



Overview of public transport in Sub-Saharan Africa





... Informal vehicles in a traffic jam in Yaoundé (Cameroon)

A 'Car Rapide' in Dakar (Senegal)...



... Buses and gbakas together on the streets of Abidjan (Côte d'Ivoire)

A passenger ferry crosses the lagoon in Abidjan (Côte d'Ivoire)...



... View of the Gautrain Rapid Rail Link (South Africa)

Overview of public transport in Sub-Saharan Africa

Important notice:

This is a consultation draft of “Overview of public transport in Sub-Saharan Africa”.

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A formerly neglected area, the transport sector is drawing growing attention from the African public authorities, economic analysts and international donors as an essential vector of growth, poverty reduction and sustainable human development. The declarations of the African ministers of transport and infrastructure on 6 April 2005 in Addis-Ababa (Ethiopia) and on 17 November 2005 in Bamako (Mali) provide some perfect examples.

Through this gradual awareness, actions taken so far seem to be mostly oriented towards interregional, interurban and rural transport, found to be more socially and economically effective than urban transport. But given that the majority of Sub-Saharan African inhabitants are expected to be living in urban areas by 2025, it is imperative that measures be conceived and applied to anticipate these major urban mobility challenges, otherwise the precarious socio-economic balance of our African metropolises might again be affected.

It is now unanimously acknowledged that such access for populations to sustainable mobility could not take place without the implementation of bold policies for public transport development.

It is within this dynamic that the Trans-Africa project is conceived, led for two years by the International Association of Public Transport (UITP) and the African Association of Public Transport (UATP) with the financial involvement of the European Commission. This project aims at supporting the African national transport policies by studying different perspectives and feasibilities of sustainable public transport development on the African continent.

The key outputs expected at the end of this study are an overall review of the state of play of public transport in Africa, the definition of public transport performance indicators in several African cities, the determination of basic technical specifications of vehicles best adapted for public transport operation on the African continent as well as the issuing of recommendations inspired therefrom.

It is clear that the Trans-Africa project represents a unique initiative for the development of the African public transport sector, which all actors should appropriate and develop.

A handwritten signature in black ink, appearing to be 'O. Thiam'.

Ousmane Thiam

President of the African Association of Public Transport (UATP)

Vice-President of the International Association of Public Transport (UITP)

Acknowledgements

This report is part of the findings of the 'Trans-Africa' Project supported by the European Commission and with primary aim to promote public transport in Africa. It constitutes a first part and aims at making an inventory of regulatory, operational and technical conditions of public transport activity in Africa.

It has been performed by a team of two staff members of the Trans-Africa Consortium: Eric Kouakou and Djan Fanny, Project Managers in the International Association of Public Transport (UITP) and the African Association of Public Transport (UATP) respectively, under the technical supervision of Tony Dufays, Regional Development Director at UITP and Trans-Africa Coordinator. The UITP-EuroTeam in the persons of Sebastian Emig and Izaskun Arenaza also contributed with regard to the administrative aspects of the project.

This report is mainly based on information collected from different structures responsible for public transport management in the African countries such as Ministries for Transport, Organising Authorities and Municipalities, but also public transport operators. Extensive documental research also helped to refine and compare the different pieces of information received.

We would like to express our gratitude to all public transport professionals who cannot be exhaustively named here and who have contributed in some form to the drafting of this report, notably by answering our questionnaire and frequent requests, among them the UATP and UITP members who have been the backbone of this external input.

We would also like to recognize the significant support of UITP and UATP management for their invaluable assistance along with their respective staff, namely:

Hans Rat, Secretary General of UITP

Ousmane Thiam, President of UATP

Joseph Assafoua Aka, Secretary General of UATP

Brigitte Ollier, Director of the UITP-EuroTeam Division

It should be pointed out that this report constitutes only a first approach in our attempt to present an overview of public transport development in Africa and it obviously needs to be enriched, fine-tuned and regularly updated. The project team does not therefore claim to have provided an exhaustive work and your various contributions are greatly welcomed to improve its content.

Introduction

The Trans-Africa project aims to promote public transport in Sub-Saharan Africa taking into account that this sector remains globally unaddressed throughout the continent. In this perspective, this project is made up of different parts built in a logical succession. This report addresses the first part, consisting of a global overview of the public transport situation in each Sub-Saharan Africa country.

This project, supported by the European Commission, has been entrusted to UITP and UATP as bodies experienced in the public transport field to carry it out. UITP has over 3,100 members in 90 countries throughout the world and represents the interests of key players in this sector. Its membership includes transport authorities, operators, both private and public, in all modes of collective passenger transport, and the industry. UITP addresses the economic, technical, organisation and management aspects of passenger transport, as well as the development of policy for mobility and public transport. UATP was created on 15 November 2002 aiming at gathering all the public transport actors in Sub-Saharan Africa in order to lead the necessary reflections for the development of organized public transport and promotion of better mobility for people and goods in Africa. It has around 50 members. Bound by a protocol agreement, UATP acts as the Sub-Saharan Africa Division of UITP.

Through a large-scale survey with all the public transport actors in Sub-Saharan Africa, authorities as well as operators, this part presents the current public transport environment on the African continent emphasising notably the level of regulatory and institutional reform, current operational mechanisms and the past and current threats to the proper functioning of the transport system. The report does not intend to give a detailed study of each case but will provide the reader with an overall idea of the level of public transport in Africa.

Besides, this report highlights the technical maintenance issues that African operators specifically face, as an introduction to the second part of the project in which the technical specification for buses to operate in Africa will be defined.

As an introductory stage, this part of the project does not aim at providing solutions but will attempt to outline avenues to be explored later in the course of the project.

It is to be noted that one of main challenges faced by the project team is the lack of available information on the subject. Apart from some few countries where public transport is already monitored and especially where organising authorities have been established, the data were quite difficult to obtain mostly either because they do not exist under the expected form and are scattered among several bodies and not computerised, or because of the slowness of the bureaucracy which does not permit us to obtain them on time. In many African countries also, public transport is still poorly developed and draws a very little interest. The consequence is a lack of reliable information.

Nevertheless, the project team tried to provide an estimation of the public transport market split as close to the reality as possible for each country.

The Project Team

Executive summary

The history of public transport development in Sub-Saharan Africa varies from one country to another. However, to date we may affirm that it is a sector which remains poorly organised across the continent. Many companies were created in various countries, even several times in the same country, but the vast majority of them have failed. This part assesses the present organisation of public transport in each country of Sub-Saharan Africa to better understand the current situation and possibly the facts that led to it. Clearly, the disorder that is prevalent in the sector implies poorly reliable statistics and the attempt to evaluate the number of transport units remains everywhere a great challenge, very often for the authorities themselves.

Among others, technical maintenance issues represent an important share of the difficulties of the public transport companies and main source of their failures.

Therefore, the study also reviews the environmental operating conditions for African fleet, outlining their impacts on vehicle operation as well as the key technical features of buses to be able to operate. However, this part will only consist in providing an overview as the second part of the Trans-Africa Project will specifically deal with this aspect.

Generally, public transport operators are confronted with numerous problems, one of the most crucial being the insufficient and inadequate transport infrastructures.

In such a context, the result is a struggle for survival due mainly to the costs to be borne in order to continue the transport activity. The difficulty in securing spare parts combined with recurrent breakdowns frequently leads operators to carry out structural modifications to vehicles. Taking into consideration these difficulties and individual or collective measures taken by the operators, working bases will be established within the framework of this project with a view to drawing up specifications for an African bus.

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Cameroon



Area	475,442 km ²
Population	18,060,382 inhabitants
Capital	Yaoundé
Density	37.99 inhab./km ²
Growth rate of population	2.067%
Languages	French (78%), English (22%), 24 major African group languages
Religions	Indigenous beliefs: 40%, Christian: 40%, Muslim: 20%
Political system	Republic, multiparty presidential regime
Rate of urbanisation	51.20%
Main cities	Yaoundé: 1.9M inhab., Douala: 1.8M inhab., Garoua: 0.4M inhab.
GDP per Capita (IMF 2007)	1,097 US\$
Contribution of the economic sectors to GDP	Farming: 44.18%, Industry: 16.67%, Services: 39.15%
Rate of inflation	2%
Currency	Franc CFA

Public transport in Cameroon

I. Background

In 1973 facing rapid urban growth and a lack of public transport, the Cameroon State decided to create the limited company SOTUC (Société des Transports Urbains du Cameroun) owned both by central government and the municipalities of Douala and Yaoundé, the two major cities in Cameroon. The company has since benefited from a public transport service monopoly in these cities for 25 years. SOTUC experienced a prosperous period before falling gradually into a deep crisis for various reasons, including mismanagement that led to an irreversible bankruptcy. SOTUC was dissolved on 22 February 1995 and the Cameroon government decided to liberalise public transport services in the cities of Douala and Yaoundé in the hope that the competition between operators would foster self-sufficient urban public transport not reliant on the financial intervention of the public authorities.

Since then motorised urban transport in these cities has been characterised by the operation of private vehicles namely shared taxis, minibuses and motorcycle-taxis which, unfortunately, do not effectively meet demand in quantity and quality, especially during peak hours.

II. Public transport regulation

In Cameroon, public transport is overseen by the Ministry of Transport. It includes a Department of Land

Transport involved in issues of urban and interurban transportation. It is responsible for the development and implementation of government policy on land transport, as well as the coordination, conception and implementation of related regulations.

Fares for buses, minibuses and shared taxis are controlled by the Government through the Ministries of Transport and Finance, which also decide on matters of routes and licensing.

In an attempt to protect the well organised public transport system and resolve the many negative externalities caused by the atomised market of small private operators, the government decided on one occasion to ban the operation of minibuses notably in Douala. However, the failure of the bus company to respond to real demand instead led to exponential growth in the use of shared taxis and motorcycle taxis. Since then, the bulk of public transport in Douala has been provided by the informal sector.

III. Public transport operators

■ Large buses

Following the bankruptcy of SOTUC in 1995, the various reforms carried out by the Cameroon government led to the launch of a bidding process for the selection of a conventional large bus company able to operate on 15 fixed routes in Douala. Accordingly, a new bus company named SOCATUR (Société Camerounaise de Transport Urbain) owned by Cameroonian private

investors started operating in January 2001. SOCATUR operated under a concession agreement that gave it the monopoly on public transport service in Douala for an initial five-year period. In addition, SOCATUR also signed a contract with the Urban Community of Douala which is in charge of the local organisation of transport. Presently, SOCATUR runs 70 buses of an average age of 10-15 years providing 10% of daily trips in Douala.

SOCATUR in fact receives no government subsidy and contrary to SOTUC the company is not granted concessions on import duties or VAT, though fares are still controlled by the government and set at a low level. Finally, the poor condition of Doualan roads seems to be a major hindrance to the development and expansion of this company.

In Yaoundé, on 12 October 2005, the Government of Cameroon and Transnational Industries Cameroon (T.I.C. SA) a subsidiary of Transnational Automotive Group Inc. signed an agreement for TIC to establish and manage the city bus system in Yaoundé and Douala. The company then created - "Le Bus" - subsequently launched its operations in Yaoundé starting with 20 buses operating on two lines. Around 50 large buses now run, serving five routes.

■ Traditional taxis

In Cameroon, there are about 9,000 to 10,000 yellow painted taxis in operation; all taxis are second-hand vehicles usually imported from Europe, and are generally in poor condition. The ownership of the taxi fleet is highly dispersed, with very few owners having more than one vehicle; the taxis are legally required to join one of the eight official trade unions set to

defend their interests although some of them known as "clandos" are still reluctant. These traditional taxis operate primarily in two price formulas called "ride" and "course". The "ride" fares are fixed by agreement between their unions and the government while the "course" (on hire) fares are most of time freely negotiated between users and drivers on a case-by-case basis.

■ Motorcycle-taxis

In recent years in parallel to the growth in taxi operations, there has been a spectacular growth in the use of motorcycle-taxis locally called "bend-skin" or "bensikin". They are a very popular transport means especially in Douala where they are estimated to number more than 10,000, representing 30% of the total public transport market in the city. Fares are negotiated between the parties before the trip.

However, the motorcycle-taxi is usually regarded as an unreliable transport means notably due to the bad driving of the drivers, which leads to a high rate of accidents involving motorcycle-taxis. It is estimated that most of the drivers have no driving licence. The attractiveness and reputation of bend-skins among the population appears to stem from their manoeuvrability even on roads in poor condition.

■ Taxi-buses

These are high capacity buses mostly used by employees to go to work. They are also used for long distances journeys, for instance travelling between the towns.



Central African Republic



Area	622,984 km ²
Population	4,511,488 inhabitants
Capital	Bangui
Density	7.24 inhab./km ²
Growth rate of population	1.49%
Languages	French, Sangho
Religions	Indigenous beliefs: 35%, Protestant: 25%, Catholic: 25%, Muslim: 5%
Political system	Republic
Rate of urbanisation	38.60%
Main cities	Bangui: 0.8M inhab., Berberati: 0.05M inhab., Bouar: 0.04M inhab.
GDP per Capita (IMF 2007)	402 US\$
Contribution of the economic sectors to GDP	Farming: 55.83%, Industry: 15.47%, Services: 28.70%
Rate of inflation	4%
Currency	Franc CFA

Public transport in Central African Republic

I. Background

The capital of the Central African Republic, Bangui, has a population of about 800,000, representing 50% of the total urban population of the country which grows at a rate of about 5% per year. Almost all commercial and administrative state functions are concentrated in the city.

In the late 1950s, a core of a well-organised public transport was set up by the French first in the form of large buses called “bus Raymond” and later through TUB (Transport Urbain à Bangui). The latter was transformed into a paragonovernmental company called “Société des Transports en Centrafrique” (SOTRECA) in 1967. In the 1970s, SOTRECA was nationalized becoming the ‘Compagnie Nationale des Transports Routiers (CNTR)’. The successive fleets of these companies were always between 40 and 60 vehicles. Unfortunately poor management led the CNTR into financial difficulties until its complete bankruptcy in September 1979, and CNTR vehicles were also subject to acts of vandalism and looting that took place at the end of the reign of Emperor Bokassa 1st.

Since the failure of this enterprise, the state disengaged itself from the public transport activity leaving the informal sector to take over with its minibus and taxi operations.

As a result, until today, Bangui has had no public transport by large bus and the sector is largely atomized and essentially based on the low capacity units of the informal sector, a source of much dysfunction.

In addition, the inadequate road infrastructure is unable to cope with this growing road traffic which results in congestion and various forms of pollution.

II. Public transport regulation

The Ministry of Transport and Civil Aviation is responsible for managing all transport activities in the Central African Republic and particularly public transport. The missions devolved to it are notably to develop and conceive the public transport policy, enforce the legal and regulatory framework for urban transport and issue licences and operating permits. It has also been assigned the responsibility for fares and route decisions.

Drivers and conductors of buses and taxis are grouped under one union called “Syndicat des Conducteurs et Receveurs des Taxis et Bus (SCRTB)” which defends their interests by taking part in consultation meetings and intervenes in cases of harassment or abuse from the authorities.

The City of Bangui also plays a role in public transport issues in term of provision of public transport infrastructures and urban equipment. As such, the bus shelters and terminals have been built by the city but in insufficient numbers and are poorly maintained due to a lack of financial resources. Overall, the road network is in a very poor condition and suffers from a

lack of effective maintenance plan. The City of Bangui also receives a quarterly fee for terminal parking from the various public transport operators.

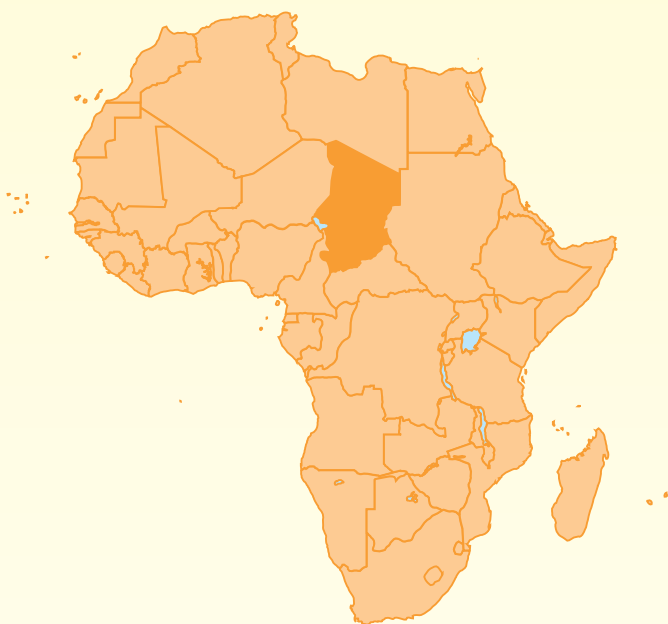
III. Public transport operators

Public transport operators are essentially composed of minibuses and taxis with an offer of 15 and 4 seats respectively.

The fleet consists mainly of second-hand vehicles imported from Europe, though mostly Japanese brands.

Taxis perform intra-district and interurban (long-distance) transport while the minibus routes generally serve the outskirts of cities.

Motorcycles recently made their appearance in the suburbs of Bangui. They were banned until August 2005 when the City council decided to allow their operation in this specific area. The intention was to enable a kind of collective transport where roads are narrow and in poor condition.



Chad

Area	1,284,200 km ²
Population	10,542,141 inhabitants
Capital	N'Djamena
Density	8.21 inhab./km ²
Growth rate of population	2.96%
Languages	Official languages: French, Arabic; Sara (in south), more than 120 different languages and dialects
Religions	Muslim: 51%, Christian: 35%, Animist: 7%, other: 7%
Political system	Republic
Rate of urbanisation	25.30%
Main cities	N'Djamena: 1.6M inhab., Moundou: 0.2M inhab., Sarh: 0.2M inhab.
GDP per Capita (IMF 2007)	734 US\$
Contribution of the economic sectors to GDP	Farming: 22.72%, Industry: 51.20%, Services: 26.08%
Rate of inflation	4%
Currency	Franc CFA

Public transport in Chad

I. Background

Chad is a landlocked country between Libya in the North, Sudan in the east, Central Africa Republic in the south and Cameroon, Nigeria and Niger in the West. The capital N'Djamena is situated more than 1,700km from the closest sea port implying that the transport sector as facilitator of trade plays an important role in the economy of Chad. Nevertheless, Chad's history is marked by decades of internal and external conflicts that have delayed its development, and that of public transport in particular.

In Chad, and N'djamena is no exception, public transport is dominated by motorcycle-taxis locally known as "clando" that emerged in the late 1990s in the total absence of a formal high capacity bus company or railway service. This locally given nickname shows that despite their good reputation among the population, the acceptance of the "clando" is resisted by the Chadian authorities.

II. Public transport regulation

Transport policy in general and public transport policy in particular is under the responsibility of the Ministry of Infrastructure through the State Secretariat in charge of Transport. This Ministry drafted a National Strategy of transport (SNT) for the period 2000-2009 with the major objectives of contributing to economic growth and poverty reduction. Since 2003, thanks to oil resources, the SNT has led to significant improvements in road transport infrastructure.

Most of the road transporters are registered with the Ministry of Transport in its Directorate of Surface Transport. This registration entitles the holder to a transportation permit which must be renewed each year. The transporters are also grouped together in a cooperative and a Union of the carriers defending their interests. However, most of the activities are informal.

A ministerial decree in 2002 fixed the terms and conditions of motorcycle-taxis' operation throughout the country which includes for drivers the requirements to wear a helmet and a uniform. But this decree has not been implemented either by the operators or the authorities. In fact the motorcycle-taxi activity is not yet fully authorized and is effectively out of the control of government. Thus in 2008 it was estimated that of the 8,000 motorcycle and taxi cars circulating in N'djamena only around 40 met the regulatory requirements and had obtained the necessary permits.

III. Public transport operators

■ Motorcycle-taxis

There are around 16,000 motorcycle-taxis in Chad as a whole, principally concentrated in the cities of the south. They are very practical given the poor roads of Chad, but offer little safety due to the bad road behaviour of their drivers.

■ Taxis

There are some taxis in N'Djamena but these are rather scarce in the evening except in front of the inter-

national hotels and the best way to find one is to call by telephone.

It is necessary to know that in Chad there are neither regular buses nor bush taxi routes providing regular connections between the different cities.

IV. Public transport projects

A project currently under implementation can be mentioned as having an impact on public transport provision, especially intercity transport:

■ The Project of support for the National Program of transport (PAProNAT)

The objective of the 'National Program of transport' is to reduce the poverty and isolation of populations through improving access to markets and to social and administrative services, more particularly in rural areas (where 90% of the population still live).

The 'National Program of transport' also aims at improving food safety, a central problem in Chad where

repeated famines affect various regions of the country. Besides, access to regional markets will contribute to the reduction and the stabilisation of the price of basic goods and the stabilisation of incomes of the agricultural populations (mainly vulnerable and poor).

The PAProNAT project directly supports the implementation of the National Program of transport.



Congo Brazzaville



Area	341,821 km ²
Population	3,847,191 inhabitants
Capital	Brazzaville
Density	11.25 inhab./km ²
Growth rate of population	2.69%
Languages	Official language: French; Trade languages: Lingala and Monokutuba
Religions	Christian: 50%, Indigenous beliefs: 48%, Muslim: 2%
Political system	Republic
Rate of urbanisation	62.20%
Main cities	Brazzaville-Kinshasa: 1.3M inhab., Pointe Noire: 1M inhab., Dolisie (formerly Loubomo): 0.2M inhab.
GDP per Capita (IMF 2007)	2,159 US\$
Contribution of the economic sectors to GDP	Farming: 5.60%, Industry: 57.10%, Services: 37.30%
Rate of inflation	7%
Currency	Franc CFA

Public transport in Congo Brazzaville

I. Background

In Congo, particularly in the capital Brazzaville, the supply of urban transportation has been characterised by an alternation of public management by the municipality and private operations led by the informal sector, although the latter have finally the virtual monop-

oly on the system today. The story of public transport could be summarised as the successive creation and failure of public transport enterprises: SATA founded in 1947 and nationalised into RMTB (1965-1972), STB (1972-1985), STUB (1985-1989), SMT (1991-1992), RATB (1992-1994), STD (1995-), City-Cars (2001-).

This situation has usually been caused by poor management especially in spare parts (inadequate spare parts and long delivery time) and lack of appropriate technical maintenance of these buses, regularly damaged by permanent overload due to fleet shortage.

Today, the sector is largely dominated by the private informal sector which accounts for around 95% of the public transport market made up of shared taxis or '100-100' and minibuses also called "foula-foula". However, these urban transportation operations are far from giving the expected results as the basic rules of public transport are paid very little heed.

II. Public transport regulation

The public transport sector is under the supervision of the Ministry of Transport and Civil Aviation.

III. Public transport operators

■ Minibuses

They consist of 35-40 seaters called "Coasters" and "foula-foula" with 12-20 seats, mainly Toyota Hiaces. Approximately 2,000 operate today in Brazzaville.

■ Shared taxis or '100-100'

These vehicles offer 4 or 6 seats but in reality receive generally between 6 and 10 passengers travelling in the same direction for a price shared collectively. An estimated 1,000 units are in operation in Brazzaville.

■ Taxis

The dominant characteristic is that taxis belong mainly to private individuals who are generally drivers.

Some of them operate private journeys while others use the collective shared mode.

Regarding the private option, only private clients are taken and because the taxis do not have a meter, the cost is fixed after negotiation between the driver and the customer. The price differs depending on distance, time of day, and sometimes the weather or the situation at any given time (at the end of the month, a delay in wages, shortages of fuel, armed conflict...).

In the case of a collective taxi, the route is usually chosen by the taxi driver but in certain cases the customer proposes routes and the driver may accept. Although it is generally considered to be cheap, it could also be seen as somewhat precarious and dangerous.



