

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

Your Excellency Mehmet Duman/ S, G of UCLG Mewa Turkey

Your Excellency Serge Snrech/ Director of AFD Amman

Ladies and gentleman

First of all let me welcome you in the ministry of transport in this important workshop “National *Days of Urban Transport*” which is the fruit of our cooperation with the AFD and wish all to benefit from the discussions and exchanging expertise between different urban planners and experts.

Ladies and gentleman

Globally, 54 percent of the population lives in urban areas today, and this trend is expected to continue: By 2045, the number of people living in cities will increase by 1.5 times to 6 billion, adding 2 billion more urban residents.

With more than 80 percent of global GDP generated in cities, urbanization can contribute to sustainable growth if managed well by increasing productivity, allowing innovation and new ideas to emerge.

In JORDAN 83 percent of the population lives in urban areas today with a growth rate of 2.5% and private car ownership is almost 1 cars to 5 inhabitants.

The current public transport system in Jordan is unattractive, uncomfortable and unreliable. Despite the existence of respective laws, the supply is fragmented. At the moment, most bus services do not operate to a timetable and as such are unreliable and very time consuming for passengers, as vehicles only depart at terminals when they are full, particularly the local, urban and regional bus services.

A study done by international youth organization sponsored by the US Aid shows that about (46%) Young workers are using more than one transfer to get to the workplace, and that (39%) Use more than one transfer to home from the workplace

Study shows that the average time of a round trip, is (115) minutes, which are on average high especially when you add the number of working hours, the number of hours of work are generally 12 hours per day on average.

According to (69%) of the Employers said that problems relating to public transport is due to delays in their employees, which have negative impact on regularity of work and productivity. Also, (50%) Employers argue that public transport is major causes of leaving workers to work in addition to that (69%) of them feel that public transport is not attractive to passengers.

The results of the study also show that (30%) Of parents in the areas of: Recifeha, Mafraq, and South Shouneh, do not allow their children to use public transport, and this result is evidence of the deterioration of the public transport services provided, add to display passengers harassed during the trip, especially girls. According to the parents of young people in the areas mentioned above results indicate that an average of 40%) of users of public transport were subjected to harassment.

The “Development of the National Public Transport System of Jordan” builds on the results of the Jordan National Transport Strategy (JNTS). Its aim is to make a first step forward towards a more attractive and efficient network of public transport services capable to become competitive with private transport.

This project of developing the future National Public Transport System for Jordan started with analyzing the current conditions through a nation-wide survey of current supply and current demand, with developing a transport model capable of calculating current and future demand for public transport and providing information about current and future usage of public transport services its goal is for the transport services to reach all areas and reduce bus stops and increase dependency on the system.

Ladies and gentleman

It is suggested that the transport network needs to be coordinated with urban transport infrastructure as well as integrated, in order not to cause fragmentation and disrupt the quality of urban life. Land uses should be mixed as separation results in additional needs for trips, which are necessary to be managed efficiently and effectively.

At the same time, the focus should shift from private to public transport and from motorized to non-motorized transport. This means that transport will be more equitable, sustainable and efficient.

In Jordan, We in the ministry set new standards for public transport vehicles and review and revise the laws and regulations which govern the public transport and invest in the public transport infrastructure like terminals and bus stops and introducing a new ITS system.

Also the ministry will by the end of this year start implement the Bus Rapid Transit (BRT) between Amman and Zarqa the first phase and hopefully by 2018 this link will start operate adding a new public transport system as a first step and will follow by other projects in the future.

Ladies and gentleman

In terms of organizational and institutional structure, It is suggested that central management of operations can enhance the efficiency while it can provide a framework for collaboration with the private sector. At the same time, financing for infrastructure is closely related to institutional arrangements and both need flexibility and clear definition of the role of the private sector in order to succeed. Transparency is very important in both areas as well as public communication of strategies and plans.

In terms of road safety, awareness, training and enforcement are the key areas where efforts should focus. The impacts of transport on health are identified in air quality, low levels of physical activity and urban weather conditions.

The impacts on climate change can be restricted by sustainable strategies but in the case of developing countries and cities, it is also stressed that planning for resilience is also vital, as they are more vulnerable than their developed counterparts. Finally, in terms of social exclusion and human dimension, it is considered that the social aspects and impacts of transport should be reviewed in terms of accessibility, permeability of the urban environment, equality and participation.

In Jordan Ladies and gentleman we must follow the same route and implement the same approach Furthermore, two key priorities are identified in Jordan which are a) Strengthening the institutional and organizational structure of transport institutions.

b) Improving transport network and land use coordination in planning.

Finally I wish your workshop all the best and once again let me welcome you again in the ministry of transport and special thank you to all who work hard to prepare and sponsor this event .

والسلام عليكم ورحمة الله وبركاته