab.
4. Going farther and spending more... or walking more

<table>
<thead>
<tr>
<th>Duration (min)</th>
<th>Oleyia</th>
<th>Oleyia + Walk</th>
<th>Shared taxi</th>
<th>Oleyia + Shared taxi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bee line distance (km)</td>
<td>2,3</td>
<td>2,3</td>
<td>5,3</td>
<td>6,4</td>
</tr>
</tbody>
</table>

Mean cost (FCFA) by mode(s) and distance
5. Going to work, coming back

- Intermodality: 20% of the trips

- Plurimodality?
6. Improving the socio-economic conditions of intermodality