Democratic Republic of Congo



Area	2,344,798 km ²
Populatio	66,514,506 inhabitants
Capital	Kinshasa
Density	28.37 inhab./km ²
Growth rate of population	3.23%
Languages	Official language: French; Trade languages: Lingala, Kingwana, Kikongo, Tshiluba
Religions	Catholic: 50%, Protestant: 20%, Kimbanguist: 10%, Muslim: 10%, other: 10%
Political system	Republic
Rate of urbanisation	33.55%
Main cities	Kinshasa-Brazzaville: 9.9M inhab., Lubumbashi: 1.7M inhab., Kisangani: 1.5M inhab.
GDP per Capita (IMF 2007)	171 US\$
Contribution of the economic sectors to GDP	Farming: 45.67%, Industry: 27.73%, Services: 26.60%
Rate of inflation	18.2%
Currency	Congolese franc

Public transport in Democratic Republic of Congo

I. Background

One of the biggest challenges faced daily by the population of the Democratic Republic of Congo (DRC), and especially in Kinshasa, is transportation. Indeed, with its 10 million inhabitants, public transport is a conundrum in Kinshasa.

However at independence in 1960, people were already benefiting from public transport services previously put in place by the Belgians including the "Transport en Commun de Léopoldville" (TCL), the "Office National des Transports" (ONATRA), Railroads Matadi-Léopoldville. But the transport sector rapidly suffered from the lack of skilled Congolese managers prepared to take over the administration left by the Belgians, combined with a lack of spare parts. Broken down vehicles were therefore immobilised and the fleet in operation gradually dwindled until the complete disappearance of any formal public transport. And today, with the decay of roads and public arteries, the situation is only getting worse. All this has resulted in a chaotic transport system largely dominated by the informal sector.

In response, the Congolese State firmly pledged a public transport revival with the creation of the STUC SARL in 2006, a paragonovernmental large bus company. The most popular transport means however remains the minibus.

II. Public transport regulation

In the Democratic Republic of Congo (DRC), public transport is managed by the Ministry of Transports and Communication Routes. Within this Ministry, the Land Transport Department is the body responsible for implementing the general policy of the government with regard to transportation by the development and implementation of the national transport plan and establishment of the related rules and regulations. It also supervises matters of road safety and prevention of accidents. As such, it has an oversight responsibility vis-à-vis the National Road Prevention Commission (CNPR) which is in charge of road safety and enforcement of road transport regulations.

In DR Congo, public transport management is devolved to the provinces and the city of Kinshasa having the status of a province, therefore manages public transport activities within this city. It is therefore in charge of issuing public transport permits, approving fares as well as collecting revenue from bus and taxi operations.

Indeed, even though fares are left to the discretion of the operators under the constraint of market supply and demand, the Congolese State through the Ministry of Economy and the City of Kinshasa set maximum fares depending on the economic context and the costs.

However the choice of routes is strictly the responsibility of operators.

In addition, any operator must be insured by the SONAS (National Insurance Company) and registered with the

DGI (General Directorate of Taxes). However, these measures are largely flouted by the informal sector.

III. Public transport operators

Transport in Kinshasa is essentially provided by vehicles owned by private operators.

■ STUC SARL

STUC (Société des Transports Urbains du Congo) was established in June 2006 as a limited liability company with the Congolese state as major shareholder at 96.3% and private entities as other shareholders. In 2005, the Congolese State acquired on behalf of STUC 250 new large buses through a state-to-state credit with India. But because of the poor conditions of roads and excessive overloading during peaks hours, the fleet has been reduced to about 180 large buses (of which 127 are operating).

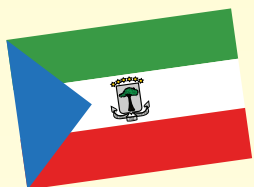
STUC represents the only organized public transport and strives to remain sustainable yet unsubsidised by the Government.

■ Informal sector

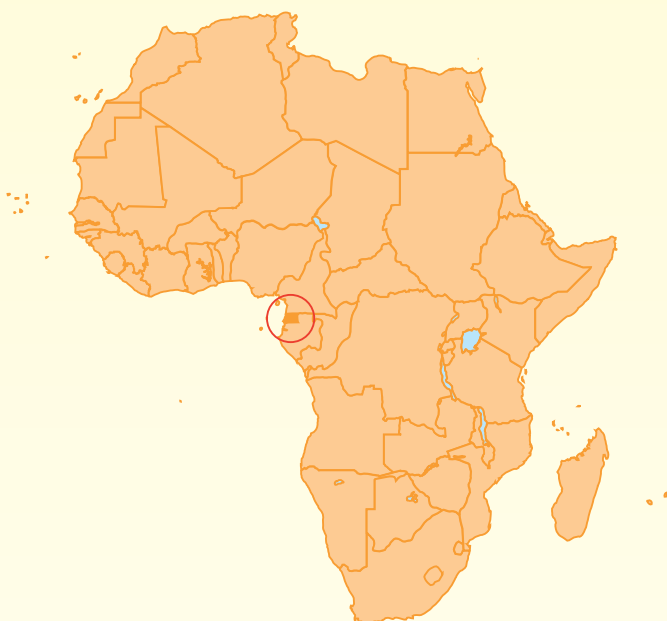
The informal sector operates mainly over short distances using second hand imported vehicles (approximately 1,200 minibuses) with a capacity ranging from 5 to 26 seats but actually carrying double this figure, with a lack of comfort and safety. They are of combi type (Volkswagen former model), in which seats are replaced by wooden benches and they cover approximately 69% of transport services in Kinshasa. They follow their own routes and will stop at some precise stops even though there is no formalised plan. They set their own fares based on the number of zones to be crossed. Those minibuses constitute the most widespread means of transport in the provincial towns.

Riding a motorcycle on the main roads of Kinshasa is quite rare. To get around, people prefer the car to two wheels (motorbike or bicycle). However, since 2007, the motorcycle-taxi has made its appearance in certain districts of Kinshasa.

A marginal urban railway in Kinshasa is also operated by "Office National de Transport (ONATRA)", the national railway company, and carries only approximately 8,000 passengers per day due to the poor condition of the fleet and rail network.



Equatorial Guinea



Area	28,051 km ²
Population	551,201 inhabitants
Capital	Malabo
Density	19.65 inhab./km ²
Growth rate of population	2.05%
Languages	Official languages: French, Spanish; Pidgin English, Fang, Bubi, Ibo
Religions	Christian, Indigenous beliefs
Political system	Republic
Rate of urbanisation	49.30%
Main cities	Malabo: 1M inhab., Bata: 0.8M inhab.
GDP per Capita (IMF 2007)	10,436 US\$
Contribution of the economic sectors to GDP	Farming: 4%, Industry: 91.7%, Services: 4.3%
Rate of inflation	5.5%
Currency	Franc CFA

Public transport in Equatorial Guinea

I. Background

Due to its geographical situation with an island part and a continental part, the road network of Equatorial Guinea has been slow to develop. This situation has been especially sensitive on the island of Bioko where distances between the cities are short. This fact contributed to slowing down the development of the road infrastructure. But today with the oil boom and the influx of foreigners, workers and tourists, authorities have made it a point of pride to make the various corners of the island accessible. The existing roads began to be rebuilt and several main highways on Bioko Island are now in an excellent state. In the continental part of Equatorial Guinea, the situation has always been relatively good; numerous tarred roads connect the main towns in this part of the territory. In addition, roads in perfect condition connect Equatorial Guinea to its major neighbours.

II. Public transport regulation

The Ministry of Transport, Technologies, Posts and Telecommunication acts as the regulatory authority for public transport in the country through the:

■ Land Transport Division

It is responsible for developing and monitoring the execution of government decisions in the transport field and as such is in charge of the implementation

of the national road transport plan. It also handles the issuing of public transport licences.

■ Decentralized services

They are composed of the Provincial and the Departmental Delegations of Transport which are responsible for the supervision and the coordination of the activities of all Ministry of Transport services respectively within each province and each department.

To succeed in its state mission of regulation, the Ministry is supported by two national structures which are the:

■ National Board of Roads Transports (CNTR)

The CNTR is an advisory body established in 1999 and placed under the authority of the Minister of Transport. It has the responsibility to advise on all matters related to the organization and regulation of road transport as well as to try to harmonize the interests of the different stakeholders in the public transport sector. As such, it advises on the drafting of national transport policy and also drafts the public investment planning for the road transports sector.

■ National Committee for Road Security (CNSR)

The CNSR is a Committee created in 1999 under the authority of the Minister of Transport, which aims to study and propose to the Minister any measures able to optimize road safety.

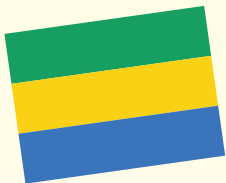
III. Public transport operators

In Equatorial Guinea, taxis are the most popular mode of transport. Until April 2006, each city council was free to set the characteristics of taxis operating in its area. Thus, for many years, taxis were generally old second-hand vehicles usually imported from Spain with the specific characteristics decided by each municipality.

But since April 2006, the Ministry of Transport and Communications undertook to reorganise the sector and decided that the only authorized taxis would be metallic grey colour Mercedes type. Licences issued to operators before that date were no longer valid.

Officially, a fixed number of licences are annually available for Malabo, likewise for Bata, which may be delivered only against the presentation of a Mercedes vehicle corresponding to the new requirements. Despite this, there are numerous illegal taxis, operating with old vehicles, given the low standards of

living. There is no standardised fare and the cost of the taxi trip is negotiated between the driver and the customer.



Gabon

Area	267,667 km ²
Population	1,514,993 inhabitants
Capital	Libreville
Density	5.66 inhab./km ²
Growth rate of population	1.93%
Languages	Official language: French; Fang, Myene, Nzebi, Bapounou/Eschira, Bandjabi
Religions	Christian: 55-75%, Indigenous beliefs, Muslim: -1%
Political system	Republic, multiparty presidential regime
Rate of urbanisation	84.97%
Main cities	Libreville: 0.8M inhab., Port-Gentil: 0.2M inhab., Masuku (formerly Franceville): 0.1M inhab.
GDP per Capita (IMF 2007)	8,085 US\$
Contribution of the economic sectors to GDP	Farming: 60%, Industry: 15%, Services: 25%
Rate of inflation	5%
Currency	Franc CFA

Public transport in Gabon

I. Background

Despite the doubling of its population over the past 30 years, Gabon is still poorly populated. However, some demographic studies show an intensive rural exodus and influx of immigrants. Nearly three quar-

ters of the population of Gabon (70%) live in urban areas and almost the half in the capital Libreville.

In Libreville, for over a decade, residents have experienced many mobility difficulties, in part because of the lack of a strong public transport system. Indeed,

about 70% of journeys by households are dependent on public transport in Libreville, which is characterized at 84% by a pendular movement along its main arteries throughout the day.

Since the “Société des transports des villes (SOTRAVIL)” was dissolved a few years ago, urban transport has been essentially assured by taxis and the “Société Gabonaise de transport” (SOGATRA) a formal state-owned company with large buses. But both types of operators were quickly overwhelmed and this led to the expansion of informal transport.

II. Public transport regulation

The Ministry of Transport and Civil Aviation is responsible for all public transport operations in Gabon.

In a first attempt to reorganise the urban transport sector some years ago, the state commissioned a study on a regulatory framework to encourage the market entry of private buses and minibuses on the basis of competitive bidding for operation of routes and with frequencies set by a transport regulatory authority. Moreover, it had been anticipated that this transport reform would encourage the gathering of operators into small business companies. Nevertheless this study remained at a draft stage.

The bus stations are essentially run by the transport associations and the city council does not receive any daily tax on vehicles parked during idle time. However, all informal operators pay an annual fee to the council that allows them to obtain the identification number officially necessary to operate.

III. Public transport operators

Public transport in Libreville is operated by taxis, minibuses and buses. Besides this, some illegal transporters also operate known as “clandos”. They grew rapidly in recent years and took on such magnitude that they now represent a subset of land transport.

■ SOGATRA

Urban public transport by large bus is provided by the “Société Gabonaise de Transport (SOGATRA)” state owned enterprise founded in 1997 with the mission to provide public transport service in Libreville and Owendo urban areas. Unfortunately for several years it faced numerous obstacles limiting its mission.

Out of the official fleet of 94 buses today, SOGATRA has about 15 buses effectively in circulation, the rest being immobilised for various technical reasons, although it reached the level of 120 -130 buses in circulation a few years ago. Indeed, the problem of vehicle maintenance seems to be a major cause of the company's difficulties.

With a current staff of 500, this company is virtually in bankruptcy and is solely maintained through a state subsidy allocated for the free transportation of students whom now constitute the bulk of SOGATRA users.

Today, as SOGATRA is facing numerous strikes and a permanent shortage of spare parts, the Gabonese authorities are considering the question of privatisation as a means of setting the company on its feet again.

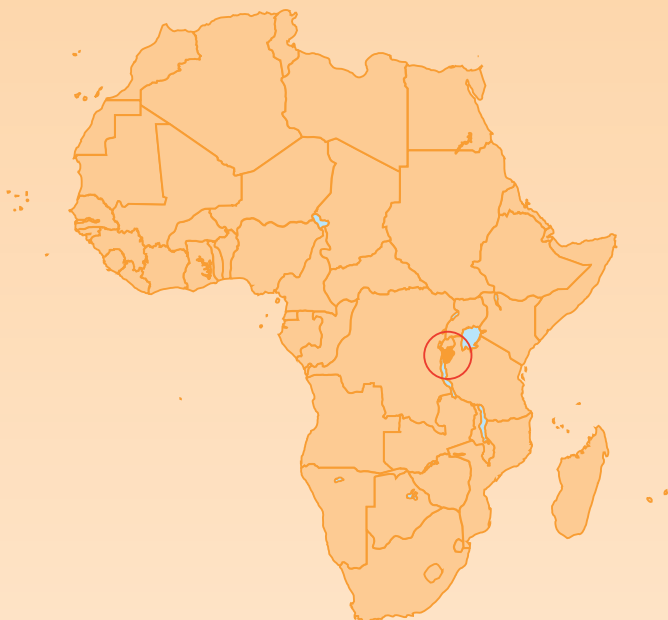
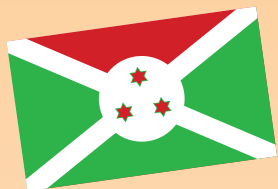
■ Taxis and minibuses

Taxis and minibuses are the public transportation vehicles used inside the city of Libreville or between the city and its neighbourhoods. Cars, minibuses or taxis bear the same colours, which are red and white for Libreville. A taxi-bus offers about 15 seats while the taxi-car can take up to 4 persons.

The taxi is the main mode of transporting persons in Libreville, likewise in the other cities of Gabon. Some of them are used for public transportation outside the city for long distances. Because of poverty, bargaining remains a current practice.

Taxis work throughout the capital, both on the main arteries and on the secondary public road network and can be hailed everywhere. But the number of taxis is relatively insufficient compared with demand. There are nearly 7,000 taxis in Libreville for 700,000 inhabitants. The reasons for this low number can be attributed to the apparent difficulties in acquiring and operating a taxi.

A last type of operator exists called ‘clandos’. Clandos refuse to comply with the requirements of the activity. Paradoxically, though the two types of above-mentioned operators exist, clandos, numbering about 2,000 in Libreville, position themselves as a real solution to the shortage of urban transport provision. In such a context, they seem to be tolerated by the Ministry of Transport although they compete irregularly with the formal registered operators.



Burundi

Area	27,834 km ²
Population	8,691,005 inhabitants
Capital	Bujumbura
Density	312.24 inhab./km ²
Growth rate of population	3.443%
Languages	Official languages: Kirundi, French, Swahili (along Lake Tanganyika and in the Bujumbura area)
Religions	Christian: 67% (Roman Catholic: 62%, Protestant: 5%), Indigenous beliefs: 23%, Muslim: 10%
Political system	Republic
Rate of urbanisation	45.14%
Main cities	Bujumbura: 0.5M inhab., Muyinga: 0.2M inhab.
GDP per Capita (IMF 2007)	125 US\$
Contribution of the economic sectors to GDP	Farming: 34.85%, Industry: 20.01%, Services: 45.14%
Rate of inflation	7%
Currency	Burundese Franc

Public transport in Burundi

I. Background

Burundi is a landlocked country located about 1800km from the Atlantic Ocean. This implies a strong commitment of its authorities to the enhancement of the transport sector as a key vector for the economic development of the nation and in particular urban transport. The network of paved roads is limited but generally acceptable even though in some parts of the country they are severely damaged and in very poor condition due to 15 years of civil war.

In Bujumbura the capital, the bulk of public transport is provided by private and informal operators which account for around 90% of the public transport market share, the remaining 10% being covered by the State public company called OTRACO (Office des Transports en Commun).

II. Public transport regulation

Public transport in Burundi is under the responsibility of the Ministry of Transport, Posts and Telecommunications. Its main missions with regard to public transport are to conceive and implement the policy of the State, road safety, the establishment of the regulations in this particular field and the monitoring of their enforcement. All operators must be registered by the department in charge of transportation within the Transport Ministry and receive the appropriate licences.

The level of public transport fares is set for all operators in Bujumbura by the Ministry of Commerce with the possibility to be revised in a mutual agreement with transporters when

a significant change in fuel price at the pump occurs. But the State does not control fares for intercity transportation and taxis which are decided by their own associations.

Currently, no global legal status regulating public transport has been established so far, though legislation on domestic transport was drafted in 2002 but is still awaiting the Burundian parliament approval. Nevertheless, in the meanwhile some ministerial decrees regulate the sector concerning for instance public transport operations, road safety and the mandatory technical inspection.

A police force is dedicated to the prevention of accidents and road safety while Bujumbura City Council is in charge of urban transport order inside its area. The construction of bus stops and bus shelters is also devolved to Bujumbura City Council which receives for that purpose a quarterly fee from any vehicle operating the public transport services. However on the ground, the routes are still not fitted with stops, signs and infrastructures.

In 2006, facing a shortage of public transport supply, the Burundian State made substantial tax cuts on commercial vehicles so as to foster the importation of buses but no significant interest from private investors seems to have been roused since then.

III. Public transport operators

■ Buses and minibuses

OTRACO is a public company established in the 1980s via a donation from the Japan-Burundian bilateral cooperation;

it is responsible for public transport throughout the country. OTRACO meets approximately 10% of public transport demand in Bujumbura with a fleet of an average age of 10 years composed of 10 high capacity buses and 30 minibuses. OTRACO also provides a sub-regional transport service linking Burundi to neighbouring Rwanda. OTRACO serves as both operator and as regulator by performing the technical inspection of all public transport vehicles and by regulating the fares inasmuch as it is the first company to apply the fares standardised by the authority.

The public authority grants OTRACO a variable annual compensatory subsidy depending on the financial resources of the State and also gives occasional grants for equipment in view of fleet renewal.

Aside OTRACO, about a dozen private companies operate, most of them along the same routes connecting the capital to several towns inside the country with an average fleet of five vehicles each, usually second hand 18 to 30-seater minibuses.

Nevertheless, the most significant transport service in terms of market share is provided by the informal sector with its minibuses accounting for about 70% of all public transport journeys. An estimated 1,300 buses operate along self-decided routes, characterised by a highly fragmented ownership pattern.

The public transport market in general suffers from a lack of genuine spare parts, which are pirated on the local market and lead to more frequent breakdowns.

■ Taxis

Collective 4-seater taxis number about 1350 in Bujumbura, though passenger overloading is frequent. Fares are based on negotiation before getting into the car.

■ Bike and motorcycle-taxis

Two-wheeler traffic in Bujumbura has recently grown in impressive numbers, comprising motorcycles and bicycles that are strongly favoured by low-income users. These cycle-taxis are estimated at around 2000 in the city of Bujumbura, and are mostly driven by young unemployed volunteers. Motorcycles usually operate in urban centres while bicycle-taxis serve the cities' outskirts.

In 2006, the Minister of Transport tried to ban their operation but the measure raised anger and social unrest to such an extent that the President of Burundi was forced to cancel it. This activity generates income for many Burundians in a country trying to recover from several years of civil war.

IV. Public transport projects

The State has significantly invested in substantially improving the road network and as such around 200km of paved roads were completed from 2005 to 2007.

A project aiming at reviving public transport is also underway, and the feasibility study under completion. This project aims to provide OTRACO with high capacity buses to transport urban and rural populations by linking up the major economic centres of the country and opening up Burundi to the vast majority of the population.

Meetings have already been conducted with donors for its implementation, which also includes a refurbishment of the OTRACO garage to ensure efficient maintenance of the new fleet. The project cost is estimated at EUR 8 million.



Comoros

Area	1,862 km ²
Population	731,775 inhabitants
Capital	Moroni
Density	393.00 inhab./km ²
Growth rate of population	2.803%
Languages	Official languages: Arabic, French; Shikomoro (a blend of Swahili and Arabic)
Religions	Sunni Muslim: 98%, Roman Catholic: 2%
Political system	Republic
Rate of urbanisation	37.00%
Main cities	Moroni: 0.1M inhab., Mutsamudu: 0.1M inhab., Fomboni: 0.1M inhab.
GDP per Capita (IMF 2007)	729 US\$
Contribution of the economic sectors to GDP	Farming: 50%, Industry: 12%, Services: 38%
Rate of inflation	3%
Currency	Comoros Franc

Public transport in Comoros

I. Background

The Union of the Comoros is located in the Indian Ocean off the east coast of Africa. Comoros consists of an archipelago of three islands; Grand Comore, Moheli, Anjouan, and covers about 900 square miles. Grand Comore is home to the country capital Moroni, and is the most developed of the three islands.

The Union of the Comoros possesses 880km of roads of which 673km are tarred. The longest distance from one point to another within each island does not exceed 100km, which implies poorly developed public transport and the fact that the authorities have not been compelled to undertake an in-depth organisation of this sector. Public transport is thus at an embryonic stage so far, traditionally having been operated by private truck owners.

II. Public transport regulation

Public transport in Comoros is supervised by the Government through the Vice-Presidency, which is in charge of the Ministry of Transport, Posts and Telecommunications and Tourism.

The authorities in charge of public transport regulation in each island are the Directorates of transport under the responsibility of the Ministry. In the current situation, there is no specific legal status for public transport. Any citizen of Comoros able to obtain a minibus, bus or ordinary five-seater car and who meets the requirements could carry passengers. These requirements

relate to the safety and roadworthiness of the vehicle and possession of a driving licence with the category "transport of passengers".

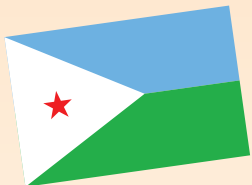
There is no specialized body in charge of the technical regulation and follow-up of the public transport operators. Their number is therefore unknown. As a consequence, there is also no direct support to these operators from the Government which limits itself to ensuring that transporters meet the required safety conditions.

Besides, the Central Government of the Union of Comoros is also responsible for setting fares. The National Police of each island is the enforcing authority responsible for the application of road safety regulations.

III. Public transport operators

The current public transport operators consist of private owners of fleets of 30-seater buses, 17-seater minibuses and small 5-seater taxis. There is no official estimate of their numbers, but the market is visibly fragmented. The drivers are usually young people who have passed all the necessary steps to obtain their driver's licence. Each owner of a car, bus or small vehicle freely negotiates with a driver his wage and terms of work.

There is one drivers union which often acts as an intermediary between owners and authorities. There are no circulation problems in the islands, except in case of oil shortages.



Djibouti

Area	23,200 km ²
Population	768,900 inhabitants
Capital	Djibouti
Density	33.14 inhab./km ²
Growth rate of population	2.097%
Languages	Official languages: French, Arabic, Somali, Afar
Religions	Muslim: 94%, Christian: 6%
Political system	Republic
Rate of urbanisation	84.20%
Main cities	Djibouti: 0.7M inhab.
GDP per Capita (IMF 2007)	1,111 US\$
Contribution of the economic sectors to GDP	Farming: 3.6%, Industry: 17.1%, Services: 79.3%
Rate of inflation	3%
Currency	Djibouti Franc

Public transport in Djibouti

I. Background

Until 1999, the Djibouti Republic faced significant regional tensions and internal conflicts that explain why until recently there was no appropriate institutional and legal framework to regulate the activity of public transport even though it is by far the most widely used means of transport.

In this context, the same urban and interurban transport crisis which occurred throughout Sub-Saharan Africa cities as of the late 1980s reached a serious level in Djibouti in the 1990s: in the absence of a formal company, the informal sector remained the only means able to cope with public transport demand fuelled by population growth and unchecked urban sprawl.

Accordingly, the public transport system of the City of Djibouti - provided by the informal sector - was operating on a fully deregulated basis.

