



**1er Congrès et Exposition
des Transports Publics Africains**

**1st African Public Transport
Congress and Exhibition**

**Dakar, Sénégal/Senegal
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A Sustainable Public Transport for a Competitive African Economy

General Report of the Congress

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Rapporteurs

Name & Surname	Organization	Position	Session
Alioune THIAM	CETUD	Director, Planning & Development	Opening Session
Papa Souleye FAYE	Direction des Transports Terrestres	Head of Division	Session of the Local Host & Session 8
Mamadou WADE	Ministry of Land Transports and Rail Transports	Inspector for Administrative and Financial Matters	Session of Ministers
Aminata N'DIAYE	Dakar Dem Dikk	Head of Legal Affairs Service	Session 1
Oumar DIALLO	CETUD	Head of Division	Session 2
Abdoulaye SY	CETUD	Head of the Division of Development	Session 3
Modou Kane DIAO	Division of Land Transports	Head of Division	Session 4
Cheikhou Oumar GAYE	CETUD	Head of Division	Session 5
Baba DIANKHA	TransRail	Head of Department	Session 6
El Hadji Abdou Karim SECK	AFTU	Board Member	Session 7
Gueladio A. SOW	Ministry of Land Transports Terrestres et des Transports Ferroviaires	Technical Advisor	Session of Managing Directors
Moussa DIENE	Ministry of Land Transports and Rail Transports	Technical Advisor	Session of Mayors



Problems ...

regarding urban transports ...

- Demographic pressure
- Urbanization of population
- Urban spreading (rurbanization)
- ➔ **Strong growth of mobility and transport needs**

- Lack or weakness of institutional and regulatory framework
- Cohabitation of several operating modes and types
- Market disruption
- Obsolete car population
- ➔ **Lack of road safety, pollution, power overconsumption, degradation of the quality of service**

- Lack of road facilities
- Misuse of public space
- ➔ **Traffic jams and congestion**

- Problems of financing
- ➔ **Lack of high-capacity public transport**

- Inadequacy between PT supply and demand
- High cost of routes
- ➔ **Social exclusion**



Problems ...

regarding long distance transports...

- Regional cooperation and integration
- Globalization of exchanges
- **Strong growth of trans-border movements of goods and people**

- Underestimation of investments needs in rail transports
- Lack of network interconnection
- **Inadequacy between rail transport supply and demand**

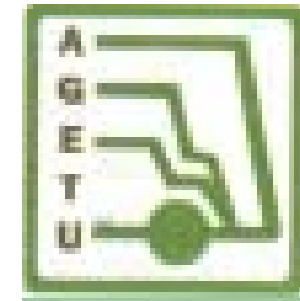
- Diverse status of cargo carriers
- Lack of professionalization
- Lack of logistic facilities
- Administrative red tape
- **Poor road transport performance vs. network over-utilization**



... However, a large number of promising initiatives ...



CETUD





... to be capitalized in order to generalize the various solutions

→ **The institutional level**

- ❑ Reinforce and clarify the (national vs. Local) regulatory framework
- ❑ Establish organizing authorities and provide them with necessary resources
- ❑ Organize and professionalize informal transport while building on its advantages
- ❑ Define the conditions of public service
- ❑ Define the relations among actors (delegated management)

→ **Transports and the city**

- ❑ Integrate transport policy and urban planning
- ❑ Promote density so as to limit urban spreading
- ❑ Develop urban transport plans integrating all user categories
- ❑ Provide walking facilities ensuring pedestrian safety
- ❑ Better share road networks among the various users



... to be capitalized in order to generalize the various solutions

→ **Transport externalities**

- ❑ Implement a strong road safety policy (public health)
- ❑ Extend and harmonize the technical control of vehicles (public-private partnerships)
- ❑ Sensitize citizens to environmental impact
- ❑ Reform fuel-related tax systems
- ❑ Act on the working conditions of road transport drivers and the most vulnerable occupational categories

→ **The modal choice**

- ❑ More transport modes available for built-up areas but more for a larger number of trade-offs
- ❑ Walking is a fully-fledged mode that should be addressed
- ❑ It is important to establish an interface between the various modes (poles of exchanges)
- ❑ Modal integration: the system is an optimal and hierarchical combination of all modes
- ❑ Pricing plays an essential part in users' selection of modes



... to be capitalized in order to generalize the various solutions

→ **Financing**

- ❑ Perpetuate the financing of road safety
- ❑ Be more flexible regarding the conditions attached to the financing of infrastructural facilities
- ❑ Ensure State support to the sector
- ❑ Introduce new financing mechanisms (leasing, revolving credit)

→ **Partnerships and regional integration**

- ❑ Establish partnerships at all levels and federate the various initiatives
- ❑ Switch from concession to delegated management of rail networks to achieve a win-win partnership
- ❑ Organize/regulate competition among the various modes
- ❑ Interconnect rail networks
- ❑ Develop transnational corridors and improve their efficiency



... to be capitalized in order to generalize the various solutions

→ **Capacity building**

- ❑ Enhance the knowledge of the problems and the state of the art
- ❑ Accelerate the professionalism of the sector
- ❑ Enhance the training of the drivers and the maintenance agents
- ❑ Encourage women employment in the sector





To conclude...

« We need strong operators, either public or private, but the conditions of public service should be defined so that operators may recover their costs and citizens be able to move about » (O. Thiam)

« Formalization/ professionalization is a process not an event, it requires multi-stakeholder agreement, it needs dedicated funding and it must be guided by a legal framework » (M. Mokonyama)

«Perpetuate public transport operators financially while providing the most destitute population with access to transport » (V. Yai)

« Urban transport interventions should be integrated into housing, health, education and other social services policies » (D. Amiegbebor)





Pour conclure...

« Favour planned and staged investments that single out emergency investment, rehabilitation and renewal investment »
(I. Diouf)

«It is equally important to consider building the capacities of the various operators through training and development programmes »
(H. Koumaré)

« Linking transportation to urban planning to reduce motorized trips »
(C. Schlosser)

«Road safety is a matter of public interest and should be the responsibility of the State»
(M. Faye)





To conclude...

« Infrastructure is at the basis of the creation of economic activity and not the opposite »

« Public and private sectors should work together in the area of transport »
(SEM A. Wade)





Au revoir - See you soon



59th UITP World Congress
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