Covid-19’s impacts on mobility systems

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June 3th 2020
Methodology and scope of the study

- **Method**: Collecting data in each country where CODATU is currently based (press review, interviews, social media, gray literature, etc.)

- **Analyses**: Empirical analyses + typology of measures and issues
Order of the presentation

• Typology of measures adopted by public authorities and the private sector
• Evolution of mobility behavior
• Impacts on mobility systems
• Issues: subsidies & modal shift
• Trends: Non-Motorized Modes & diffusion of digital tools
Typology of measures

- **Decrease transport supply**
  - Some transit operators are suspending their services;
  - Online Taxi App suspend night pickups

- **Decrease mobility demand**
  - Urban Exodus, Home Office, New Delivery Services

- **Private sector initiatives**
  - Transit operators adapt their operating methods
  - Online payment
  - Modal shift
    - Walking, cycling
  - New illegal services
    - Trucks, carpooling

- **Decrease mobility demand**
  - Curfew; travel restrictions; shops and institutions closed; etc.

- **Decrease transport supply**
  - Reduction of public and private transit occupancy rate; Ban of mototaxis services

- **Public sector initiatives**
  - Provide mobility alternatives
    - NMT, delivery services
  - Ensure safety for transit users and operators
    - Sanitizer, mask, training,
  - Subsidy transit operators
• Decrease of mobility is lower in Africa
• A weak but significant correlation between national GDP and decrease of mobility
• Factors ? Covid cases ; Nature of local mobility systems ; Goverment involvment
Impacts on mobility systems

Urban Exodus:
- Decrease of mobility demand in urban areas
- New mobility demand in rural areas? Unemployment & market opportunities VS mobility restrictions?

Inter-urban travel restrictions:
- What about operators? Dakar: subsidy; Kenya: allowed to operate into town
- New Illegal services: Trucks, taxis & carpooling

(Images: Urban Exodus related tension in public transit stations (Nairobi; source: africa la croix)
Illegal Transport of passengers (Source: Kenya Transport Research Network)
Impacts on mobility systems

How do transit operators adapt? (decrease of transport demand & transit occupancy rate):

- Suspension of activities
- Evolution: routes, fares and customers
- Respect of occupancy rate is variable

Decrease of transport supply:

- ‘Fill & go’ system + lack of supply during rush hour: no social distance around bus stations
- Access inequalities are rising (spatial / financial)
How governments support transit operators?

- Dakar, Lome: subsidies “allowed” to transit operators by governments
- Morocco: use of RAMEed, a social security cover card to provide compensation to workers in the informal sector
- Nairobi: suspension of taxes and decrease of VAT

- Most often, governments’ support can’t prevent:
  - fare increases and routes’ adaptation
  - respect of social distancing

- Issue linked to lack of representative organisations (informal sector)
  - In Dakar, CETUD is a key of success – compared to Lome
Trends

Safety issues related to the modal shift towards walking: Urban infrastructures inadapted to NMT, but ...

The new policy agenda focuses on NMT
- “COVID 19 is an opportunity to influence elites’ mindset”
- a need & a political opportunity

NMT-oriented road works in Nairobi May 2020
Bike lane Kisumu (Kenya)

Uganda Government advocates for bicycle industry

Lack of NMT street design (Nairobi)

NMT facilities improvement in Kampal (credit: Naipolitans)
Trends

Diffusion of digital tools and services:

• Online payment for transit tickets via cards, Mpesa, App;
• Home delivery services (Senegal: Association + Government);
• Carpooling services in Ivory Coast;
• Monopoly granted to Uber & Safe Boda in Kampala – towards new PPP with digital sector?
Thank you

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