To overcome this crisis, the government undertook reforms in urban and intercity transport. The main aim of the raft of measures was to clean up the sector in order to improve its efficiency and sustainability. In this regard the Government also plans to promote public transport using high capacity buses.

II. Public transport regulation

The public transport sector is under the authority of the Ministry of Equipment and Transport. Since 2002 it has undertaken a series of measures for the reorganisation of the public transport sector in Djibouti including the creation in 2003 of the “Conseil National des Transports” (CNT), an advisory board comprising all professionals in the sector, users’ associations, government departments and the District of Djibouti. This board aims to create synergy between the key actors in the sector to enable the implementation of the reforms to improve the public transport system. These reforms were carried out in the framework of the professionalization of the informal sector and include since 2002 the establishment of a fee to maintain and develop the roads network used by public transport vehicles, a compulsory licence prior to any public transport activity enforced since 2006 as well as the reorganisation of routes and stops which recently started with the construction of bus shelters and bus stop signs along the routes (2008).

This latest achievement stems from a public-private partnership between the Ministry of Equipment and Transportation and the Chamber of Commerce of Djibouti through a concession agreement for the construction and operation of certain bus shelters.

The reforms also provide for the establishment of technical inspections of vehicles and the development of a book of specifications setting out the obligations of transporters, conditions and procedures to operate.

This professionalization will lead eventually to creating viable entities operating in a quality environment

with an efficient use of the road network in compliance with the specifications set by the authority. Having a formal status, these entities should benefit from financial facilities for the renewal of their fleet.

The success of these reforms was achieved through regular discussions between the various partners of the public transport system within the national transport board. The National Police is responsible for the enforcement of all regulations.

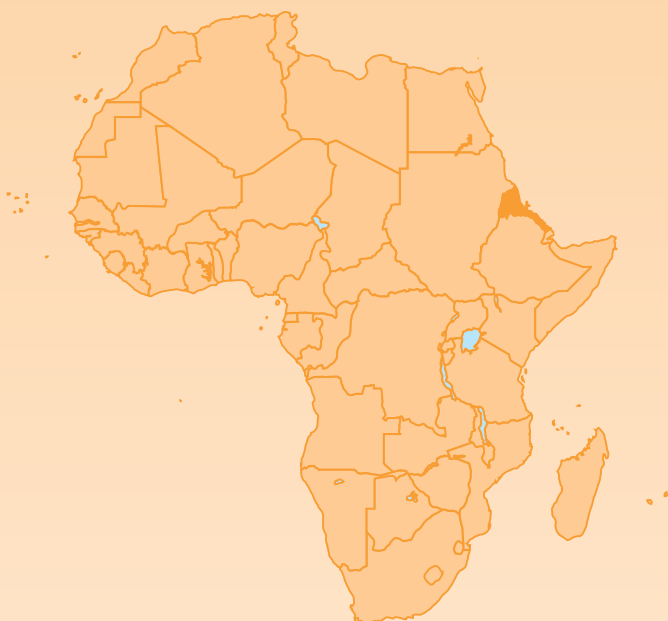
III. Public transport operators

The last census conducted by the Ministry of Equipment and Transport in 2002 identified a fleet of about 700 buses, 500 taxis and 500 minibuses. Taxis are relatively abundant in the city of Djibouti and rare outside the city. The fare is set by negotiation prior to boarding since the cars are unmetered.

Minibuses serve the city of Djibouti while larger buses connect the city of Djibouti with most of the peripheral cities and the villages. Minibuses wait until they are full before departure.

The conditions of access to the profession were not regulated until 2002 leaving the field open to any who wanted to enter the business. This deregulated market implied a rapid growth of the informal sector after 1999 with fierce competition on the street between these informal operators who practised uncontrolled overruns and excessive speeds.

The deregulated market while avoiding a financial commitment of the State in public transport matters caused later multiple negative consequences such as a declining quality of service with poorly maintained vehicles and poorer road safety.



Eritrea

Area	121,320 km ²
Population	4,906,585 inhabitants
Capital	Asmara
Density	40.44 inhab./km ²
Growth rate of population	1.28%
Languages	Afar, Arabic, Tigre and Kunama, Tigrinya, other Cushitic languages
Religions	Muslim, Coptic Christian, Roman Catholic, Protestant
Political system	Transitional government
Rate of urbanisation	19.10%
Main cities	Asmara: 1.1M inhab., Assab: 0.1M inhab., Keren: 0.1M inhab.
GDP per Capita (IMF 2007)	271 US\$
Contribution of the economic sectors to GDP	Farming: 16%, Industry: 27%, Services: 57%
Rate of inflation	15.5%
Currency	Nakfa

Public transport in Eritrea

I. Background

Public transport in Eritrea evolved during Italian colonialism in the 1920s when towns began to emerge. Italian bus companies who provided a transport service, both urban and inter-urban, laid the premises of a modern day public transport service in Eritrea.

Today there are about 2,000 public transport vehicles in the country covering the urban and interurban transport market however many are very old and not roadworthy, the situation being worsened by the poor state of the road infrastructure. Public transport within towns and around the country consists mainly of buses and minibuses operated by several private companies.

Since economic activity depends on the smooth and proper networking of roads for the delivery of goods and services, the construction and rehabilitation of railway and road networks damaged by the war against Ethiopia has been one of the priority areas of the Eritrean Government.

II. Public transport regulation

The public transport sector is supervised by the Ministry of Transport and Communications through its Land Transport Department, which plays a regulatory role. It is responsible for developing public transport rules, regulations, policy and standards; it oversees and controls the implementation of such rules and regulations as well as setting fares.

Public transport management was decentralised by the end of the 1990s so that the regional land transport departments and municipalities assume part of the national land transport department power and duties by controlling the daily operation of the operators in line with the global policy of the State. All public transport operators are required to be licensed by the Land Department Transport and consequently obliged to comply with regulations in place such as the ban on overloading and fare structure.

In 2000, the Eritrean State issued a proclamation whose main thrust is the development of an efficient public transport system reflected in the taxation policy whereby public transport vehicles have a minimal tax as compared to privately imported vehicles.

Besides, the Eritrean State regulated the importation of motorized vehicles by forbidding any public transport vehicle over five years old to be imported given that older vehicles are more polluting. Furthermore, the use of non-motorized transport such as bicycles was encouraged, and to this end roads in bigger cities, such as Asmara, are being constructed to cater for bicycles.

The development and establishment of the land transport system in the country is thus fostered, and includes adequate standards and safety requirements that are currently strictly enforced by the Eritrean Traffic Police.

III. Public transport operators

Nationally, there are four urban transport companies and two inter-urban companies with fleets ranging from 10 vehicles to 240, operating in all the six regions across the country besides individually privately owned buses of which there are around 1,500. Asmara public transport consists of buses, minibuses and taxi cabs.

■ Taxis

Taxis consist of yellow shared 5-seater vehicles which run on fixed routes on the main streets of Asmara and allow people to board or alight all along the route. Many are old and cars from the 1960s are a common sight in Asmara. The price is negotiated because taxis are not metered.

But not all cabs run on fixed routes, some can be used privately; this is called kuntrat (khoon-tratt) and the price has also to be negotiated before the trip.

■ Buses and minibuses

Asmara has 10 downtown bus lines using distinctive red Mercedes Benz buses. The buses have specific stops where they can be boarded. Their low fare level means that they are often overcrowded and slow. There are also white minibus lines running on the main streets of the city, which also run on fixed routes but without stops or signs though they usually stop at the same bus stops.

Long distance buses operate between Asmara and various other cities in the country. They are reasonably comfortable and affordable. But there is no set timetable and they wait to be full before they depart.



Ethiopia

Area	1,127,127 km ²
Population	76,065,271 inhabitants
Capital	Addis Ababa
Density	67.49 inhab./km ²
Growth rate of population	2.93%
Languages	Amharic, Tigrinya, Oromigna, Guaragigna, Somali, Arabic, other local languages, English
Religions	Muslim: 45-50%, Ethiopian Orthodox: 35-40%, Animist: 12%, Other: 3-8%
Political system	Federal republic
Rate of urbanisation	16.63%
Main cities	Addis Ababa: 3.2M inhab., Diré Dawa: 0.4M inhab., Nazret: 0.3M inhab.
GDP per Capita (IMF 2007)	252 US\$
Contribution of the economic sectors to GDP	Farming: 80.20%, Industry: 6.60%, Services: 13.20%
Rate of inflation	15.9%
Currency	Ethiopian Birr

Public transport in Ethiopia

I. Background

Public transport in Ethiopia consists of operations to and from the capital Addis Ababa. The transport modal share in the capital can be broadly spilt as: 10% private car, 25% public transport and 60% walking. Contrary to many other African cities, the role of bicycles in urban transport is largely insignificant due to

topographical restrictions and there is no rail transport within the city.

Public transport mainly consists on the one hand of conventional bus services provided by the publicly owned Anbassa City Bus Enterprise and also taxis, and mini and midibuses operated by the private sector.

The large proportion of walking suggests that public transport fares are globally unaffordable for the level of income of the city population. Car ownership among residents is very low, so the majority depends on buses and taxis for their day-to-day mobility in terms of motorised transport.

Until 1992, the right to operate large buses within Addis Ababa was exclusively held by Anbassa while minibus 'taxi' services were restricted and regulated on a zonal basis by the public authority.

In 1992, the public transport market was deregulated by a transitional political regime through the 'Proclamation to Provide for the Regulation of Road Transport' which limited the conditions for running a public transport activity to only two: proven roadworthiness of the vehicle and qualification of the driver. Once his permit was issued, the carrier was then able to operate throughout the city with no exclusion from routes or areas.

II. Public transport regulation

The public transport sector is supervised by the Ministry of Transport and Communications at the federal level, which has responsibility for formulating policy and issuing directives to give a clear vision of public transport development in the country. It acts through the Ethiopian Road Transport Authority (R.T.A) which was established in 1967 and is responsible for the use of any roads within Ethiopia, the vehicles using these roads and for all road transport activities.

At the Addis Ababa regional level, public transport and infrastructures are managed by the transport authority under the auspices of the City Government with the overall mandate to issue route licensing and permits to the operators. The fares are regulated by the city Government with a substantial difference between the minibuses and Anbassa, whose fares are subsidised.

III. Public transport operators

■ *Anbassa City Bus Service Enterprise*

Anbassa city bus service enterprise is a formal bus company created in 1963 as a private enterprise holding an exclusive franchise for the provision of passenger transport services in Addis Ababa, yet was nationalized in 1974.

It operates a fleet of 420 conventional large buses, with an average vehicle age of seven years, and provides scheduled services along about 90 routes accounting for about 15% of the public transport market share, that is 153 million passengers carried annually.

Over the past ten years, Anbassa has received regular investment from the State in terms of provision of new vehicles mainly thanks to bilateral cooperation with the Netherlands and Belgium.

Fares are controlled by the City government which compensates with a subsidy per ticket sold. But with a view to affordability for the population, fare levels have not been revised since 1992; fares are still officially set at this level although over the same period State compensation has been progressively reduced.

As a result, Ambassa faced financial difficulties and failed to provide transport to cater for the population sprawl and growth especially in the city outskirts, making the population there more and more dependent on walking. Its structural difficulties resulted in a low level of fleet availability, around 80-85% in spite of their relatively young age.

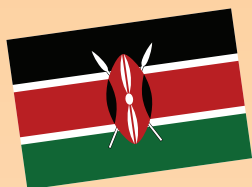
■ *Taxi*

The City of Addis Ababa is also served by minibuses also known as "taxis" which number an estimated 12,500. They provide 75% of the public transport journeys despite their fares being up to three times more expensive than the bus fares. Basically, they are blue painted minibuses with a white roof - and are thus known as "blue donkeys" - with a seating arrangement of 12 seats. They travel very fast from one part of the city to another. Besides minibuses, about 1,500 4-seater taxi-cars with the same colours also operate. The minibuses are mainly used by Addis Ababa residents to reach their work place, and tend to represent a better quality of service than the conventional buses.

There are no restrictions for minibus taxis in terms of routes or areas of operation. In principle, the fares are controlled by the transport Authority though passengers confirm that the actual fares charged vary somewhat arbitrarily depending on circumstances such as congestion or bad weather. Inadequate vehicles, loading extra passengers, and bad behaviour of taxi drivers and their assistants make this form of taxi transport difficult.

■ *Midibuses*

In 2008, the City government undertook to purchase 500 midibuses at a cost of about EUR 10 million through a bank loan and distributed them to private operators for a five year repayment period.



Kenya

Area	581,787 km ²
Population	37,953,838 inhabitants
Capital	Nairobi
Density	65.24 inhab./km ²
Growth rate of population	2.758%
Languages	Official languages: English, Kiswahili and numerous indigenous languages
Religions	Protestant: 45%, Roman Catholic: 33%, Indigenous beliefs: 10%, Muslim: 10%, other: 2%
Political system	Republic
Rate of urbanisation	20.70%
Main cities	Nairobi: 4.1M inhab., Mombasa: 0.9M inhab., Nakuru: 0.3M inhab.
GDP per Capita (IMF 2007)	780 US\$
Contribution of the economic sectors to GDP	Farming: 27.01%, Industry: 18.55%, Services: 54.44%
Rate of inflation	9.3%
Currency	Kenyan Shilling

Public transport in Kenya

I. Background

Public transportation is very extensive in Kenya and particularly in the capital Nairobi. In Nairobi, the public transport system is essentially run by private operator as the City Council opted for a deregulated market in line with national policy.

Along the years, two main types of public transport operations emerged out of this deregulated environment: Kenya Bus Services (KBS), formal company with a fleet of large buses and minibuses on the one hand and the matatus minibuses on the other, both often competing along the same routes.

Until 1973 Kenya Bus was granted the public transport service monopoly by the City of Nairobi within its area. But since that date, due to its incapacity to effectively meet the actual demand of the growing city, the matatus transportation means was officially recognized by a presidential decree enabling operation without obtaining the formal permits to which KBS are subject. The matatu became then a major competitor in the city to KBS and their number grew significantly.

More recently, as Kenya Bus Services was still encountering financial difficulties, its fleet was progressively reduced encouraging other bus companies with larger buses to form and also enter the market.

II. Public transport regulation

The public transport sector is supervised by the Ministry of Transport.

The Ministry of Transport, as the main player in road transportation, provides policies and regulations governing the entire transport sector and this through several departments among which there is the Transport Licensing Board (TLB). TLB is notably responsible for the licensing (issuing of annual licences to the operators) and transport services regulation. It is also bestowed with the mandate to allocate routes in the country.

In February 2004, the Ministry of Transport introduced new regulations governing the safety of matatus. Amongst them were the compulsory fitting of safety belts for all passengers, speed governors, tighter control of overloading in minibuses and banning of standing passengers on large buses. These measures resulted in resistance and strikes from the matatu side yet now applied they have led to a significant reduction in injuries and fatalities in accidents involving public transport vehicles.

In Nairobi, the deregulated market principle resulted in little public control of route structure, operational practices, timetable or fares. Therefore, the Nairobi city council (NCC) acts as a transport authority with a limited range of intervention.

III. Public transport operators

There are several types of public transport operators in Nairobi. These include buses, the train, and matatus.

■ **Buses**

KBS was created in 1934 and was granted a monopoly on public transport service in Nairobi by the Nairobi City Council (NCC) in 1966. Until 1973 Kenya Bus remained the sole operator of bus transit utilizing high capacity vehicles (double deckers).

In 2003, KBS also launched a premium midibus service called Metro Shuttle which is to serve high/medium income areas in Nairobi. Since 2002, other private company owning large buses have also entered the market such as the Citi Hoppa.

Between 2003 and 2006, KBS encountered multiple financial difficulties, facing a myriad of challenges and was bound for insolvency. The reason seems to be the cost of compliance with the new legal requirements and the subsequent loss of business. Therefore it evolved in a franchising and Management Company namely KBSM established in June 2006 to take over the operations of Kenya Bus Services (KBS) albeit without owning any proper rolling stock.

On July 2006, the first batch of a franchisee's buses were operated in the new KBSM franchising arrangement concept. Actually, KBSM operates 285 buses from 175 investors with nearly 1,050 staff transporting 2.95 million of passengers a month.

■ **Matatus**

'Matatus' are the most common form of transport. The word 'Matatu' refers to a minibus with a capacity of up to 25 passengers or a van, a microbus, with a seating capacity of 14 passengers. The latter are also known to as 'Nisan', but not referring to the brand of the vehicle. They are known as fastest and most comfortable than the larger matatus. Matatu fares, routes and stops are not fixed as they depend on many parameters such as passenger demand. Actually most of them will use the same routes as KBS.

Matatus started operating in Nairobi in the 1950s and were considered as illegal commercial entities alongside the legal transport operator KBS. In 1973 they were officially recognized and taking advantage of easier market access, they compete fiercely with the formal established operator. Now they account for up to 75% in the public transport modal split of Nairobi numbered about 16,000 operating on 125 routes. During the years, syndicates or associations emerged and imposed themselves as owners of these routes.

"Box matatus" also exist which are simply 2-wheel drive pick-ups with a shell on the back.

■ **Taxis**

Taxis are individually hired transport. Normally, taxis wait at specific places for customers, but can also be flagged down along the road. Taxis are not metered and the fare should be agreed upon before departure. Very few base their charges on time and distance.

■ **Train**

There is limited travel by train within Nairobi. However, passenger service by train is available between Nairobi and Mombasa.

■ **Boda boda & Tuk Tuk**

The Boda boda is transport by bicycle-taxi available for short trips. There are also three-wheeled motorcycle scooters vehicles (Tuk Tuk) especially in small towns such as Thika. They operate like taxis but they charge lower rates.

IV. Public transport projects

■ **Bus Rapid Transit (BRT)**

A study has been commissioned to explore the viability of adopting BRT system for Nairobi city. Proposals have been submitted awaiting funding of the project.

■ **Integrated National Transport Policy**

The policy was developed in consultation with various stakeholders with the aim to improve provision of transport services in the country. The policy document has however not been progressed to obtain the required legislative approval for implementation. The implementation of this Policy would usher in a Transport Authority that would assist in the implementation of reforms in Transport like BRT.

■ **Metropolitan Transport Authority**

The ministry of Nairobi Metropolitan is proposing the formation of a transport authority to oversee the development and provision of reliable transport services focusing on the government objective for vision 2030.



Rwanda

Area	26,338 km ²
Population	9,907,509 inhabitants
Capital	Kigali
Density	376.17 inhab./km ²
Growth rate of population	2.428%
Languages	Official languages: Kinyarwanda, French, English; Universal Bantu vernacular, Kiswahili (Swahili) used in commercial centers
Religions	Roman Catholic: 56.5%, Protestant: 26%, Adventist: 11.1%, Muslim: 4.6%, Indigenous beliefs: 0.1%, None 1.7%
Political system	Republic; presidential, multi-party system
Rate of urbanisation	16.56%
Main cities	Kigali: 1M inhab., Butare: 0.09M inhab., Ruhengeri: 0.09M inhab.
GDP per Capita (IMF 2007)	355 US\$
Contribution of the economic sectors to GDP	Farming: 41.63%, Industry: 21.87%, Services: 36.50%
Rate of inflation	8%
Currency	Rwandan Franc

Public transport in Rwanda

I. Background

Rwanda is a landlocked country with a hilly to mountainous topography and densely settled population living almost exclusively from subsistence farming and tea and coffee production. The country has experienced falling per capita income and increasing poverty since the late 1980s.

This rapid decline was due partly to the civil unrest in the country and partly to weak policies and mismanagement of resources. The situation was worsened by the civil war of 1994 which took over 1 million lives and displaced approximately 2 million to neighbouring countries. This has left the economy structurally very fragile.

Sound transport infrastructure is crucial in reducing the isolation of the country from its neighbours, and that of one region of the country from another. Rwanda has a reasonably good network of primary roads and a good base of feeder roads. However, the secondary and feeder roads have suffered from a prolonged period of poor maintenance due notably to the civil war.

II. Public transport regulation

The public transport sector is supervised by the Ministry of Infrastructure. The mission of the Ministry is to create

ate favourable conditions that allow men, women and children equitable and sustainable access to transport infrastructure.

The global vision of the policy for sustainable socio-economic development draws on the principles of VISION 2020 for Rwanda which focuses on socio-economic integration and sustainable economic growth with priorities being placed on the agriculture sector, rural development as well as infrastructure.

In this last sector the stress is particularly laid on the importance of improving transport infrastructure and services in order to increase mobility and access to efficient transport services, improve road safety, and develop a transport infrastructure network which will allow the opening up of the interior and exterior of the country.

III. Public transport operators

■ Shared taxis

Shared taxis come in two forms: The main form of public transport within Rwanda is the shared taxi, known locally simply as "taxi" or colloquially "twegerane" (let us sit together) which are 14-20 seater minibuses estimated at 2000. They run between two termini (known

as taxi parks), but stop frequently along the route to pick up and set down passengers. They almost always wait until full before departing, and can also wait for long periods in locations along the route if not enough people are on board. The vehicles are usually Toyota minibuses owned by a private individual who employs a driver and a conductor to operate and maintain the vehicle on a day-to-day basis.

The second form is “Express taxis” which are 18-seater minibuses and operate like shared taxis, but they depart on time and do not stop until they reach their destination, except to set people down. They operate between major towns, generally Kigali and a major regional centre. Express taxis are quite a recent phenomenon, but are gaining rapidly in popularity as they provide people the security of arriving at a known time.

Most of the minibuses are grouped within ATRACO (Association pour le transport en commun), Rwanda Taxi Operators and Drivers Association, representing their interests and acting in all regulatory issues regarding the minibus sector.

■ Bus

In addition to these two forms of shared taxi, there is a limited national bus service run by a company called Onatracom (Office National des transports en commun) with a fleet of 20 30-seater conventional buses and which is affiliated to the Rwandan government. These buses run between Kigali and the major towns two or three times per day, and have the advantage

of comfort but generally take longer to reach their destinations.

Onatracom buses also serve some remote areas along dirt roads not otherwise accessible by public transport.

■ Motorcycle taxis

Some 3,000 motorcycle taxis exist and are popular especially in Kigali. Short distances can be travelled either on foot, or by taxi-velo (bicycle taxi).



Seychelles

Area	455 km ²
Population	87,476 inhabitants
Capital	Victoria
Density	192.25 inhab./km ²
Growth rate of population	1%
Languages	Official language: English; Creole, other
Religions	Roman Catholic: 82.3%, Anglican: 6.4%, Seventh Day Adventist: 1.1%, other Christian: 3.4%, Hindu: 2.1%, Muslim: 1.1%, other non-Christian: 1.5%, Unspecified: 1.5%, none: 0.6%
Political system	Republic
Rate of urbanisation	54.16%
Main cities	Victoria: 0.1M inhab.
GDP per Capita (IMF 2007)	8,600 US\$
Contribution of the economic sectors to GDP	Farming: 3%, Industry: 23%, Services: 74%
Rate of inflation	2.9%
Currency	Roupie SCR

Public transport in Seychelles

I. Background

The Inner Islands of the Republic of Seychelles consist of the “Mahé”, “Praslin” and “La Digue” islands along with the surrounding smaller islands in the archipelago. There are paved roads only on La Digue, Mahé and Praslin; elsewhere the roads are sandy tracks.

A parastatal organisation, the Seychelles Public Transport Corporation (STPC), was constituted in 1977 to provide organised road passenger transport services on Mahé and Praslin.

II. Public transport regulation

The public transport sector is supervised by the Government through its Vice-Presidency in charge of Tourism and Transport with the following major responsibilities in this purpose:

- Ensuring that the road network is maintained in an optimum condition with regular maintenance work of a high standard;
- Ensuring that the road system is constructed in harmony with the natural environment and is able to contribute to the process of sustainable social and economic development;
- Establishing and monitoring bus fares, bus routes and the bus timetable to ensure that public transport organizations provide a fair and decent service to the public.

III. Public transport operators

■ Bus

Seychelles Public Transport Corporation (SPTC) is a parastatal organisation constituted in 1977 for the provision of road passenger transport services in the principal island of Mahé and outer island of Praslin. SPTC currently runs a fleet of custom made vehicles in order to meet the demand of the travelling public. Presently, it has a fleet of over 200 buses and coaches with a capacity varying from 19- to 80-seaters on a network of 41 routes.

The buses cater to more than 16 million passenger journeys per year in Mahé and Praslin including daily provision of transport for around 7,000 students and school children. In addition SPTC handles a fleet of luxury and semi-luxury coaches to meet the demands of tourists.

■ Taxis

Taxis are plentiful on Mahé and Praslin, and there is a handful on La Digue. Cabs can be hailed on the street, at designated taxi stands or by phoning a driver direct. The taxis are metered though the fare can be negotiated.



Somalia

Area	637,657 km ²
Population	9,832,017 inhabitants
Capital	Mogadishu
Density	15.42 inhab./km ²
Growth rate of population	2.81%
Languages	Official language: Somali; Arabic, Italian, English
Religions	Sunni Muslim
Political system	Permanent national government; transitional, parliamentary federal government
Rate of urbanisation	52.63%
Main cities	Mogadishu: 2.9M inhab., Hargeysa: 0.6M inhab., Marca: 0.4M inhab.
GDP per Capita (2000)	600 US\$
Contribution of the economic sectors to GDP	Farming: 60%, Industry: 10%, Services: 30%
Rate of inflation	100%
Currency	Somalian Shilling

Public transport in Somalia

I. Background

Somalia has not had an effective government for 15 years; this has had a negative effect on the roads and the transport system in general. Approximately 2,600km of highways is paved out of a total of 22,000km. The few traffic lights that once existed are out of order, and there is no form of traffic police. As a result the few speed limits, signs and road markings are widely ignored.

There is the skeleton of a bus network in the south and no public transportation in the north. Half of the Somali people are nomads, and the camel is the principal form of transportation in the country, followed by walking.

II. Public transport regulation

The public transport sector is supervised by the Ministry of Transport, Civil Aviation and Ports.

III. Public transport operators

Passenger transport is restricted almost entirely to road haulage. The public transport sector is led by the informal transport which includes taxis and minibuses. These services run in Mogadishu, but their availability may be restricted outside normal working hours. There are reasonably few minibus services between the major centres in the south. Elsewhere there are very few cars and minibuses.

Camels and donkeys are also used extensively in rural and nomadic areas for transportation (35%).



Tanzania

Area	945,088 km ²
Population	38,139,640 inhabitants
Capital	Dar Es Salaam
Density	40.36 inhab./km ²
Growth rate of population	2.827%
Languages	Official languages: Kiswahili or Swahili, English; Kiunguja, Arabic, many local languages
Religions	Mainland - Christian: 30%, Muslim: 35%, Indigenous beliefs: 35%, Zanzibar - more than: 99% Muslim
Political system	Republic
Rate of urbanisation	35.36%
Main cities	Dar Es Salaam: 3M inhab.
GDP per Capita (IMF 2007)	428 US\$
Contribution of the economic sectors to GDP	Farming: 45.03%, Industry: 16.36%, Services: 38.61%
Rate of inflation	7%
Currency	Tanzanian Shilling

Public transport in Tanzania

I. Background

Like many cities in developing countries, Dar-es-Salaam has a poor public transportation system though a good network of all-weather roads connecting all major towns, built by the public authority.

The dominant mode of public transport in Dar-es-Salaam is bus transport, which accounts for about 60% of the modal split. There are over 7,000 minibuses, popularly known as “dala-dala”, which dominate motorised public transportation in Dar-es-Salaam. The majority of people in the city depend on this mode of transport.

Nevertheless, the existing public transport system is mainly characterised by congestion and delays, poor vehicle condition and increasing road accidents; in addition, the bus fare level is too low to cover operating costs.

II. Public transport regulation

The public transport sector comes under the authority of the Ministry of Infrastructures Development through the Department of Communications and Transport. The Department is responsible for the formulation of the sector policies and for the oversight of that policy implementation, the objectives being to ensure enhanced performance of the sector, and also to provide an optimal contribution to national social economic development.

Under its responsibility and according to various sectors, this Ministry set some bodies as regulatory authorities such as the Surface and Marine Transport Regulatory Authority (SUMATRA) in charge of regulating the road, railway, and marine transport. SUMATRA regulates the urban transport sector through the issuing of a compulsory licence which allows the operator to exercise its activity. The operator is assigned specific routes and must pay an annual licensing fee. Therefore he is required to adhere to the sector legislation.

The fares of services are also set through negotiation between the operators and the Authority.

III. Public transport operators

■ UDA

Historically, in Dar es Salaam, public transport firstly consisted of a public transport company UDA (Usafiri Dar es Salaam) created in 1974 (49% central government and 51% city council - operating 34 midi and large buses. For many years, the UDA was the only legal company allowed to operate transport services but it never succeed in coping with the actual demand.

From 1983, the market was deregulated and the UDA market share dwindled as Dala-Dalas benefitted from open access to the market which is now largely in their hands.

■ DARCOBOA

DARCOBOA (Dar Commuter Bus Owners Association) is a union gathering the informal sector and ensur-

ing 43% of the public transport market with a total fleet of around 8,000 mini-vans (16-36 seaters) called Dala dalas. 3,000 owners are members of DARCOBOA, which reflects a highly fragmented market, with most of them owners of just one car. Informal transport is still disorganised: unscheduled services, poor road-worthiness of second hand vehicles and many low-capacity vehicles are the source of much congestion and reckless driving behaviour.

Currently, dala dalas operate 180 routes on which vehicles depart only when they are full.

IV. Public transport projects

As a response to the threat of the increasing congestion of its urban traffic, the Dar es Salaam City Council (DCC) decided to embark on the implementation of a bus rapid transit (BRT) system. The system will be regulated and managed by the Dar es Salaam Rapid Transit Agency (DART) which was established by government order on May 25, 2007. The buses will be procured and operated by private bus operators that will enter into agreements with the DART agency.



Uganda

Area	241,548 km ²
Population	30,262,610 inhabitants
Capital	Kampala
Density	125.29 inhab./km ²
Growth rate of population	3.37%
Languages	Official language: English; Ganda or Luganda, other Niger-Congo languages, Nilo-Saharan languages, Swahili, Arabic
Religions	Roman Catholic: 33%, Protestant: 33%, Muslim: 16%, Indigenous beliefs: 18%
Political system	Republic
Rate of urbanisation	14.5%
Main cities	Kampala: 1.9M inhab., Gulu: 0.2M inhab., Lira: 0.2M inhab.
GDP per Capita (IMF 2007)	381 US\$
Contribution of the economic sectors to GDP	Farming: 33%, Industry: 22%, Services: 45%
Rate of inflation	5.8%
Currency	Ugandan Shilling

Public transport in Uganda

I. Background

In Kampala, the privately owned Uganda Transport Company (UTC) held the exclusive franchise for bus services until its nationalization in 1972. At that time its only competition came from shared taxis based on saloon or estate cars.

Following its nationalization, and the period of national chaos prior to the establishment of the present Government in 1986, UTC both contracted and focused more closely on its long-distance services. The market for urban transport services in Kampala became open to private sector operators, mostly using small minibuses though a few Kenyan-sourced midibuses were also deployed. Early market entrants earned high returns that then attracted additional investment until the market saturated. At that stage, the Uganda Taxi Operators and Drivers Association (UTODA) emerged to bring order to the market through self-regulation and control of the terminals. The UTODA benefits from strong political patronage.

The rapid development of the bicycle and motorcycle taxi ("boda-boda") service in recent years is also to be noted. The problem of the use and operation of these small capacity units is that they are inefficient and a major source of traffic congestion in the urban areas - particularly Kampala City - as well as being prone to

high accident rates. Concomitant with the increasing number of boda-boda operators is the escalating passenger safety concern.

In early 2007, it was announced that Kampala would remove these small capacity units from its streets and replace them with a comprehensive city bus service covering the greater Kampala metropolitan area. However the decision is yet to be implemented.

Nevertheless, the Government of Uganda has taken significant efforts to promote the use of large buses and the implementation of a good public transport system through the Kampala Urban Traffic Improvement Plan studies.

II. Public transport regulation

The public transport sector is supervised by the State Secretariat in charge of Transport. One of the missions of this Secretariat is notably to plan, develop and maintain economic, efficient and effective transport services by road, rail, water, and air. To this end, its Directorate of Transport supervises transport Regulation and development.

In Kampala, the licensing authority, the Transport Licensing Board (TLB), makes no attempt to limit the number of bus or taxi operators, to impose a route structure or to allocate routes. Any operator with

a suitable vehicle can obtain a licence defining the route and the fare he will use. The transport operators are permitted to determine their own fares. However, there is some evidence that the operators' association (UTODA) have significant influence on the fares charged. For instance, fares can globally increase in peak periods.

III. Public transport operators

Public transport plays an extremely important role in the transportation of people in both urban and rural areas due to the low number of private vehicles in the country. Public transport can be classified as follows:

■ "Matatus" or "Taxis"

These are minibuses with varying capacities. The commonest minibuses have a capacity of up to 14 passengers. There are also bigger medium buses with capacities of up to 25 passengers. This kind of transport is used in both urban and rural areas. It is a low capacity collective mode of transport for medium and long distances that can be reached from any point of a public road. The journey has a specific route with intermediate stages determined according to the user's destination and request. There is no specific timetable. The method of operation of public transport taxis is basic - the driver has to pay a daily fee to the owner and is responsible for vehicle operating cost (fuel, terminal charges).

It is estimated that there are 8,500 in the country. The Matatu services framework is overseen by the "Uganda Taxi Operators and Drivers' Association (UTODA)". Taxi Operators and Drivers are compulsory members of this association; without UTODA-registration they are legally prohibited from operating. UTODA has been mandated to organise the network of 125 stages around the capital, plus the central taxi park at the root of downtown hill ("Nakasero"), as well as throughout the country. In this role, UTODA is then established as a regulatory authority collaborating with public agencies such as the town council, the police, and the ministry of transports. UTODA charges minibus drivers a fixed daily fee on their first entry into the main taxi terminals and an exit fee on each departure.

This organization was initially set up to protect and promote the interests of owners and drivers. It has become extremely powerful and earns a substantial income from charges levied on minibus operations.

■ Bicycles and motorbikes (boda-boda)

Boda-bodas - local motorcycle transportation - are a popular mode of transport that gives access to many areas within and outside the city. The rapid growth of boda-bodas can be seen as a spontaneous entrepreneurial response to the increased availability of bicycles and motorcycles. They are quite handy for those who do not want to be stuck in traffic for long though they are themselves one source of the congestion. This mode of public transport is available mainly in urban areas, although it is now extending out into rural areas. The boda-boda journey has no determined route and one can go to any requested destination required

of the service provider. It is estimated that there are around 200,000 bicycle boda-bodas et 90,000 motorcycle boda-bodas in the country.

Both bicycles and motorcycles are used as a mode of "for-hire" transport for both passengers and goods.

■ Large buses

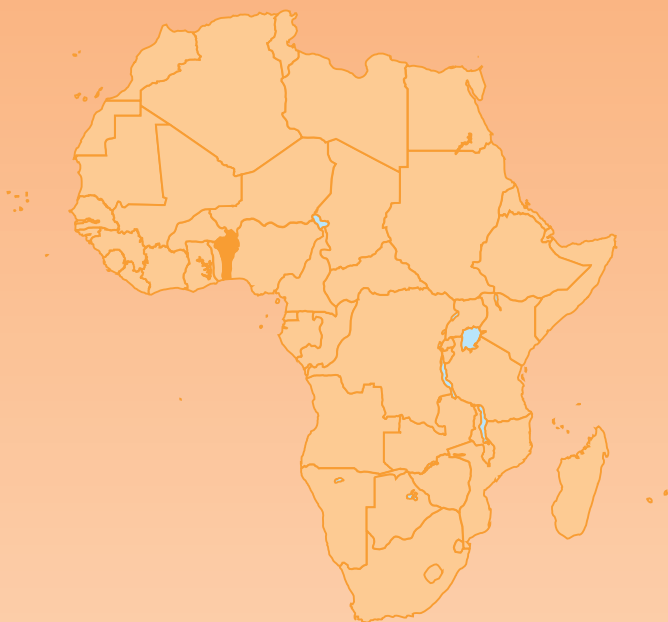
Buses with a capacity of more than 25 passengers amount to around 400 in total. No large buses operate within greater Kampala metropolitan area for public transport. They are a high capacity collective mode of transport for medium and long distance journeys (inter-urban and international journeys) with well-established boarding points (bus parks), routes, intermediate stops and timetables.

IV. Public transport projects

Many public transport projects have been running in Uganda these three last years. They aim to improve the mobility conditions in the country and mainly in the biggest cities. The Kampala Institutional and Infrastructure Development Project (KIIDP) aims to improve institutional efficiency of the Kampala City Council (KCC) through implementation of the Strategic Framework for Reform (SFR). The project includes the following components: provide city-wide transport infrastructure, services improvement and implementation of a comprehensive monitoring and evaluation system.



Benin



Area	112,622 km ²
Population	8,532,547 inhabitants
Capital	Cotonou
Density	75.76 inhab./km ²
Growth rate of population	3.01%
Languages	French
Religions	Vaudou: 61%, Catholic: 19%, Muslim: 15%, Protestant: 3%, other: 2%
Political system	Republic
Rate of urbanisation	41.33%
Main cities	Cotonou: 1.3M inhab., Porto Novo: 0.3M inhab., Djougou: 0.3M inhab.
GDP per Capita (IMF 2007)	709 US\$
Contribution of the economic sectors to GDP	Farming: 32.30%, Industry: 13.50%, Services: 54.20%
Rate of inflation	2.5%
Currency	Franc CFA

Public transport in Benin

I. Background

Public transport in Benin is largely dominated by the informal sector, especially motorcycle-taxis called “Zémidjan” essentially concentrated in Cotonou and Porto-Novo and providing over 70% of all urban trips.

This type of transport has existed since the end of the 1970s but its expansion really got underway with the economic and unemployment crisis of the 1980s. Since then, many workers have begun to exercise this activity as a way to increase their income. Today, the total number of Zémidjan in Benin is estimated at over 150,000.

Yet until the second half of the 1980s taxi-cars were still playing an important role in Cotonou mobility, but the deterioration of the urban roads coupled with the economic crisis meant they were gradually replaced by motorcycle-taxis which were cheaper and appeared to give greater accessibility to areas with unpaved roads. Thus, in the absence of conventional public transport, this means of transport has catered for a real mobility need of the population, becoming part of their habits and part of the public transportation landscape. Nevertheless, these motorcycle-taxis bring much disturbance and dysfunction to the public transport system of Cotonou.

II. Public transport regulation

Public transport in Benin is managed by the Ministry in charge of Land Transport, Air Transport and Public

Works. The ministry’s global mission is to elaborate and implement government policy in terms of public works and transport. To this end and specifically in relation to public transport, it is responsible for the development of the regulations and their effective implementation and the design of the transport master plan and assists the local communities in the management of urban and interurban public transport.

In the 1980s, the Beninese authorities unsuccessfully tried to fight against informal transport by prohibiting it, even using repressive measures which did not produce the desired effect; on the contrary, facing a constant expansion of this mode of transport, the political authorities were forced to accommodate and therefore tried to regulate with the establishment of minimal conditions of exercise such as compulsory licences and monthly taxes. Consequently, today in Cotonou, drivers are officially registered and wear a distinctive vest with their identification number. They are grouped into unions that represent their interests and serve as their spokespersons before the authorities.

Now, the main aims of the government are no longer to try to eradicate informal transport but to improve the regulatory and institutional framework of the profession, ensure the capacity-building of operators and promote public transportation with higher capacity units.

III. Public transport operators

In Cotonou two-wheeler public transport took off as a real phenomenon in society. The expansion of the Zémid-

jan seems to be the result of a combination of several factors: the formal public transport unable to cope with current mobility demand, the degradation of the urban roads and the high unemployment of young people who find in this activity a way to survive.

It is indeed a source of direct and indirect jobs and gives the State a significant fiscal income from the operators' expenditures on fuel and lubricants. But the poor condition of motorcycles, the bad behaviour of drivers, the high level of accidents involving the motorcycle-taxis, together with the air pollution from the adulterated fuel they use and diseases arising therefrom are considered much more costly for the community.

Indeed, some studies show that the proportion of accidents involving motorcycle-taxis is up to 40% of the total accidents in the city of Cotonou, yet many of these are not recorded because they are generally settled amicably.

The fare is negotiated between the driver and the customer depending on the distance. It is also common that the vehicle is left in the hands of another driver for a day or more, as usual in any other informal transport operations.

IV. Public transport projects

The development of a national transport policy including urban and inter urban areas is underway. Nevertheless, one important aspect of this traffic study applied to the city of Cotonou is the implementation of a modern transport system. Some pre-studies have already been made comprising two parts:

- The construction of facilities and equipment for public transport operations including terminals, stations, stops and bus shelters, a garage, rolling stock;
- The strengthening of the institutional framework by the creation of a public transport authority for urban transport regulation, currently under negotiation with private operators, the improvement of the legislative, regulatory and institutional framework of the motorcycle taxis profession, the capacity-building of city council staffs in charge of mobility.

Funding sources for the implementation of the project are currently sought.



Burkina Faso



Area	274,200 km ²
Population	14,902,785 inhabitants
Capital	Ouagadougou
Density	54.35 inhab./km ²
Growth rate of population	3.109%
Languages	French
Religions	Muslim: 52%, Catholic: 30%, Indigenous beliefs
Political system	Republic
Rate of urbanisation	19.18%
Main cities	Ouagadougou: 1.5M inhab., Bobo Dioulasso: 0.5M inhab., Koudougou: 0.1M inhab.
GDP per Capita (IMF 2007)	492 US\$
Contribution of the economic sectors to GDP	Farming: 86.00%, Industry: 2.50%, Services: 11.50%
Rate of inflation	1.2%
Currency	Franc CFA

Public transport in Burkina Faso

I. Background

After Burkina Faso's independence, the modes of transport used by the population in the city of Ouagadougou were dominated by walking and cycling, with

the presence of very few taxis until the early 1980s with the setting up of "Régie Nationale des Transports en Commun (RNTC X9)", the first organized bus company. Despite this, the taxi market share will continue

to increase in the urban transport supply together with a huge growth in two-wheelers; this trend is still observed today as the two-wheelers have remained to date the most widely used mechanized mode of transport in Ouagadougou (58% of the population of Ouagadougou use motorcycles and 20% use bicycles).

Due to certain significant financial difficulties, RNTC X9 was privatized a decade later, renamed SOTRAO, then finally forced to close in 2000.

In 2003, some private partners, with the help of the Ouagadougou Council, founded a new company in order to solve the continual dysfunctioning of urban transport in the capital, which was characterized by a high level of serious accidents involving two-wheelers while the level of the air pollution exceeded WHO standards.

In this context the company "Société de Transport en Commun de Ouagadougou (SOTRACO-SA)" began to operate.

II. Public transport regulation

The authority responsible for the management of public transport in Burkina Faso is the Ministry of Transport. Its mission is to organise, regulate and develop the transport sector so as to make it a powerful support to the other sectors with a view to the economic empowerment and social development of Burkina Faso.

The Ministry of Transport effectively manages public transport through its Directorate General for land and maritime transports (DGTMM).

For the city of Ouagadougou a structure named the 'Executive Council of Urban Transport in Ouagadougou' under the auspices of the Ministry and in charge of public transport regulation, tried to emerge but with no significant results to date.

III. Public transport operators

Ouagadougou is one of the cities in Africa well known for its numerous bicycles and motorized two-wheelers. The transport system in Ouagadougou is characterized today by a broad range of mobility modes (walking, bicycles, motorcycles, private cars, taxis and public transport), a high level of mobility (3.7 trips per day and per person older than 14 against an average of 1.2 daily trips in the neighbouring countries) and also an important two-wheeler ownership (150 motorized two-wheelers for 100 households and 79 bicycles for 100 households).

The easy access to purchasing two-wheelers could partly explain the failure of the successive organised public transport companies.

■ Urban buses: SOTRACO

SOTRACO is a private company created in July 2003 operating in the perimeter of the city of Ouagadougou under a concession agreement signed with the Ouagadougou Municipality. It serves nine routes limited to the main roads with a fleet of 43 conventional large buses of which only 30 are actually working with an average fleet age of around 12 years.

SOTRACO provides only 6% of the transport market share of Ouagadougou city representing 4 million passengers annually.

The volume of the fleet compared with actual demand is therefore very low and leads to irregularity and long waiting time at bus stops. This fleet is just recovering from a sharp fall in numbers due to long immobilisation of buses caused by a lack of qualified technical staff and unavailability of spare parts.

SOTRACO works in a difficult context marked by the intense activity of the two-wheelers which remain the most widely used means of transport at the expense of public transport.

However, there is a clear will by the Burkina Faso State to promote public transport. Therefore, since its inception, SOTRACO has received substantial support from the State in terms of exemption from various taxes and payment of subsidies for its operation.

The other organised operators essentially cover the inter-urban and interregional transport market.

■ Taxis

In Ouagadougou, five-seater taxis constitute the most commonly used means of collective transport. Their number is estimated at around 1,500, and their owners are grouped into several unions. However, taxis are usually in poor condition, uncomfortable and unsafe. Most of them are very old and badly driven.

IV. Public transport projects

Several projects related to the field of transport have been developed with the aim of improving the sector. The most important are:

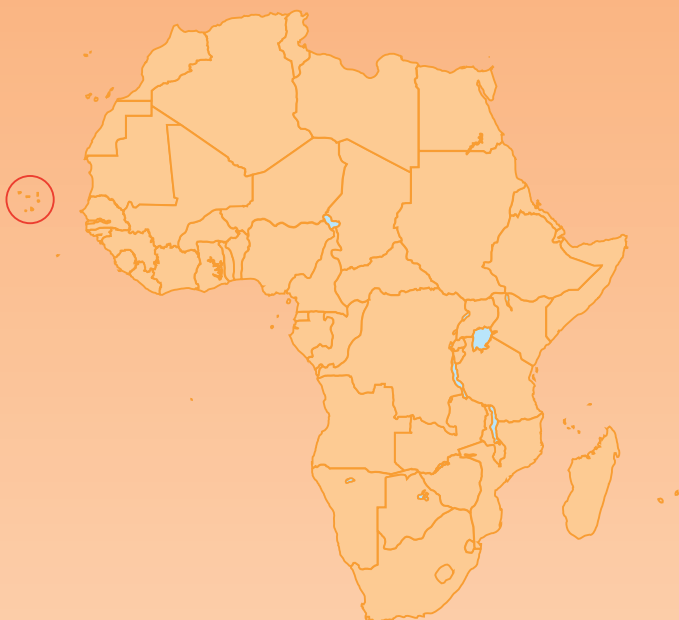
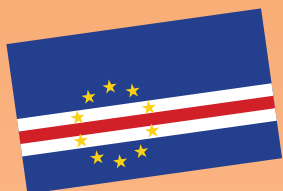
■ The Second Program of the Transports Sector (PST2)

To promote sustainable economic growth, the Government of Burkina Faso adopted a ten-year strategy (2000-2010) in June 2000, following a Round Table on finance. This included the development of the transport sector with regard to the institutional reinforcement of the road transport sector and the enhancement of the network currently implemented by the Sectorial Transport Project (PST).

■ The Executive Council of Urban Transports in Ouagadougou (CETUO)

At the institutional level, the multiplicity of urban transport decisions-makers for the city of Ouagadougou and the overlapping of their responsibilities are regarded as the essential cause of the difficulties in organizing and managing the urban mobility of Ouagadougou.

The Ministry of Transport in partnership with the Municipality of Ouagadougou has begun to carry out reforms among which are the creation of a single regulatory body, the Executive Council of the Public transports of Ouagadougou (CETUO), is the main objective.



Cape Verde

Area	4,033 km ²
Population	423,613 inhabitants
Capital	Praia
Density	105.04 inhab./km ²
Growth rate of population	0.734%
Languages	Portuguese, Creole of Cape Verde
Religions	Catholic: 93%, Protestant: 7%
Political system	Republic unitary, parliamentary
Rate of urbanisation	63.50%
Main cities	Praia: 0.1M inhab., Mindelo: 0.07M inhab.
GDP per Capita (IMF 2007)	2,925 US\$
Contribution of the economic sectors to GDP	Farming: 11.4%, Industry: 15.2%, Services: 73.4%
Rate of inflation	3%
Currency	Escudo of Cape Verde

Public transport in Cape Verde

I. Background

The national road network of Cape Verde covers about 1,500km of which half is paved, located in the islands of Santiago, Sal and Sao Vicente, and which is relatively denser in Santiago.

The main urban centres have a collective transport network which provides links between different localities through minibuses commonly called Hiace and metered taxis. The Hiace also link the various regions of the island, and are provided by several private companies.

II. Public transport regulation

The Ministry of Infrastructures, Transport and Sea is the ministerial department in charge of the regulation of transport in Cape Verde. It proposes, coordinates and executes the policy of the government in terms of infrastructures, communications, transport, navigation, flight and marine safety, ports, airports and fishing.

In coordination with the Secretary of Foreign Affairs, Cooperation and Communities, the Ministry proposes and executes political measures, actions and programmes and the administration of the relations of Cape Verde with all the specialized organisations in the sphere of its intervention.

III. Public transport operators

■ Taxis

There is a very well developed collective taxis network. All taxis are equipped with meters; they constitute a relatively comfortable means of transport with high frequencies of circulation.

■ Aluguer

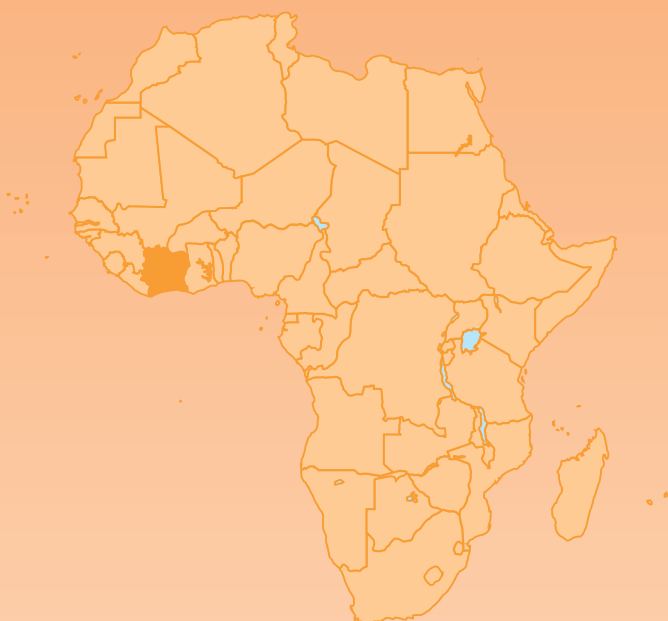
Literally, "Aluguer" means "for hire". Aluguer are minibuses of at least fifteen seats that circulate in the main hubs of the islands, and cross islands in search of customers or of goods to be transported. The trip fare is cheap but it is necessary to take into consideration a certain flexibility of schedules and routes while using this means of transport.

■ Bus

A national public transport company named TransCor operating with conventional large buses within the islands was dissolved in June 2002.



Côte d'Ivoire



Area	322,461 km ²
Population	20,617,068 inhabitants
Capital	Abidjan
Density	63.94 inhab./km ²
Growth rate of population	2.13%
Languages	French
Religions	Muslim: 38.6%, Christian: 35.8%, Indigenous beliefs: 11.9%, no religion 16.7%
Political system	Republic
Rate of urbanisation	46.06%
Main cities	Abidjan: 5.9M inhab., Bouaké: 1.3M inhab., Daloa: 0.3M inhab.
GDP per Capita (IMF 2007)	1,057 US\$
Contribution of the economic sectors to GDP	Farming: 68%, Industry: 10%, Services: 22%
Rate of inflation	1.8%
Currency	Franc CFA

Public transport in Côte d'Ivoire

I. Background

The idea of organizing public transport in Abidjan appeared back in the early 1960s. Yet already in 1950 traditional informal transport was operating in Abidjan with traditional small unit boats, small vans of around 6-7 seats with some minibuses called gbakas.

After the independence of Côte d'Ivoire with the creation of a parastatal public transport company called SOTRA (Société des Transports Abidjanais) in 1960, the operational areas of these traditional forms of transport were substantially reduced as the Government of Côte d'Ivoire decided to award the official monopoly on public transport in Abidjan to the formal company. The informal "gbakas" and "woro-woro" were only authorized to serve different markets. But with the strong demand boosted by demographic growth, this market service turned into a fully-fledged urban public transport service despite several measures taken by the government to prevent it. The combination of this demand and the economic crisis during the 1980s empowered the development of this informal sector despite the monopoly of SOTRA, which in parallel was experiencing a decline in its activities.

The spectacular proliferation of informal transport in a context of an insufficient supply by SOTRA resulted in the degradation of the urban transport system, causing congestion, unsafe roads and pollution. In this context, the Government of Côte d'Ivoire has en-

forced measures to restore the viability of the transport system including creating a transport authority (AGETU) established in 2000.

II. Public transport regulation

Public transport is managed by the State of Côte d'Ivoire through various structures under the authority of the Ministry of Transport.

In order to improve the quality of urban transport and to resolve the overlapping of responsibilities between the various entities responsible for public transport, the State of Côte d'Ivoire, with the support of international donors, set a new institutional and regulatory framework with the establishment in February 2000 of AGETU (Agence des Transports Urbains). AGETU is the organising transport authority of the Abidjan District and its suburbs. Its primary missions are the organisation, coordination and oversight of public urban transport in Abidjan.

In the same period, the Government of Côte d'Ivoire created other institutional structures such as SONATT in charge of issuing driving licences and other forms of public transport authorization.

III. Public transport operators

■ Transport services under contract

Currently, there is one service operating under a formal contract. It is performed by SOTRA through a con-

cession agreement with the State of Côte d'Ivoire. It was signed in 1998 for a period of 15 years and gives SOTRA the monopoly on public transport in Abidjan except in two specific districts. But in reality, SOTRA operates throughout the whole city with a total fleet of about 600 large buses of which 500 are in daily operation including various makes of vehicles such as Irisbus, Tata, Kia, Iran Qodro. SOTRA receives an annual subsidy for the free transportation of certain social and professional categories (civil servants, pupils and students) as well as for the low level of its fares in general.

The SOTRA fleet is largely insufficient to cope with the present mobility needs of the population, who are therefore obliged to use diverse other informal means, which are constantly on the increase. In fact, SOTRA meets no more than 20% of the total demand for public transport in Abidjan.

Nevertheless with the development of lagoon transport by boats called "Bateaux-bus", carrying around 150 persons each, SOTRA intends to regain its position as the primary means of public transport in Abidjan. To this end in 2007, SOTRA innovated in the Sub-Saharan public transport domain with the launch of a bond issued in the UEMOA sub-regional financial market in order to finance its investments.

■ *Transport operated without formal contract*

Various forms of transport operating without formal contracts with the State exist though some of them are unofficially "recognized" and authorized. These include:

- The privately owned "Gbakas" minibuses with 14 to 22-seat capacity connecting a downtown district to the outskirts of the city. They number about 5,000 and represent 27% of the public transport supply in Abidjan and operate on predetermined routes though they stop anywhere along their way. Nevertheless, they are quite unsafe.
- The informal 4-seater shared taxis or "woro-woro" are colour-coded according to district. They account for 32% of the public transport market share and number an estimated 11,000 in Abidjan.
- Metered-taxis: 4-seater vehicles estimated at 11,300 and allowed to cover the whole area of the Abidjan District. They are fitted with holographic meters.
- Traditional waterborne transport called "pinasses" operating a hundred indigenous boats.

With the exception of the metered taxis, the Authority has no control over the fares of these informal operators and therefore no financial support is given to back their operations.

However AGETU intends to implement an investment programme for the renewal of the urban transport public vehicle fleet, especially the minibuses (gbakas) and shared taxis (woro-woro).



Gambia

Area	11,295 km ²
Population	1,688,359 inhabitants
Capital	Banjul
Density	149.48 inhab./km ²
Growth rate of population	2.841%
Languages	English
Religions	Muslim: 85%, Christian and Indigenous beliefs: 15%
Political system	Republic
Rate of urbanisation	60%
Main cities	Banjul: 0.8M inhab., Serekunda: 0.3M inhab., Brikama: 0.08M inhab.
GDP per Capita (IMF 2007)	405 US\$
Contribution of the economic sectors to GDP	Farming: 30.14%, Industry: 14.64%, Services: 55.22%
Rate of inflation	3.5%
Currency	Dalasi

Public transport in Gambia

I. Background

The national road network of Gambia comprises 1,559km of classified roads of which 495km are paved. Around 1,300km of unclassified earth roads also exist, giving access to rural settlements as well as residential areas in some urban settlements.

The road network in and around the capital Banjul is much better developed than in other parts of the country. Road conditions in Gambia are generally poor, as a result of routine under-investment and periodic maintenance.

Large buses are run by the Gambian public transport corporation. Some midibuses also operate as public transport to the outer towns and villages.

The ferries that cross the Gambia are run by Gambia Public transport, at Banjul. In 2007 the two ferries were working but delays are always possible, some of several hours, especially if crossing with a vehicle.

II. Public transport regulation

The public transport sector is supervised by the State Secretariat for Works, Construction and Infrastructure Development.

The main aim of Gambia's government is to contribute to reaching the Poverty Reduction Strategy Paper (PRSPII) adopted by the Government of the Gambia as its medium-term strategy for implementing the country's long-term development framework - VISION 2020 which focuses on transport but with a broader emphasis on infrastructure and regional interconnectivity.

The Government is also involved in public transport essentially through its company the Gambia Public Transport Corporation which is closely followed by a special department inside the State Secretariat, dedicated to this task.

III. Public transport operators

■ Buses

Buses are operated by GPTC (Gambia Public Transport Corporation) and run on a limited number of routes, linking Banjul with the countryside.

An act passed by the Banjul based parliament created The Gambia / Libya Arab Public Transport Corporation in 1976. This Act was amended in 1988 and it brought about the establishment of the Gambia Public Transport Corporation (GPTC) with the Gambia Government as sole shareholder. The main aim of the Corporation as prescribed by the legislation is to "operate and maintain the public transport services of The Gambia for the conveyance of passengers and goods." In 1993, GPTC was merged with the Gambia Ferry Services Ltd and the Corporation objectives amended to include "operating and maintaining ferry services and in-land water-way transportation", but in 2001 the Ferries Division of GPTC was hived off again and transferred to the Gambia Ports Authority.

GPTC presently has a fleet of 51 large buses, about 50% below the minimum number needed to serve current demand.

■ Taxi

There are two types of taxis: green taxis (tourist cabs) and yellow taxis (regular cabs). Tourist taxis have higher fares regardless of number of passengers travelling. These taxis must have basics safety requirements such as seat belts and working indicators. The cheaper regular taxis are mainly used by the locals and the price depends on the number of persons in the cab.



Ghana

Area	238,538 km ²
Population	23,382,848 inhabitants
Capital	Accra
Density	98.03 inhab./km ²
Growth rate of population	1.93%
Languages	English
Religions	Protestant: 29%, Catholic: 14%, Indigenous beliefs: 38%, Muslim: 19%
Political system	Republic
Rate of urbanisation	49.42%
Main cities	Accra: 4M inhab., Kumasi: 1.8M inhab. Sakondi-Takoradi: 0.6M inhab.
GDP per Capita (IMF 2007)	690 US\$
Contribution of the economic sectors to GDP	Farming: 55%, Industry: 14%, Services: 31%
Rate of inflation	10%
Currency	Ghanian cedi

Public transport in Ghana

I. Background

The problems of Ghanaian public transportation are identical to those observed in developing countries experiencing demographic and economic growth, since the improvement of the standard of living is linked to improved mobility of people. The public transport in Accra, Kumasi and other main cities of Ghana is thus characterized by the fundamental paradox of a market with proven excess demand and shortage of supply.

The transport industry is currently dominated by the informal sector which provides about 90% of transport services but their services are unreliable, uncomfortable and unsafe.

IN 1927, the Accra Town Council was already operating bus services in Accra, Kumasi, Sekondi-Takoradi and Obuasi. Over the years, Ghanaian governments have established bus service companies such as the Omnibus Services Authority (OSA), State Transport company (STC), City Express Services (CES), and lately Metro Mass Transit (MMT) Ltd. The informal sector also operated and continues to operate transport services alongside the formal sector. But, road transport services provided by operators in both the formal and informal sectors have been characterized by very harsh environmental factors which have contributed to the low levels of these services. As a consequence, operators like STC, CES and OSA in the formal sector have not fared well, and this compelled the Ghanaian government to divest STC and CES and to liquidate OSA in the 1990s.

II. Public transport regulation

The public transport sector is supervised by the Ministry of Transport responsible for formulating policies for the transport sector and establishing the regulatory framework for transport operations, investments and the development of an integrated road transport system which is modally complementary. In Accra, both trunk roads and urban roads are the responsibility of the Ministry of Transport. Yet some other aspects of transportation such as insurance and transport law enforcement are treated by some other ministries.

For the Ministry to realize its sector objectives, it has an oversight responsibility for several agencies among which are the Driver and Vehicle Licensing Authority (DVLA) and the National Roads Safety Commission (NRSC) with the respective responsibilities to ensure good driving standards and promote road safety. There is also a third department under ministry responsibility specifically related to the public transport staff training, which is the Government Technical Training Centre (GTTC). Established in 1968, its objective is to train and provide skilled workers for the automobile and allied trade industries in order to supplement the engineering manpower needs of the Road Transport Sector.

Along with this ministry, the Metropolitan, Municipal, and District Assemblies (MMDAs) exist to supervise local public transport but a lack of institutional frame-

work makes them currently inoperative to coordinate those activities. Depending on the size of the community, local Government Councils are responsible for local traffic management schemes, parking control and management of public transport terminals.

III. Public transport operators

Within the Accra metropolitan area, public transport is provided by a mix of privately owned minibuses (known as tro-tros, minibuses of 18 seats), taxis and large buses.

■ Metro Mass Transit (MMT)

MMT was created in 2003. It is a limited liability company with the Ghanaian state a major shareholder at 45%. As such it receives favourable financial support from the government. These “city metro bus services” were initially met with scepticism by commuters, but have increased in popularity and are mainly used to perform long distance transport. MMT currently operates around 1,024 large buses with an average age of five years made up of various types: VDL buses, semi-low floor single and double-deck built-up buses from China [Yaxing], DAF chassis bodied in Ghana and TATA. MMT operates along the main corridors of the cities and to the outskirts, constituting what is called intra-city mass transport. Out of the car owners, three out of four Ghanaians use public transport to reach their destination in the Greater Accra Region which is the most heavily congested area of Ghana and it has therefore the highest priority to set up an efficient public transport system. To this end, MMT started a pilot project for a bus rapid transit system in Accra in September 2005 to solve the problems of congestion in the streets of Accra and Kumasi, which causes a huge loss of time for all commuters in peak time.

MMT operations are not subsidised though since the creation of the company, the Ghanaian State has regularly invested for the acquisition of about 900 large buses for MMT, mainly by bilateral cooperation. But due to lack of technical support and spare parts availability, especially for some Chinese buses purchased, MMT registered a low level of availability of its fleet.

■ Tro-tro (minibuses) and shared taxi services

Tro-tro are managed by unions and cooperatives and offer services along defined routes, usually between terminals or lorry parks.

Tro-tros are the most common way for Ghanaians to travel. They are usually converted minibuses that run a regular, well-known route, are relatively cheap and frequent but often in a poor state of repair and overcrowded. At present some of these vehicles are old, approaching 30 years of age.

A taxi will be shared by 4 or 5 passengers. Private taxis operate in Accra, Kumasi and Tamale. Some other taxis also run regular routes, which cost more but provide for a more comfortable ride.

Their fares are set through a negotiation between the unions and the Ministry of Transportation and on a common basis can be revised in case of a significant change in the costs of transport main inputs.

These operations suffer from a number of quality problems. A significant proportion of taxis operate outside the framework managed by the unions and cooperatives, and are usually opportunist “floaters” that take passengers that might otherwise use the services of either the tro-tro services or the Metro Mass Transit routes.

IV. Public transport projects

With the aim to improve public transport in Ghana mainly in the cities of Accra and Kumasi, the government - assisted by some partners - is conducting urban transport projects including the Ghana Urban Trans-

port Project (started in 2007) backed by the World Bank of which the flagship is the implementation of a Bus Rapid Transit (BRT) system. The outcomes of this BRT corridor are expected to be attractive and sustainable transport.



Guinea Bissau



Area	36,544 km ²
Population	1,503,182 inhabitants
Capital	Bissau
Density	41.13 inhab./km ²
Growth rate of population	2.03%
Languages	Portuguese
Religions	Muslim: 55%, Christian: 10%, Indigenous beliefs
Political system	Republic
Rate of urbanisation	30.17%
Main cities	Bissau: 0.6M inhab.
GDP per Capita (IMF 2007)	213 US\$
Contribution of the economic sectors to GDP	Farming: 79%, Industry: 8%, Services: 13%
Rate of inflation	4%
Currency	Franc CFA

Public transport in Guinea Bissau

I. Background

The surface transport infrastructure in Guinea Bissau is 2,755km in length, of which only 770km is paved. Almost the totality is continental, with the road infrastructure in the islands amounting only to 79km of which 13km is paved. Almost 50% of the national and international grid is tarred while less than 30% of the regional and of 10% local grids are tarred. During the rainy season most parts of the country remain poorly accessible. Furthermore, the lack of bridges on the numerous rivers of the country augments the difficulties. The poor state of the transport infrastructures but also the absence of any railway line hamper the commercial interchanges.

In the countryside, walking and cycling remain the main option and collective transport appeared in the modern form of taxis only in Bissau.

II. Public transport regulation

Public transport management is under the responsibility of the Ministry of Transport and Communications.

III. Public transport operators

In Bissau, public transport is provided by minibuses called toca-toca operating within the city on fixed routes and regular shared taxis. These taxis are in white and blue five-seater cars, which are not metered and generally in good condition.

Intercity transport is provided by minibuses, Peugeot 504 (bush taxis) of seven-seats, which operate on main roads, and trucks (Candongas). The Candongas are pickup trucks with seats and a roof for luggage carrying ten to twenty passengers. They are averagely safe but very economical and suitable for the rural routes.

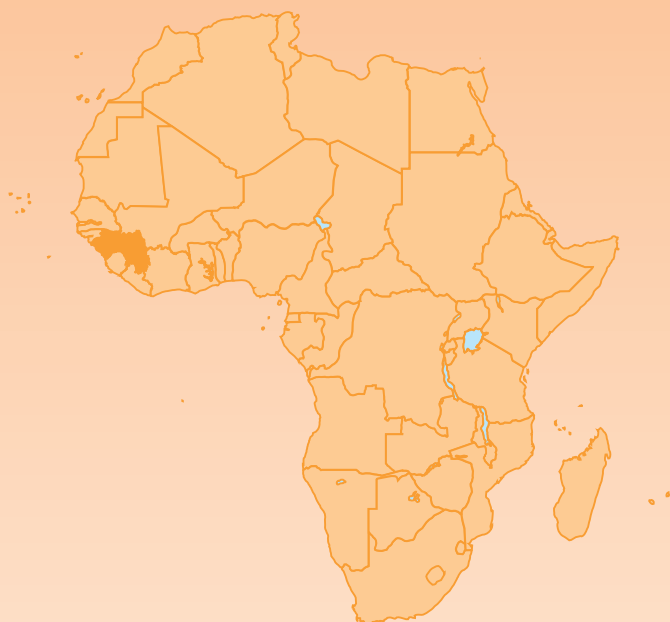
There are no timetables in the intercity transport and vehicles leave when they are full.

After the failure of SILO DIATA the former public transport company, a new parastatal company with large buses was created called TRANSTER Transportes de

Passageiros SARL, which enjoyed the exclusive right to operate in Bissau. But this status was revoked in 2007, in order to establish a legal framework for competition in the urban transport market.



Guinea Conakry



Area	245,857 km ²
Population	9,806,509 inhabitants
Capital	Conakry
Density	39.89 inhab./km ²
Growth rate of population	2.49%
Languages	French
Religions	Muslim: 85%, Christian: 8%, Indigenous beliefs: 7%
Political system	Republic
Rate of urbanisation	34.02%
Main cities	Conakry: 2.2M inhab., Nzérékoré: 0.3M inhab., Guékédou: 0.3M inhab.
GDP per Capita (IMF 2007)	417 US\$
Contribution of the economic sectors to GDP	Farming: 76%, Industry: 10%, Services: 14%
Rate of inflation	20%
Currency	Guinean Franc

Public transport in Guinea Conakry

I. Background

Conakry comprises almost one quarter of the total population of Guinea, but also the major share of economic activity: in the transport sector for example, vehicles circulating in Conakry represent about 90% of the total fleet of the country.

Urban mobility in Conakry is characterized by two major constraints: on the one hand, inadequate roads that are poorly distributed and heavily degraded and on the other, the lack of collective and organised transport. These two constraints, combined with the linear structure of the city, have strongly determined the conditions for urban travel.

Since the cessation of activities of SOGETRAG (former Conakry public transport, in 1990s) the city of Conakry lives under the double constraint of shortage of supply and disorganization of the public transport system. The offer is then reduced to collective minibuses called “magbanas” and shared taxis concentrated on the main roads, in inadequate numbers during the peak hours. A few buses provide connections to and from the port and in the direction of the high suburbs.

In addition to having a more restricted public transportation, users must walk a significant distance before and after the public transport trip.

II. Public transport regulation

The authority responsible for the management of public transport in Guinea is the Ministry of Transport. Its mission is to design, develop and implement the government policy especially in the sub-sector of road transport.

To carry out its mission, the Ministry of Transport includes a Department of Land transport, public enterprises, decentralized services and a consultative body. The advisory body is the AGETUC.

The National Department of Land Transport issues an authorization for each public transport vehicle, renewable each year.

In Conakry, municipalities have decentralised management; they can manage their own budgets and are managed by the elected mayor with their own department of transport. Likewise the City of Conakry has a special department which deals with transport, roads and housing.

III. Public transport operators

The public transport service is operated by taxis, minibuses and buses.

■ Urban buses

Whilst the linear configuration of the city makes it adapted to a mass transit system along the central corridor, large vehicles can also be found in local areas.

Only the company "Transport Future" (FT) provides some urban lines with a dozen buses of a total fleet of 50 buses (the other being used on intercity and international transport service). The fleet of "Future Transport" is very heterogeneous in terms of brands (GMC,

Toyota, Saviem, DAF), and consists essentially of used vehicles. Due to the poor condition of its fleet, FT has a technical maintenance unit that can be considered as overstaffed: 52 out of a total of around 200 people. One of the main problems for their buses is the lack of adequate infrastructure, entailing more congestion due to the disorganization of the sector. Thus, it is common for FT buses to make only a single round in the afternoon (from 4:00pm) from the port to the high suburbs.

In a recent initiative in May 2008 the Guinean State established the "Société Guinéenne de Transport (Soguitrans)" a parapublic company with a share of 49% for the state of Guinea and 51% held by a private operator. The company currently operates with a fleet of 100 buses purchased in 2007 by the State through a loan from the ECOWAS Bank for Investment and Development. The new operator intends to effectively ensure urban and domestic transportation.

■ "Magbana" minibuses

Magbanas constitute the second mode of transportation after taxis and generally serve the main corridors of the urban road network. Minibuses number around 1,500. They are vehicles of 15 to 18 places although they are frequently overloaded especially at peak times.

■ Taxis

Four-seater taxis are the main mode of urban transportation numbering around 5,000-6,000 in Conakry. Taxis operate in all the local areas of the capital. The rest of the market is made up of private sector and individual vehicles that sometimes provide "unregistered" public transport, particularly during peak periods.



Liberia

Area	111,370 km ²
Population	3,441,790 inhabitants
Capital	Monrovia
Density	30.90 inhab./km ²
Growth rate of population	2.66%
Languages	English
Religions	Christian: 67%, Traditional religions: 18%, Muslim: 15%
Political system	Republic
Rate of urbanisation	60.48%
Main cities	Monrovia: 1.8M inhab.
GDP per Capita (IMF 2007)	196 US\$
Contribution of the economic sectors to GDP	Farming: 65%, Industry: 10%, Services: 25%
Rate of inflation	15%
Currency	Liberian Dollar

Public transport in Liberia

I. Background

Public transport, the foremost mode of transportation in the country, is in virtual disarray.

This came about as a result of several years of conflict in Liberia in which nearly 90% of all private and public transport vehicles were looted or destroyed. Roads and bridges have been severely damaged, leaving only about 700km of damaged paved road surface and 1,600km of unpaved road by early 2006.

In Monrovia, the daily movement of about 400,000 commuters to the city centre and its environs remains the challenge for public transport in this crowded city of about 1.2 million people. About 12% of the population are owners of private cars, 19% are users of NGO or government vehicles, while 69% depend on the grossly inadequate public transport service for mobility. The sector is currently unorganized, inefficient and globally inadequate to meet basic accessibility needs (work, school, health care).

The Liberian Government's foremost objectives have therefore been to quickly embark upon the rehabilitation of infrastructure and the rebuilding of systems to deliver basic services, given that the transportation system remains a key factor in the recovery process of Liberia.

II. Public transport regulation

Public transport is under the authority of the Ministry of Transport. Its responsibilities are to establish and implement the overall transportation policy of the Republic of Liberia, and develop plans for the movement of goods and people in and out of the Republic, to establish rules and procedures and enforce standards for transport services of private and public common carriers and to develop, regulate, control and monitor vehicles and mass transportation.

Entry into the public transport sector is open to anyone with an appropriate driving licence and a vehicle that has passed a roadworthiness test.

The fares and routes of public transport operators are overseen by the government.

III. Public transport operators

The yellow taxi-cabs and buses are by far the most popular means of travel.

In 2006, there were 18,788 registered passenger vehicles, of which 12,800 were commercial vehicles split into around 350 used buses and the remaining used as taxi-cabs. Both usually make journeys between towns with regular fares. Taxis do not have meters and can carry several passengers whom they pick up and alight en route.

Bus services are provided by The Monrovia Transit Authority (MTA). MTA is a public corporation receiving capital subsidies from the government of Liberia in the form of new buses. MTA was set up in 1979 to provide bus services throughout Monrovia and some

inter-city services. The corporation is required to cover its operating costs. It ceased its operations prior to the war and resumed them recently little by little by reconstituting a fleet through bilateral cooperation.

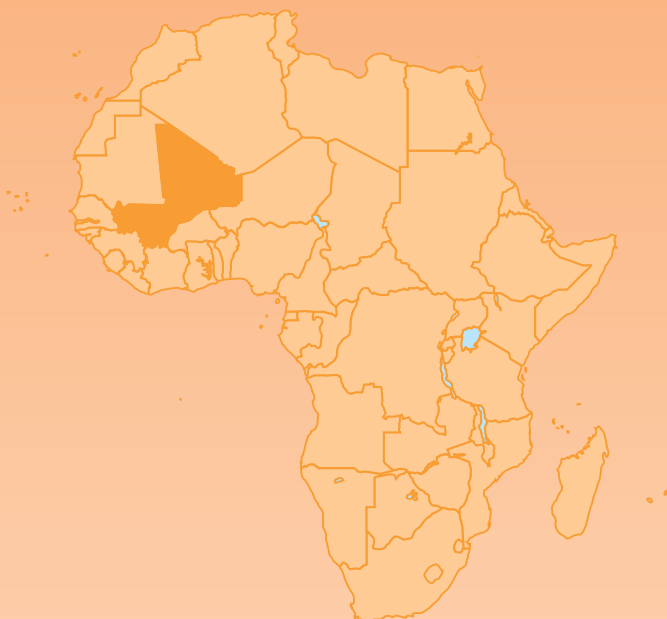
IV. Public transport projects

Liberia currently lacks basic Land Transport infrastructure, including roads, bridges, bus shelters and bus terminals. Many highways and key bridges in the country are in a state of disrepair. They require massive rehabilitation/construction to facilitate the full and adequate provision of transport services. The Liberian Government is formulating a National Transport Policy, acknowledging that the enhancement of transport infrastructure should accelerate the development of other productive sectors. Presently, Liberia State is seeking partnerships to implement the emergency pilot urban transportation rehabilitation phase for Monrovia and its environs.

Besides, Liberia's socio-economic recovery is closely linked to the availability of an organized, effective, efficient, affordable and well-coordinated public transport system. The goal of the government is therefore to establish a sound organized, efficient and economical transport system encompassing three integrated components: Monrovia Urban Bus System (MUBS), a school Bus System (SBS) and a regional (inter-city) bus system (RBS).



Mali



Area	1,240,198 km ²
Population	12,666,987 inhabitants
Capital	Bamako
Density	10.21 inhab./km ²
Growth rate of population	2.76%
Languages	French
Religions	Muslim: 90%, Indigenous beliefs and Christian: 10%
Political system	Republic
Rate of urbanisation	31.78%
Main cities	Bamako: 2.3M inhab., Sikasso: 0.2M inhab., Kayes: 0.2M inhab.
GDP per Capita (IMF 2007)	531 US\$
Contribution of the economic sectors to GDP	Farming: 41.10%, Industry: 16.60%, Services: 42.30%
Rate of inflation	4.5%
Currency	Franc CFA

Public transport in Mali

I. Background

The history of urban public transport in Bamako is very eventful, being characterized by repeated failures of public and private enterprises. A chaotic informal sector has overcome the formal companies through its capacity for self-organization.

Until independence in 1960, transportation of people remained rudimentary. At this time, with the growth of the city, the covered pick-up (Peugeot 404) appeared called “duru duruni” coupled with some taxis providing additional transport.

No conventional public or private enterprise has been able to survive and the informal sector still occupies a dominant position.

II. Public transport regulation

The Ministry of Equipment and Transport is responsible for public transport management, yet several administrative departments of the State and district, as well as professional corporations and unions are also involved. In the case of Bamako, the Regulatory Office of Urban Traffic and Transit of the District (BRCTU), established in 1989, manages transportation and traffic including the elaboration of a transport plan. As such, each operator has to sign an agreement with the District of Bamako to be granted the right to operate a specific route.

This liberalised and highly competitive market impacted the level and quality of supply by eroding safety and lowering the quality of service for customers. Moreover, in the absence of a regulatory transport authority, conflicts of competence between the State and district and conflicts of interest between professional groups for control of the transport system are common.

III. Public transport operators

The public transportation services are provided by two kinds of company:

■ *The individual informal companies*

“Sotrama” or “duru duruni” are the dominant forms of transport today, numbering around 1,800. They are informal 22-seater mini buses essentially operated by the private sector. They are highly atomised yet very self-organized; their vehicles operate on two formulas: on demand or predefined route services. The number of vehicles, their geographical coverage and their regularity are considerable and the trip fare is accessible. However, comfort and safety are limited and these vehicles are a principal cause of traffic jams.

■ *The formal companies*

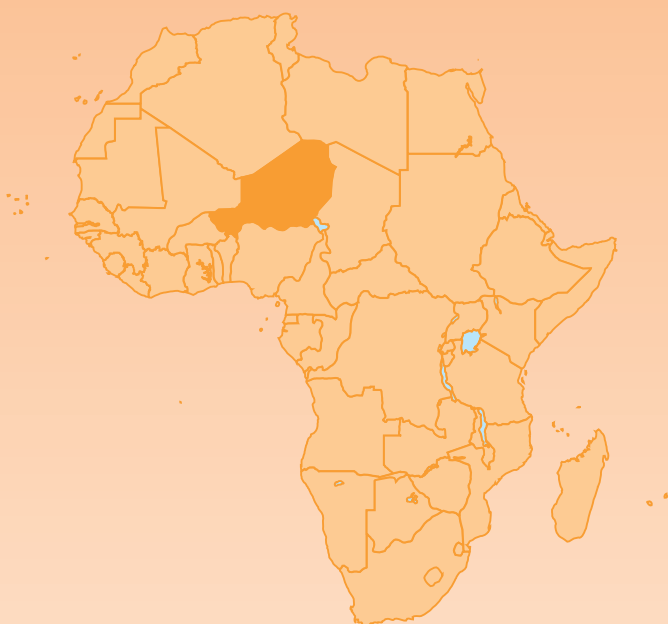
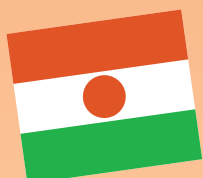
The National Public transport Company of Bamako was created in 1962, and collapsed in 1976, leaving the field open for private companies, which were becoming increasingly organised. The enormous gaps in

the service, however, led the district to take interest again in the sector, by signing a concession agreement in 1992 with the company Bamabus (Sotraca limited company) and Tababus (STUB). These organised companies enjoyed exclusive operation of vehicles over 16 seats on some routes and stops. However, they faced major financial difficulties and fierce competition from the individual companies.

Presently, about 160 large buses of approximately 100 seats each with an average age of 17 years are in oper-

ation owned by a handful of private companies such as Bani Transport (54 buses); DiarraTransport (25 buses and 2 extended buses); Banimonotie (10 buses).

Each company operates routes assigned according to the agreements signed with the district of Bamako with fares determined in accordance with the Government.



Niger

Area	1,186,408 km ²
Population	13,272,679 inhabitants
Capital	Niamey
Density	11.19 inhab./km ²
Growth rate of population	2.87%
Languages	French
Religions	Muslim: 95%, Christian and Indigenous beliefs: 5%
Political system	Republic
Rate of urbanisation	21.10%
Main cities	Niamey: 1M inhab., Zinder: 0.3M inhab., Maradi: 0.3M inhab.
GDP per Capita (IMF 2007)	313 US\$
Contribution of the economic sectors to GDP	Farming: 39.86%, Industry: 16.76%, Services: 43.38%
Rate of inflation	0.2%
Currency	Franc CFA

Public transport in Niger

I. Background

In Niger, most journeys are made by the tarred roads which connect the main cities of the country.

Nevertheless, road public transport is scarcely developed either. The most convenient means of transportation are the taxi vehicles that exist in various states of safety, following the example of the minibuses running throughout the country. The urban areas have denser traffic with a high volume of two-wheeled vehicles of unpredictable behaviour. Niger has no public transport by rail.

II. Public transport regulation

Under legislation setting out the fundamental principles of the transport regime, public transport in Niger is administered by the State through the Min-

istry of Transport and Civil Aviation and especially its Directorate for land transportation. The latter is responsible for transport policy development, the development and implementation of rules and regulations of land transport and also for issuing driving licences and permits to operators. It is involved in the conception and coordination of road safety as well.

With a view to efficient management of the Niamey central station and the secondary stations, the Niger State established a public institution namely ECOGAR in February 1988 placed under the responsibility of the Urban Community of Niamey, whose main mission is to ensure the proper functioning of the stations and the regularity of services offered to users.

III. Public transport operators

■ Bus

Some buses are operated in Niamey by the "Société des Transports urbains du Niger (SOTRUNI)" a private company founded in 2007 following the privatization of SNTN. At its inception, it served almost the entire Niamey urban area and suburbs with 14 routes on which 20 buses operated. But the lack of adequate equipment and scarcity of financial resources have largely cut down this offer, which is scarcely used at present.

In addition, intercity and international transport is provided by the SNTV (ex SNTN) and some independent operators. These regular services are operated by buses in good condition and use stations belonging to the operators all along the routes. In 2003, the fleet of national intercity transport was estimated at 3,087 buses: an increase of 12% compared with 2002.

■ Taxis or "Talladjé - Talladjé"

They are used mainly in the urban centre and carry passengers from downtown to the periphery and vice versa.

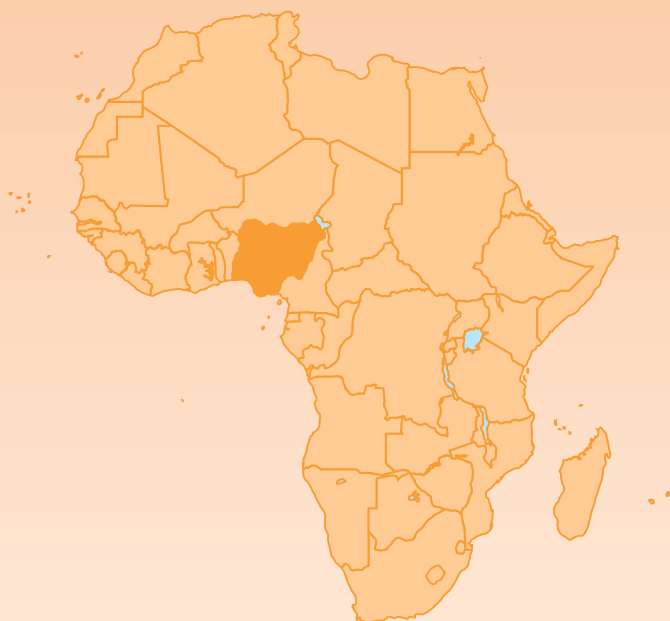
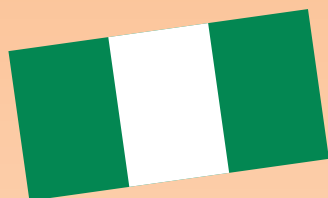
■ City taxis

The profession of city-taxi operators is strictly regulated and subject to a special authorization. 4-5 seater city taxis are used in large urban centres where they can circulate freely, but also along specific routes. Their number has seen a marked increase in recent years. There are now more than 1,000 taxis in the city of Niamey.

■ Motorcycle-taxis or "Kabou-Kabou"

They are used in several cities or large villages with the advantage that they can enter areas with poor accessibility.

Finally, a liaison between the two banks of the river Niger exists, plied by ferries and motorised and non-motorised indigenous boats. The transport service is relatively broad and river transport activities play a major role in the economies of the river regions.



Nigeria

Area	923,768 km ²
Population	146,255,306 inhabitants
Capital	Lagos
Density	158.32 inhab./km ²
Growth rate of population	2.02%
Languages	English
Religions	Muslim, Christian, Indigenous beliefs
Political system	Federal Republic
Rate of urbanisation	49.50%
Main cities	Lagos: 12.6M inhab., Ibadan: 5M inhab., Kano: 4.3M inhab., Benin: 2.3M inhab.
GDP per Capita (IMF 2007)	1,161 US\$
Contribution of the economic sectors to GDP	Farming: 65%, Industry: 15%, Services: 20%
Rate of inflation	6.5%
Currency	Naira

Public transport in Nigeria

I. Background

Since the attainment of independence in 1960, the problems of the Nigerian transport system have included bad roads; inadequate fleets of buses or trucks; irregular, inadequate and overcrowded trains and airplanes and congested ports.

In parallel there are also management problems such as the dearth of suitably-trained transport managers and

planners and serious issues of institutional coordination and ineffective traffic regulations.

Obviously, the former capital of the country, Lagos, considered as the sixth largest city and one of the most rapidly urbanizing metropolitan areas of the world, showed the same dysfunctional features. The rapid urbanization of its metropolitan area combined with

inadequate or poorly executed development plans, has given rise to numerous transportation problems in this metropolis. These include increasing traffic congestion, the worsening state of disrepair of roads, deteriorated physical attractiveness and comfort of road-based public transport, rising levels of road accidents and increasing rates of traffic-related emission and atmospheric pollution alongside the growing menace of “Okada” (motorcycle) transporters.

The Government was due to take measures to ensure an efficient transport infrastructure and services that can sustain the social and economic development of the country.

II. Public transport regulation

■ In Lagos

The public transport sector is supervised at the federal level by the Federal Ministry of Transport and at the level of Lagos State by the State Ministry of Transportation. The State Ministry's vision is to establish a safe, efficient, affordable and seamless Intermodal Transport System in line with global best practices. In practice, it is responsible for the State road infrastructures network, road traffic and public transport provision within the Lagos State boundaries through a large number of departments and agencies at State level as well as local level.

But in order to provide consistent planning and efficient implementation of the policies, the Lagos State government established, with the support of the World Bank, the Lagos Metropolitan Area Transport Authority (LAMATA) in 2003. LAMATA has the overall role of coordinating the transport policies, programmes and actions of all transport related agencies and of implementing and managing public transport services in the Lagos metropolitan area. As such, it also acts as advisory body to the Governor of Lagos State on public transportation policy issues.

In 2007, LAMATA was successful in passing the necessary regulation through the Lagos State House of Representative to improve transportation in Metropolitan Lagos such as the franchise regulation. It empowered LAMATA with the tendering of exclusive operating rights for specific transport services on defined routes or within geographical areas. In this framework, a pilot Bus Rapid Transport scheme called “BRT lite” has been designed and was successfully implemented in March 2008. It is known for being the first BRT scheme implemented in Sub-Saharan Africa. Generally speaking, the franchise contract stipulates that it is the Lagos Government's responsibility to provide the operating infrastructures (corridors, terminals, shelters) in good condition while each operator is responsible for the purchase of his own vehicles and for the profitability of their operation. Through this initiative, the road network efficiency of the Lagos metropolitan area has been significantly improved.

■ In Abuja

The Transportation Secretariat of the Federal Capital Territory Administration has responsibility for implementing the Government's vision of affordable transport for all and managing transport services across the capital. In its bid to do this, the FCT Administration split the city into three operational zones. These

were later concessioned under a Public Private Partnership initiative to three companies namely Abuja Urban Mass Transport Company Ltd, Sonic Global Resources and Nationwide Unity Transport Ltd.

III. Public transport operators

Public transport services with large buses operated in Abuja and Port Harcourt are still at an inception stage. In Lagos, the Public transport in Lagos constitutes an important share of journeys made by the population (60%) yet is still mainly provided by the informal sector.

■ Buses

There had been no major fleet operating large conventional buses since the collapse of the Lagos State Transport Corporation in the 1980s. The failure of this state public transport company resulted in an exponential growth of the informal transport sector, mostly made up of danfos (minibuses) and molues (midibuses). Their current numbers can be estimated at about 100,000, the majority being danfos. The bus transport industry in Lagos is almost entirely owned and managed by the private sector - principally individuals owning one or two second hand vehicles that they mostly hire out to drivers on a daily rental basis. Nevertheless, they tend to openly flout basic safety standards, with vehicles in severe disrepair and bad driver behaviour.

The danfo and molue industry comprises two major groups - the vehicle owners and the crews (drivers and conductors). Most drivers are affiliated to the National Road Transport Workers Union (NRTWU) and the owners are grouped under the Road Transport Employer's Association of Nigeria (RTEAN) which represents their interests.

In 2008, the NRTWU signed with Lamata a franchise contract to operate on the BRT scheme and then shifting to formal operations with large buses on the BRT corridors with a current fleet of 220 vehicles meeting 18% of the public transport demand.

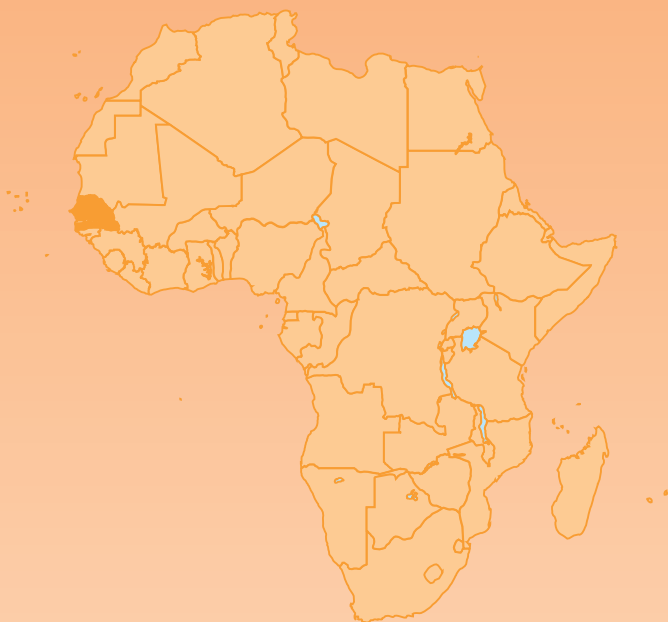
Nevertheless, it should be pointed out that as of 2005, the State Government purposing to reorganise and enhance the public transport service, decided to finish with informal low capacity units and set up a bus company (Lagbus Asset Management Ltd), assisting it in buses purchase using bilateral aid. The current fleet of Lagbus is of about 1,000 large conventional buses ensuring daily 22% of the public transport market share and also. Lagbus operates the BRT scheme.

■ Okada

Okada refers to commercial motorcycles in Nigeria, where motorcycle riders carry passengers for hire. It is one of the chief modes of transport in Nigeria and by far the most common form of informal transport system in the country. The popularity and widespread acceptance of okada has rapidly risen in recent years. Unfortunately, the rise of okada has been accompanied by increased levels of high-risk behaviour and accidents on Nigerian roads; as a result they have come under heavy flak culminating in legislation restricting or prohibiting their operations in some Nigerian cities.



Senegal



Area	196,712 km ²
Population	11,479,448 inhabitants
Capital	Dakar
Density	58.36 inhab./km ²
Growth rate of population	1.2%
Languages	French
Religions	Muslim: 94%, Christian: 4%, Indigenous beliefs: 2%
Political system	Republic
Rate of urbanisation	42.52%
Main cities	Dakar: 2.6M inhab., Thiès: 0.4M inhab., Kaolack: 0.3M inhab.
GDP per Capita (IMF 2007)	915 US\$
Contribution of the economic sectors to GDP	Farming: 16.70%, Industry: 18.90%, Services: 64.40%
Rate of inflation	5.4%
Currency	Franc CFA

Public transport in Senegal

I. Background

From colonial times until today, many companies have been created for transport management in Senegal and particularly in Dakar. Among them was the state owned bus company, CSTC, created in the late 1940s and restructured in 1971 and renamed SOTRAC (Société des Transports en Commun du Cap Vert). At that time, some informal minibuses or “cars rapides” were already operating in the suburban areas alongside this formal company, which was unable to cope with the total city area demand.

However, the fares management by the State, in conjunction with its inability to provide regular financial support to SOTRAC resulted in the company finding itself in a difficult financial situation. Unable to replace its fleet, it was declared bankrupt and was dissolved in November 1998, corresponding to a period of political will to privatize bus network operations.

But the lack of well-organized transport combined with continued urbanization worsened the conditions of transport in urban areas, particularly in Dakar. It thus became urgent to define an appropriate policy to resolve transport issues in the capital. The Senegalese State therefore started to restructure the sector, leading to the creation of a coordinating body for urban transport in Dakar, the Executive Council of Urban Transport in Dakar (CETUD) in March 1997. In December 2000, Dakar Dem Dikk, a private public transport

company, was also established taking over the assets of the former SOTRAC.

Nevertheless, after a decade, the transport modal split in Dakar is still largely dominated by walking, used by 71% of the population, ahead of public transport with a 22% share.

II. Public transport regulation

Public transport in Senegal is administered by the State through the Ministry of Infrastructures, Land and Air transports and its departments. Its main mission is to prepare and implement the policy decided by the Government especially in the fields of infrastructures and transport. To this end, the Ministry oversees several departments and agencies including the CETUD and Dakar Dem Dikk.

CETUD is the organising and regulating transport authority of the Dakar urban region and in this regard responsible for the implementation of the programme for urban mobility improvement (PAMU). The programme includes five components among which are the capacity building of transport actors, the renewal of the public transport fleet, the rehabilitation and development of the city train (Petit train de banlieue) as well as road safety enhancement and air quality improvement. In the framework of the PAMU, a further EUR 100 million have been invested over the three past years.

Through the PAMU, CETUD launched a pioneer initiative to formalise the informal sector. Using its authority to allocate routes, CETUD developed a franchise system with 13 “GIE” (groups of economic interest) gathering the interests of the independent private operators. This innovative scheme supported by the World Bank encourages the operators to join the GIE so that through this formal identity they may benefit from the financing of their fleet renewal under preferential conditions. To date, about 500 vehicles have been involved in this operation, which is to be followed by a second operation involving 400 minibuses in 2009. CETUD has also provided training for owners, drivers and conductors.

III. Public transport operators

■ *Dakar Dem Dikk*

Dakar Dem Dikk (DDD) was created in 2001 as a limited private company taking over the assets of SOTRAC. DDD started operations in 2002 with 60 large buses but with limited results as the fleet age entailed inefficient operations. Since 2004, however, through bilateral aid, new buses have been acquired resulting in total fleet today of 400 new buses serving 17 urban routes with 887 stop points in the city. DDD is considered the safest means of public transport in Dakar. DDD rates are subsidized by the government and overseen to maintain the level of the former SOTRAC. This subsidy covers the free transportation of specific social categories of people.

■ *“Cars rapides”*

“Cars rapides” are old small vans converted to accommodate 22 passengers, attractively decorated but un-

comfortable. These rapid and overcrowded buses, in poor condition and challenging all safety rules, connect all cities in the country. In Dakar these white or blue and yellow minibuses, called “Ndiaga Ndiaye” and “cars rapides” respectively, can reach more than 25 years of age, but their replacement is now being actively encouraged.

The market is very fragmented with only two major operators, one with 400 vehicles and another with 200, out of a total fleet of about 3,000.

Their fares are fixed by government but often depend on negotiation which varies according to the time of the day or the month.

■ *Other transport modes*

The only city in Senegal where taxis are metered is Dakar (and its suburbs). However, in spite of the efficiency of the system, taxi drivers progressively abandoned the use of these meters for the benefit of bargaining. Some are “radio taxis” which can be called on request by telephone and are on the increase.

There are also small scale suburban railway services in Dakar, called “Petit Train de Banlieue”.



Sierra Leone



Area	71,740 km ²
Population	6,294,774 inhabitants
Capital	Freetown
Density	87.74 inhab./km ²
Growth rate of population	2.28%
Languages	English
Religions	Muslim: 60%, Christian: 30%, traditional religions: 10%
Political system	Republic
Rate of urbanisation	42.38%
Main cities	Freetown: 1.4M inhab., Bo: 0.2M inhab.
GDP per Capita (IMF 2007)	290 US\$
Contribution of the economic sectors to GDP	Farming: 46.38%, Industry: 24.99%, Services: 28.63%
Rate of inflation	1%
Currency	Léone

Public transport in Sierra Leone

I. Background

Sierra Leone has around 11,000km of public road network including around 8,000km classified as national roads and 3,000km of local networks, unclassified roads and tracks. Although the principal highways have a tarred surface, the secondary roads are poorly maintained and often impassable during the rainy season.

Most main roads in Freetown are paved but have potholes; unpaved side streets are generally navigable. There is a major road resurfacing and repair programme ongoing in Freetown that is slowly improving the quality of roads in the city.

Local and long-distance bus services are operated by the Sierra Leone Road Transport Corporation. Buses are fast and cheap and connect all the major centres. Collective transport by bus or group taxi is generally erratic, sometimes unsafe.

II. Public transport regulation

The public transport sector is supervised by the Ministry of Transport and Aviation. The Ministry provides overall policy initiation, direction and regulation for the transport sector in the country. The ministry's policy guidelines and regulatory role covers the programmes and activities of the Sierra Leone Road Transport Authority (SLRTA). The major objective of this body is to design, develop and administer rules and regulations regarding the registration and licensing of motor vehicles.

It is also responsible for promoting road safety. As such it delivers licences and permits to operate as well as supervising inspection of vehicle roadworthiness.

III. Public transport operators

■ The Sierra Leone Road Transport Corporation

The Sierra Leone Road Transport Corporation (SLRTC) was established as a limited liability company in 1964. The company runs inter and intra city bus passenger services in Freetown and the provincial towns. The poor state of roads coupled with mismanagement has adversely affected SLRTC's performance. The company has benefited from donor funding particularly from the Islamic Development Bank (IDB). However, despite the assistance, its operations remain poor. The Government of Sierra Leone is exploring options for possible public private participation (PPP) in SLRTC.

Several private companies and individuals also operate mini-bus/bus and coach services from Freetown to district headquarter towns.

■ Taxis and minibuses

They are local taxis, 4-seater vehicles with yellow stripes which run fixed routes and which can also be hired for an hour up to several days. These local taxis tend to be old within Freetown.

Minibuses commonly called "Poda Poda" often crowded also provide transportation services within the city and surrounding towns at fixed fares.



Togo



Area	56,785 km ²
Population	5,858,673 inhabitants
Capital	Lomé
Density	103.17 inhab./km ²
Growth rate of population	2.71%
Languages	French
Religions	Indigenous beliefs: 50%, Christian: 30%, Muslim: 20%
Political system	Republic
Rate of urbanisation	28.53%
Main cities	Lomé: 1M inhab., Sokodé: 0.2M inhab., Kara: 0.2M inhab.
GDP per Capita (IMF 2007)	387 US\$
Contribution of the economic sectors to GDP	Farming: 60%, Industry: 10%, Services: 30%
Rate of inflation	3%
Currency	Franc CFA

Public transport in Togo

I. Background

Public transport in the city of Lomé, the capital of Togo, is characterized by an absence of public transport by conventional high-capacity buses (despite a recent initiative of Sotral which is still marginal) and almost an exclusive domination of the sector by informal transport.

Yet as early as 1962, the city of Lomé had already conventional operations with high-capacity buses (50 to 80 passengers) with the State-owned RMTU (Régie Urbaine de Transport Public) which had an average fleet of about 20 vehicles; nevertheless its operation was unbalanced with fares set at a low level and insufficiently compensated by the State. Consequently, the company recorded successive deficits and was dissolved in 1982.

The uncontrolled urban sprawl combined with RMTU's decline stimulated the development of the informal sector, consisting of minibus taxis until 1992. During the same period however, an increase was noted in the use of motorcycles but only privately to reach different parts of the city.

The phenomenon of the motorcycle-taxi really appeared in Togo in 1992, after the great general strike that lasted 13 months and paralyzed the transport sector in Lomé at a time when the population was seeking to introduce multiparty politics to the country. Since then, these motorcycle-taxis have been widely adopted by the people of Lomé given the current poverty and despite all safety risks, to become today the principal means of public transport in the capital.

II. Public transport regulation

Responsibility for public transport in Togo currently falls under the Presidency of the Republic.

The practice of the activity by any transporter is subject to the prior deliverance of a permit from the competent authority.

However, the motorcycle-taxis were not authorized by the public powers at their inception stage. In 1994 a group of motorcycle-taxi drivers formed a union called USYNCTAT (Union Syndicale des Conducteurs de Taxis-motos du Togo), although the authorities banned its formation.

Nevertheless, after having fought the phenomenon for a long time because of its many negative externalities, the Togolese authorities finally reconsidered their position due to the undeniable impact of these two-wheelers on society. Thus in 1996 a government decree sought recognition of this sector as a profession regulated under the conditions for motorcycles. However, this decree has not been effectively implemented so far.

In 2002, motorcycle-taxi transport was the main topic of a regional workshop in Lomé, which gathered several transport experts from countries affected by this phenomenon: Benin, Togo and Niger.

As a result, political powers in Togo are now more focused on finding the best way to formalize this sector, for example by establishing conditions for access and practice and professional standards while minimizing its adverse effects on the community.

III. Public transport operators

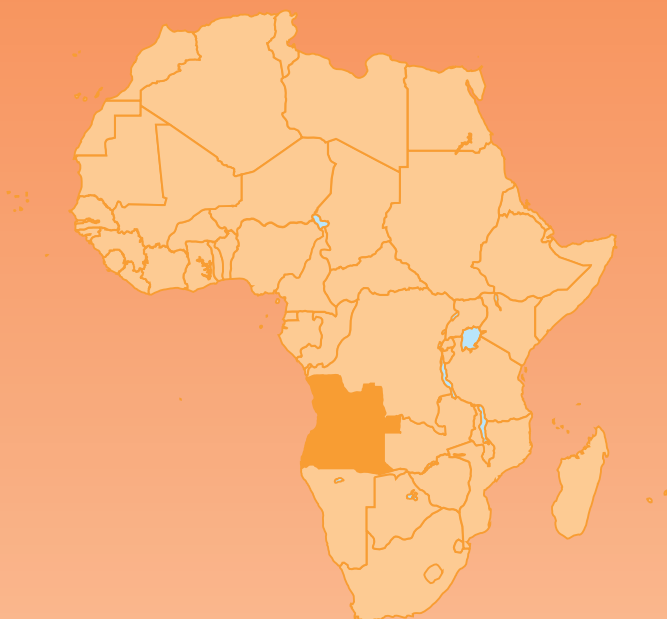
Public transport in Lomé remains the prerogative of the private sector: it consists of small cars registered as taxis as well as vans used as taxis. But at present this sector is dominated (80%) by motorcycle-taxis called "Zemidjan" or "Oléyia" numbering about 40,000 in 2002 and now close to 70,000, each carrying an average of 60 people per day. This vertiginous rise seems to be due to the arrival on the Togolese market of Chinese and Korean brands that are cheaper than the traditional Yamaha "Mate 50".

Although this activity generates significant revenues for the State, it leads to pollution and many road accidents. Drivers are undisciplined and do not respect the Highway Code. It is estimated that most of the drivers do not have a driving licence and that about 30% of road accidents occurring in Lomé involve motorcycle-taxis.

Despite these problems of poor safety conditions and pollution, motorcycle-taxis offer customers an undeniable service in terms of frequency, door-to-door transportation, and all at a distance-based cost, which explains why they are so popular. Furthermore, this means of transport also became a source of employment for many unemployed and young graduates without jobs, creating as it did over 70,000 jobs.



Angola



Area	1,246,700 km ²
Population	12,531,357 inhabitants
Capital	Luanda
Density	10.05 inhab./km ²
Growth rate of population	2.136%
Languages	Portuguese
Religions	Christian: 90%, traditional beliefs: 10%
Political system	Republic
Rate of urbanisation	53.30%
Main cities	Luanda: 4.2M inhab., Cabinda: 0.4M inhab., Huambo: 0.4M inhab.
GDP per Capita (IMF 2007)	3,756 US\$
Contribution of the economic sectors to GDP	Farming: 8.75%, Industry: 64.65%, Services: 26.60%
Rate of inflation	12.5%
Currency	Kwanza

Public transport in Angola

I. Background

In Angola, the majority of roads connecting Luanda with the provincial capitals are gradually being renewed. There used to be almost 8,000km of tarmacked roads but many infrastructures were destroyed when the conflict broke out in 1975. Now, many roads still remain unpaved however and in poor condition. They are especially impracticable during the rainy season or inaccessible due to mines and broken bridges.

Even in the city of Luanda the roads are in poor condition. As such, rebuilding infrastructure is a major objective of the Angola State which invests each year several billions of euros in this task.

II. Public transport regulation

The Ministry of Transport is the government department responsible for the elaboration, execution, and oversight of transport policy in the Republic of Angola. In accordance with its mission, the tasks of the Ministry of Transport are notably to:

- Propose and achieve the action policy of the government in the field of transport;
- Participate actively in defining the investment policy of the sector;
- Encourage road safety;
- Propose and elaborate the legislation and the regulation necessary for the actual and effective operation of the transport sector;

III. Public transport operators

There are three types of urban public transport in Luanda:

▪ Buses

They link the city and the townships such as Golfo, Benfica, Cacucaco and Viana. The official fare per ticket is equivalent to EUR 0.30. Some buses are modern and air-conditioned; others on the contrary are very old.

▪ Collective taxis or “Gandongueiros”

They are minibus vans painted in blue and white without any destination indicated, and which can carry up to about 12 passengers. They number several thousand in Luanda. Their routes cover the city of Luanda and its outskirts and they will stop anywhere to pick up customers or to let passengers alight.

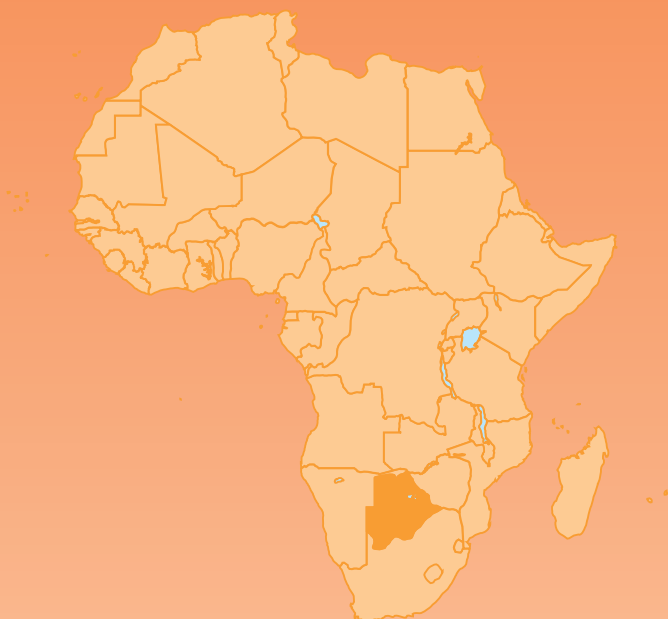
▪ Private taxis

Only one company, MACON, operating with 5-seater vehicles, is officially licensed. There are other unlicensed private taxis in some parts of the town such as near the international and domestic airport and hotels, etc., but they have no taximeter and the fare is negotiated with the customer.

The Gandongueiros and MACOM taxis have also operated inter-city transport since 2002 when the freedom of movement was restored. In addition, another taxi company called Mason Company operates with white and blue 4WD taxis equipped with a meter.



Botswana



Area	581,730 km ²
Population	1,639,131 inhabitants
Capital	Gaborone
Density	2.82 inhab./km ²
Growth rate of population	0.6%
Languages	Official language: English, Setswana, Kalanga, Sekgalagadi
Religions	Christian: 71.6%, Badimo: 6%, other: 1.4%, not defined: 0.4%, none: 20.6%
Political system	Republic with Parliament
Rate of urbanisation	51%
Main cities	Gaborone: 0.3M inhab., Francistown: 0.2M inhab.
GDP per Capita (IMF 2007)	20,531 US\$
Contribution of the economic sectors to GDP	Farming: 23.8%, Industry: 32%, Services: 44.2%
Rate of inflation	7.2%
Currency	Pula

Public transport in Botswana

I. Background

Botswana is a southern African country bordering with South Africa, Namibia, Zambia and Zimbabwe. As a land-locked country, the transport sector is an important vector for the development of its economy. Botswana has rail, air and road as major modes of transport. Road transport constitutes the backbone of transport sector. Botswana has 24,455km of roads across the country that include paved, non-paved and sandy roads as well as secondary, tertiary and access roads. They connect the country's main areas by highways and very good tarred roads. Other areas are being developed and road-tarring projects are moving ahead at a record pace. Off main routes, the roads range from good, high-speed gravel to deep, rutted sand.

The national rate of vehicle ownership is of approximately 1 vehicle for every 10 persons. In Gaborone, public transport in the form of large buses is largely non-existent. However, taxi-cars and taxi-minibus services are available but the latter are generally poorly maintained and not roadworthy. There are about 9000 public transport vehicles licensed as public carriers in Gaborone.

II. Public transport regulation

The public transport sector is supervised by the Ministry of Works and Transport responsible for all trans-

port operations in the country. Inside this ministry, the Department of road transport & safety (DRTS) is specifically involved in public transport management acting as a regulatory body in the public transport sector. The Department issues permits for public transport operation based on consultations with a Transport Advisory Board. As such, an Inspectorate is established by the Department to look into matters of roadworthiness of vehicles, adherence to scheduled routes of public transport and other issues relating to transportation in general. The Inspectorate works in cooperation with the police. The Department is mandated to issue driver licences and is the enforcing authority for road transport in Botswana.

The Department, in association with transport operators, decides on the new public transport routes. However, operators have an option to decline the routes that they consider not profitable. This results in a situation where some routes are served by a larger number of public transport vehicles than necessary contrary to other routes that remain unused.

Operators are considered as the sole providers of their service after obtaining a permit from the Department of Road Transport and Safety. They must operate in such a way as to cover their operational costs. However, to help these operations and encourage more citizens to enter the market, the Botswana government decided to exempt the transporters from any tax on income. The

aim of this is to enable operators to ply more public transport vehicles in urban centres and empower citizens via small-scale entrepreneurship as a measure to contribute to the alleviation of unemployment.

III. Public transport operators

Public transport in urban areas in Botswana is mainly provided by taxis and minibuses.

■ Minibuses and midibuses

The minibuses are popularly known as “combis” among the locals and operate in several towns according to a routing system regulated by the Government and charging a uniform fare. At any point along the designated route, the minibus can be stopped to take customers or let people alight.

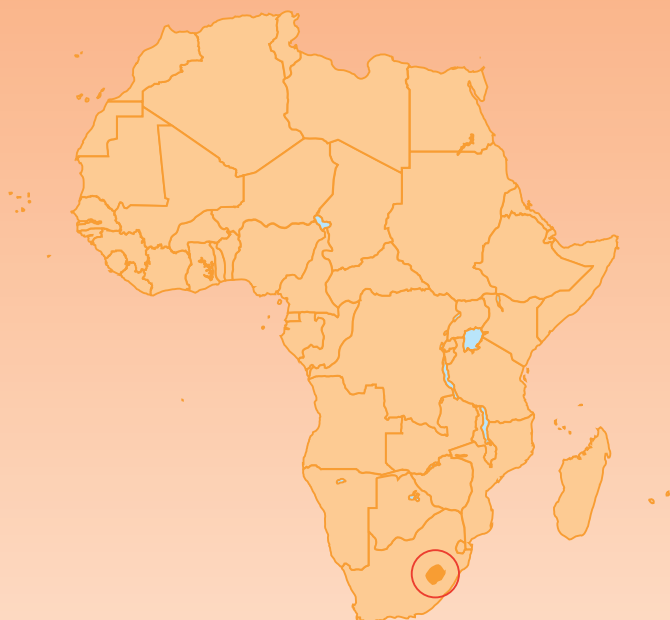
Long-distance passenger operations run mainly between the main urban and mining centres and ma-

jor rural villages. Larger buses are used specially for these operations.

■ Taxis

Taxis are public transport cars carrying up to five passengers at a time. They are divided into two categories: ordinary taxis and special taxis.

Ordinary taxis do not normally ply specific routes but wait until the vehicle is filled up to the requisite capacity before departure to a common destination of the passengers with a standard fixed fare. Special taxis essentially provide a single ride or door-to-door service.



Lesotho

Area	30,355 km ²
Population	2,012,649 inhabitants
Capital	Maseru
Density	66.30 inhab./km ²
Growth rate of population	-0.1%
Languages	Sesotho, English, Zulu, Xhosa
Religions	Christian: 80%, Indigenous beliefs: 20%
Political system	Constitutional monarchy with Parliament
Rate of urbanisation	18%
Main cities	Maseru: 0.5M inhab.
GDP per Capita (IMF 2007)	664 US\$
Contribution of the economic sectors to GDP	Farming: 15.5%, Industry: 44%, Services: 40.5%
Rate of inflation	12%
Currency	Loti

Public transport in Lesotho

I. Background

Lesotho's road network is constantly being expanded especially with the implementation of the Lesotho Highlands Water Project. Most Lesotho based companies use their trucks for internal transport. In addition, road haulage firms provide related services. Lesotho's road system is linked at many points to the South African road network thus providing excellent access to the cities and ports of RSA.

There are no railways in Lesotho. Maseru, the capital, is however linked to the South African railway system for freight.

II. Public transport regulation

The public transport sector is supervised by the Ministry of Public Works and Transport. The vision of the Ministry is to have efficient and well-developed transport and construction industries that promote investment and reduce poverty.

The Department of Transport and Traffic (DTT) of the Ministry is responsible for the registration, licensing and inspection of vehicles and drivers. The vehicles and drivers are licensed and processed in Maseru as well as designated district centres. Passenger fares and other tariffs are set by the DTT and approved by the Road Transport Board (RTB). Fares are set based on the cost of operating vehicles taking into account the condition of the roads and other factors.

III. Public transport operators

Lesotho collective transport is mainly based on private operators aside conventional taxis, and a few buses.

■ Buses

Buses are run by the publicly owned Lesotho Freight and Bus Services Corporation (LFBSC) which accounts for only about 0.5% of total public transport. As a social responsibility to provide transport services to the people, LFBSC plies mostly on routes that are not commercially viable, through government subsidies.

■ Taxi-minibus

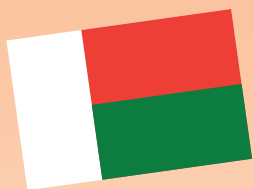
The passenger transport services in the urban areas and inter-urban services are provided by privately owned mini, medium and large buses which account for over 75% of the business.

They are a quick means of transport, and convenient as they stop and pick up wherever customers want them to. There is a law against overloading, and both drivers and passengers are liable for the fine.

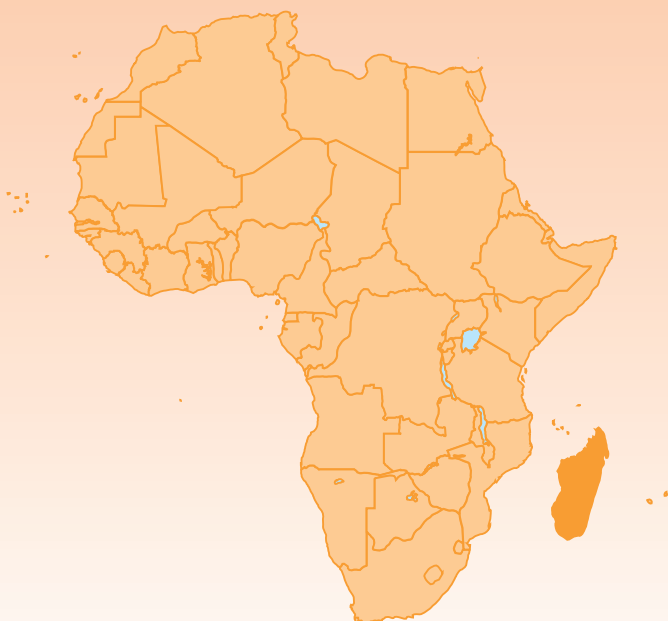
Minibus taxis are cheap rides because they are not necessarily comfortable or well maintained, though accidents are rare. Minibus taxis supplement bus services everywhere and ensure that customers can always find some form of collective transport on major routes, though different on minor routes off the tarred roads, where long waits can be expected.

■ Taxi

Regular taxis are recognisable by the yellow stripe down the side. They carry up to four passengers heading in the same direction. Their government-fixed prices are substantially more expensive than the minibuses. There is also a fleet of "special hire" taxis or '4+1's' that carry people wherever they want. Maseru however is so small that it is possible to walk to most places and at night taxis called by telephone are the only option available.



Madagascar



Area	587,041 km ²
Population	20,042,551 inhabitants
Capital	Antananarivo
Density	34.14 inhab./km ²
Growth rate of population	3%
Languages	French, Malgache
Religions	Indigenous beliefs: 52%, Christian: 41%, Muslim: 7%
Political system	Republic
Rate of urbanisation	27.55%
Main cities	Antananarivo: 2M inhab., Toamasina: 0.3M inhab., Antsirabé: 0.2M inhab.
GDP per Capita (IMF 2007)	392 US\$
Contribution of the economic sectors to GDP	Farming: 78%, Industry: 6.70%, Services: 15.30%
Rate of inflation	10%
Currency	Franc of Madagascar

Public transport in Madagascar

I. Background

One of the major problems hampering Madagascar's development is the lack of a public transport system able to resolve in a sustainable and safe way the issue of the urban and interurban mobility of its citizens.

II. Public transport regulation

Public transport in Madagascar is regulated and overseen by the Ministry of Transport and Tourism. Aspects related to land transport have been recently placed under the responsibility of the Agency of the Land Transport (ATT).

The ATT or "Agence des Transports Terrestres" was created in 2005 responsible for economic regulation of land transport by road, and the implementation of the Government's policy and strategy in the road safety area.

It is also in charge of the issuing of licences for drivers as well as for vehicles, the management of technical inspection of road vehicles and the implementation of preventive actions. The agency is also committed to improving relations between operators, users and government, and managing unsolved conflicts by issuing related specification books where necessary.

The road enforcement is under the responsibility of National Security.

III. Public transport operators

There are several types of public transport services in Madagascar:

■ *Taxis or "taxi-be"*

Taxi-be are minibus-type public transportation vehicles, which connect one district of the city to another. Taxis are abundant in most of the major cities and are generally old models such as "Renault 4" or "2CV". They are never metered and charge a fixed price which increases during the night.

■ *Rickshaw*

They are non-motorized carts towed by men. Imported from Asia, they are particularly popular in Madagascar. They abound in Antsirabe but also in Tamatave, Tuléar and Majunga. Each of them can carry up to two passengers. The prices are not controlled and vary according to the distance.

■ *Bush-taxis*

Of all the modes of transportation on the island, the bush-taxi is the most typical, the cheapest and thus, the most popular. It is the only real means of transport for the majority of the Malagasies. Always crowded, the bush-taxis connect cities. All sorts of vehicles are used such as 504 breaks of 9 seats, and minibuses (Mazda or Nissan of 18 places) or even Tata buses - bigger but slower to fill.



Malawi

Area	118,484 km ²
Population	13,603,181 inhabitants
Capital	Lilongwe
Density	114.81 inhab./km ²
Growth rate of population	2.2%
Languages	Official languages: English, Chichewa; Chinyanja, Chiyao, Chitumbuka
Religions	Christian: 79.9%, Muslim: 12.8%, other: 3%, no religion: 4.3%
Political system	Multi party democracy
Rate of urbanisation	15.10%
Main cities	Blantyre: 0.7M inhab., Lilongwe: 0.7M inhab., Mzuzu: 0.1M inhab.
GDP per Capita (IMF 2007)	266 US\$
Contribution of the economic sectors to GDP	Farming: 47.1%, Industry: 35.5%, Services: 17.5%
Rate of inflation	8%
Currency	Kwacha

Public transport in Malawi

I. Background

Malawi has a population of about 12 million people with about 25% living in urban areas. As a landlocked country, the efficiency and effectiveness of the transport links in Malawi are important for promoting economic activity and the welfare of the population, since a large number of urban area dwellers rely on collective transport to go about their daily business.

Prior to the liberalization and deregulation that took place in the 1980s and 1990s, the public transport sector was dominated by a public enterprise named Shire Bus Lines that was recently dissolved. The sector was complemented at the time by some minibus operators. The challenge was the short supply of transport. Since the 1990s the transport business in general and public transport in particular was deregulated, and transport policies have been modified to permit market-determined decisions, enterprise autonomy, and private participation in the ownership and management of transport businesses. As a result, the number of private operators increased exponentially with the influx of many minibuses in the mid-1990s, which provided relief access to public transport.

II. Public transport regulation

The responsibility for public transport management lies with the Ministry of Transport and Public Works through the Road Traffic Directorate (RTD). The RTD is charged with administering regulatory provisions relating to motor vehicle administration, driver licensing administration, operator authorization and control of permits.

Since 2000 the Malawian State has undertaken reforms to liberalize the public transport sector, but it was the National Transport Policy which fully deregulated the market in 2004 by removing any restrictions on entry and exit to the collective passenger transport sector while giving the sector the freedom to set its own tariffs. The situation therefore evolved from one of government-controlled prices before 2000 into a free market in which prices are determined by the industry itself, with the government only being informed about prices just prior to implementation.

Operators are just required to be registered with the Road Traffic Directorate (RTD) and obtain the necessary licences and permits to operate, such as road service permits and certificates of roadworthiness.

However, the RTD remains the enforcing body for matters linked to safety and permit requirements and also the jointly regulated allocation of minibus routes with the Minibus Owner's Association of Malawi (MOAM).

In this deregulated context, the government created the Competition and Fair Trading Commission to prevent collateral effects such as the formation of cartels and anti-competitive practices. Formally established in February 2005, the commission's main objective is to encourage fair competition notably in the public transport sector and regulating monopolies in the interests of passenger welfare.

More recently, in order to boost the sector and enhance its organisation and structure, the government removed the VAT and import duties for new buses of over 45 seats.

Companies operating large buses (over 45 seats) are free to operate on any route of their choice and fare setting is fully liberalised. There is free market entry and exit with the only potential barrier being the high cost of purchasing new buses. This reason may explain why there is no bus company with a significantly large fleet in the urban area.

III. Public transport operators

The sector is dominated by minibuses in spite of a significant fleet of large buses throughout the country.

■ Buses

In the road passenger transport services, until recently the dominant player was the state-owned Shire Bus Lines which went into voluntary liquidation after the Malawian government announced in 2006 that its loans could not be redeemed. Its dissolution was officially pronounced on April 2008. Some of the former managers of the Shire Bus Line however took over the assets of the company in a private initiative attempting to maintain operation of these conventional large buses in Malawi.

In the domestic luxury coach bus service segment of the market, the main company is Axa Coach Services which is expanding its fleet and routes relatively rapidly, taking advantage of the recent removal of duties for buses carrying more than 45 passengers and the disappearance of Shire Bus Lines. In this sub-sector there is no route allocation system and no trade association in place.

A number of bus companies also operate international services from Malawi to neighbouring countries.

■ Minibuses

Minibus operations are fully liberalised and the sector is very competitive and in some cases saturated. It is estimated that the total number of minibuses in the country stands at around 3,500. Minibuses and midibuses account for 47% of the market share.

■ Taxis

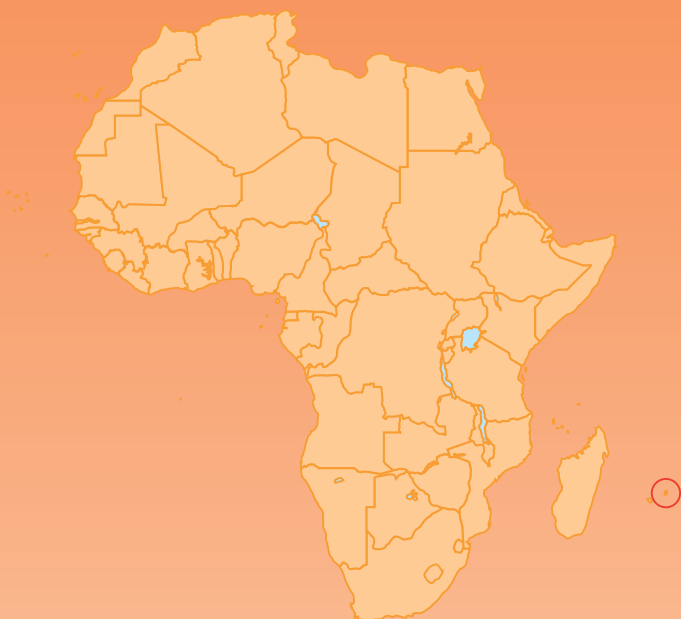
The number of registered taxis in Malawi is currently unknown but estimates put the figure at 1,500. An attempt to use meters failed some years ago notably due to the low income level of the population and the current fare system that works on a zonal basis. The registered taxi sub-sector is fairly competitive and is dominated by indigenous Malawian operators often with 2-3 vehicles.

■ Matolas

They are pick-up trucks used as public transport means. Usually overloaded and unsafe, they connect up the main urban centres of the country. As they are quite affordable (two to three times cheaper than a minibus) they meet a significant demand of the population, ensuring 24% of national passenger transport.



Mauritius



Area	2,040 km ²
Population	1,274,189 inhabitants
Capital	Port-Louis
Density	624.60 inhab./km ²
Growth rate of population	0.800%
Languages	Official language: English; French Creole
Religions	Hindu: 49%, Christian: 32%, Muslim: 17%, other
Political system	Parliamentary Republic
Rate of urbanisation	42.40%
Main cities	Port-Louis: 0.7M inhab., Triolet: 0.2M inhab., Mahébourg: 0.2M inhab.
GDP per Capita (IMF 2007)	5,496 US\$
Contribution of the economic sectors to GDP	Farming: 6.09%, Industry: 28.19%, Services: 65.72%
Rate of inflation	9.1%
Currency	Mauritian Roupie

Public transport in Mauritius

I. Background

Road transport in Mauritius has gone through a remarkable phase of improvement resulting in the construction of new motorways and improvement of existing roads. In Mauritius, road is the sole means for the transport of passengers and goods. The road network has reached approximately 1,900km with 90% paved.

In the wake of the country's prosperity, some transport problems appeared such as the severe congestion afflicting all traffic entering and leaving Port Louis, the capital, during peak hours. This problem has become more acute in the last five years as more people have acquired cars and started to use them to commute to work. Between 2000 and 2004, there was a 41% increase of private cars in circulation. If the current trend continues, Mauritius will face even greater traffic and pollution problems.

Mauritius has an extensive bus network service, which constitutes the main means of public transport. The bus network in Mauritius spreads throughout the country. More than one third of the total bus service in the country is provided by the National Transport Corporation. Road transport in Mauritius has improved tremendously and more improved modern types of buses have come up with better capacity, comfort, speed and reliability.

II. Public transport regulation

The public transport sector is supervised by the Ministry of Public Infrastructure, Land Transport & Shipping. To ensure the provision of quality land transport services, the Ministry acts through the National Transport Authority (NTA).

NTA is the regulatory body set up in 1980 in order to implement government policies and decisions relating to road transport. It has to ensure that a satisfactory level of transport is provided for both passengers and goods in order to sustain the social and economic activities of the country. In addition, it makes proposals to the parent Ministry on legislation governing vehicle licensing and operation.

Accordingly, it is responsible for the definition and enforcement of regulations for public transport operations, comprising the setting of fares and timetables and the registration and licensing of the vehicles. It also follows up the payment of the free transport subsidy to the operators. In 2005 free bus transportation was granted to all pensioners (i.e. all those over 60) and students. While pensioners can use all buses for free, to travel anywhere, students enjoy free transportation only between their places of residence and their schools. In the case of students, the subsidies are paid to bus owners, who receive a fixed amount per day, per bus, irrespective of the number of students they actually transport.

III. Public transport operators

■ Buses

The most common means of transport for the Mauritian people is the bus. Bus is a relatively easy means of transport in the island, not particularly comfortable but very cheap. The main public transport company is the National Transport Corporation (NTC).

■ The National Transport Corporation (NTC)

The National Transport Corporation (NTC), a parastatal company, was set up in the early 1980s to operate public transport services in the island. From modest beginnings, after taking over the assets of ex-Vacoas Transport Co. Ltd, NTC has grown into a major transport institution. It accounts for 40% of the public transport market share with a fleet of 520 buses with an average age of 15 years.

■ Other bus companies

Numerous other bus services ply the City of Port Louis. The main formal bus companies are United Bus Service (UBS), Mauritian Bus Transport (MTB), Triolet Bus Service (TBS) and Rose Hill Transport Ltd.

All of them began operation prior to 1975. The total fleet of these formal transport companies stands at 500 vehicles.

■ Taxis

The second means of public transport in Mauritius is the taxi, which is more comfortable and which provides a service to almost all locations throughout the island. Their numbers stand at around 800 vehicles.

Mauritian taxi drivers do not usually use the taxi meter even though most of their cars are fitted with one.

IV. Public transport projects

Over the years, the government has contemplated the introduction of a light rail transit system from the centre of the island, through the main towns down to Port Louis. However, the light rail transit system has not materialized because of the high level of investment required and uncertainty about the financial viability of the project. Other alternatives are dedicated bus routes into Port Louis and a ring road around Port Louis so that north and southbound roads do not have to go through the capital. Numerous studies have been produced on the road traffic situation in and around Port Louis but not yet implemented.



Mozambique



Area	799,380 km ²
Population	20,905,585 inhabitants
Capital	Maputo
Density	26.15 inhab./km ²
Growth rate of population	1.8%
Languages	Official language: Portuguese; Emakhuwa, Xichangana, Elomwe
Religions	Catholic: 23.8%, Muslim: 17.8%, Christian sionist: 17.5%, other: 17.8%, no religion: 23.1
Political system	Republic
Rate of urbanisation	36%
Main cities	Maputo: 1.7M inhab., Beira: 0.4M inhab., Nampula: 0.3M inhab.
GDP per Capita (IMF 2007)	397 US\$
Contribution of the economic sectors to GDP	Farming: 21.2%, Industry: 30.6%, Services: 48.2%
Rate of inflation	8%
Currency	Metical

Public transport in Mozambique

I. Background

The city of Maputo in Mozambique has more than one million inhabitants. Most have a low income, live on the outskirts of the city and are largely dependent on bus transport for their daily activities.

The public passenger transport market in the region of Maputo is 80% dominated by the informal sector; mainly 15-seater minibuses operating in a seemingly 'chaotic' environment. The business is a wholly private one, supplied by owner-operators or by small firms that receive no government subsidy, credit, or other grants.

Other means of transport include one government company - TPM - which operates about 70 large buses, a number which is set to rise.

Discussions are taking place regarding the possible replacement of the small unit buses with large capacity buses better suited to a modern urban environment. But considering the financial resources of the economy of Mozambique and the public budget, the current service has been maintained until now as it provides services at an affordable fare for the majority of the population.

II. Public transport regulation

Public transport is supervised by the Ministry of Transport and Communications.

The licensing of urban road transport services is devolved to the municipalities.

Therefore, any public transport company which intends to operate in the capital needs a licence from the Directorate of Transport and Traffic of the City of Maputo. Fares are controlled by the Government but subject to approval by the city councils.

In 1989, the public transport system was liberalized leading to a significant growth in the supply of private vehicles, which entailed fierce competition on the streets. Thus, investments in vehicles became unsustainable due to an excess of the available fleet.

Enforcement of rules and regulations is the responsibility of the National Traffic Police and the Municipal Polices. However, there is a partnership between the public and private stakeholders of the system in order to maintain control over the activity.

With the rise of fuel prices on the international market, the Government introduced subsidies for private operators in urban centres in February 2008. It also adopted a medium and long term strategy to relieve congestion in urban centers by allowing access to large buses only, with minibuses serving the outskirts. Besides, the Government is in the process of gradually replacing the 15-seater vehicles widely used today with 25-seater minibuses; however the results are still imperceptible due to the lack of public funds.

III. Public transport operators

■ Buses

Large buses are operated by the Maputo Public Transport Company (TPM), the state-owned public transport company for the Maputo area. The company has the monopoly on passenger transportation within the city of Maputo, except for a few routes. Initially, the TPM network covered a total length of 562km with more than 30 routes, but due to the lack of funds to purchase spare parts and the extremely bad road conditions that engendered high operational costs, the fleet progressively dwindled and area covered by TPM has been reduced by 328km, leaving 27 former bus lines to the informal sector.

Nevertheless, with the help of the State, some new buses were purchased in 2008, swelling the fleet to 89 buses with a forecast 80 additional new buses before the end of the year. The market share of TPM is estimated to stand at 18-20%.

■ Minibuses or "chapas"

The development of the informal sector has been caused by the inability of TPM to satisfy the mobility needs of citizens. The number of registered minibuses increased from 100 in 1994 to 1,000 in 2000 and there are currently an estimated 3,000 or so vehicles in Maputo catering for around 80% of the transport need. 'Chapas' are 15-seater minibuses, largely consisting of used imports from Japan (Toyota Hiace). They operate on the same route as the TPM buses but are also able to penetrate the suburban areas with their smaller vehicles compared to the buses and coaches of TPM.

They operate from two major bus terminals in the city: one at Baixa ("downtown"), and another one at Museu ("the Museum"). Their stops are indicated by panels along the roadside and their destinations by coloured banners on vehicles. Chapas are generally used to cover short distances. They always wait to be full before departure even if it means driving at high speeds to make up for the delay.

■ Intercity and urban buses

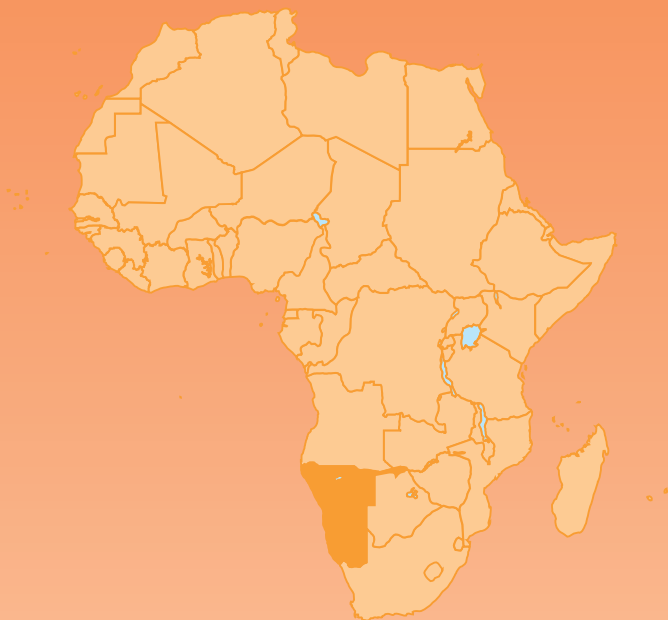
Several private companies assure long distance connections. The most well-known, or 'historical' company is Oliveira. Its buses are old and hardly luxurious, but are the type of choice of most Mozambicans.

■ 'Laranjinhas' or taxi-scooters

There are several 'Laranjinhas' in the city of Maputo. They are taxi-scooters or red and yellow bubble-shaped 'tuk-tuks'.

■ Taxis

Relatively expensive in Maputo, taxis are mostly used for travel at night-time or to reach areas not closely served by "chapas". Most taxis are unmetered.



Namibia

Area	825,418 km ²
Population	2,108,665 inhabitants
Capital	Windhoek
Density	2.55 inhab./km ²
Growth rate of population	0.950%
Languages	Official language: English; Afrikaans, German, Oshivambo, Herero, Nama
Religions	Christian: 80-90%, Indigenous beliefs: 10-20%
Political system	Republic
Rate of urbanisation	36.00%
Main cities	Windhoek: 0.4M inhab., Rundu: 0.1M inhab. Walvis Bay: 0.1M inhab.
GDP per Capita (IMF 2007)	3,671 US\$
Contribution of the economic sectors to GDP	Farming: 26.10%, Industry: 12.20%, Services: 61.70%
Rate of inflation	6.7%
Currency	Namibian Dollar

Public transport in Namibia

I. Background

Namibia has a good road infrastructure, both of tarred highways and graded dirt. There are 64,799km of road, of which 7,841km is tarred. Despite the long distances in Namibia, most people get around by land, and not air. Roads are generally well-maintained.

II. Public transport regulation

The public transport sector is supervised by the Ministry of Works, Transport and Communication.

The Ministry of Works, Transport and Communication is dedicated to ensuring the availability and quality of transport infrastructure and specialized services to the satisfaction of the customer and the Government. The Ministry intends to commercialise some services on a self-sustaining basis and the core ministry will remain responsible for the regulatory aspects only. The purpose of the current restructuring of the Ministry is to provide, maintain and administer government infrastructure in respect of transport.

The Department of Transport within the Ministry is responsible notably for public transport regulation. As such, it issues the operating permits.

III. Public transport operators

Different kinds of public transport services are provided in Namibia:

■ Buses

Public transport in Windhoek exists in the form of large conventional buses run by the City of Windhoek. The fleet currently stands at 60 buses.

■ Taxis

There is also a system of shared taxis. These taxis primarily run between the townships and the main industrial/commercial areas of the city. Taxis are estimated to stand at around 15,000 units which cater for around 75% of Windhoek daily collective transport trips. Routes are not fixed like in some other countries and this gives some added flexibility but also means that fares between given destinations may not always be the same. Passengers may embark or alight at any point along the route.

■ Combi

This is the easiest way to get to Windhoek by public transport as combis run from everywhere in Namibia, and through a combination of the different given routes, Windhoek is connected to most of the areas of the country.



South Africa



Area	1,219,090 km ²
Population	48,687,055 inhabitants
Capital	Pretoria, Cape Town, Bloemfontein
Density	39.94 inhab./km ²
Growth rate of population	0.820%
Languages	Afrikaans, English
Religions	Not reported
Political system	Republic
Rate of urbanisation	60.26%
Main cities	Gauteng: 12.1M inhab., Cape Town: 4.8M inhab., Durban: 3.4M inhab., Port-Elizabeth: 1.4M inhab.
GDP per Capita (IMF 2007)	5,916 US\$
Contribution of the economic sectors to GDP	Farming: 8.60%, Industry: 23.40%, Services: 68%
Rate of inflation	6%
Currency	Rand

Public transport in South Africa

I. Background

The Republic of South Africa has nine provinces and 284 municipalities including the six major cities in South Africa, namely, Johannesburg, Cape Town, eThekweni, Tshwane, Ekurhuleni and Nelson Mandela Bay. Before the 1990s, due to the apartheid regime, legislation was race based, including public transport legislation as well as planning and development. Across the country, buses were used by the Government as a preferred mode of road transport. In the urban areas, especially the cities, "premium service" bus services catered for the needs of the white population. Buses were also subsidised to provide transport services to the black population, for commuting purposes. About 60 bus companies presently receive subsidies from the national department of transport.

Following their deregulation in the late 1980s the minibus taxis (around 14 seats) originally a survivalist business in the black communities, grew substantially to an extent that its market share surpassed that of buses and trains.

The minibus taxi fleet is estimated at over 120,000 vehicles country wide. Despite its growth, there have been numerous complaints about the safety of the mode from the general public. Overall, about 400-500 minibus taxis are involved in fatal road accidents annually in South Africa.

Almost two decades after the fall of the apartheid regime, its legacy still remains a hurdle to overcome,

manifesting itself in the following illustrative examples: the management of the issuing of public transport operating licences remains a thorny issue and a source of much of the conflict in the public transport industry, leading to violence in the minibus taxi industry, especially along lucrative routes and public transport is still seen as service for the poor, and mainly black people.

II. Public transport regulation

The national department of transport, through the minister of transport, is responsible for setting policy framework and monitoring of the transport policy. The provinces are similar in many respects to the national department of transport in that they set guidance on the planning and management of transport in the provinces. In addition to the planning functions, the provinces have budgets (received mainly from the national government) to spend on public transport subsidies and provincial roads.

Historically provinces have not been able to design and implement budgets for public transport infrastructure and operations, which has been the responsibility of local government. Local governments, through the statutory integrated transport plans, and in consultation with communities, are supposed to identify short to long term transport interventions and budget for these accordingly. Legally, therefore, no interventions can be made in local government unless it has been identified and budgeted for in the integrated transport

plans. The integrated transport plans are formulated for a five-year period and revised annually. After the five year period, the integrated transport plans receive major updates.

The responsibilities throughout South Africa are as follows:

- National government: sets broad public transport policies. Provides budget for subsidised bus services and channels these through provinces. Also provides budget short-fall for commuter rail services.
- Provincial government: sets broad province specific policies and direction. Provides assistance to local government unable to deliver on the transport legislative mandate, especially in the largely rural provinces. Responsible for contracting and paying subsidised bus operators.
- Local government (including Cities): through the integrated transport plans local government is responsible for the operations of public transport and held directly accountable by the communities.

III. Public transport operators

In general, the minibus taxi sector (or kombi taxi sector as it is locally known) dominating the “informal” public transport system in South Africa has grown enormously in the past twenty years ensuring 67.9% of the collective transport market share. Minibus taxis are the only form of public transport that penetrates every last sector in cities, including the poorest shack settlements. It is the cheapest form of transport and the daily lifeline of the bulk of the working population.

The bus sector, which is largely in private hands, has a 19% share of the passenger transport market. They are gathered under the South African Bus Operators Association (SABOA) which registers a total membership of more than 20,000 buses spread around the country. Some metered taxis exist but provide a marginal share of the public transport.

Each province in South Africa has quite extended collective transport:

- Gauteng Province: Home of three cities i.e. Johannesburg, Tshwane and Ekurhuleni. There are many bus operators and the largest include PUTCO, Johannesburg owned Metrobus, Tshwane owned Pretoria Bus Service.
 - Putco bus services: The company was established in 1945. It has over 1,600 buses, 550 of which have rear engines and the rest front engines. The fleet has been recently recapitalised in line with the requirements of new legalisation. The company operates mainly in the Province of Gauteng and the provinces neighbouring Gauteng but with one trip end in Gauteng. The fleet contains standard and articulated buses.
 - The City of Johannesburg Metrobus service (a city owned bus company) has over 530 buses covering 80 routes mainly in the historically white areas (demographics have changed). The services have recently been extended to the traditionally black township of Soweto, but this created some disputes with Putco. The fleet comprises both standard and double decker buses.
 - The City of Tshwane has a fleet of over 300 buses, largely old but refurbished, and operates in histori-

cally white areas (demographics have changed). The process of creating a separate company for the bus service (outside the core City government) has been prolonged. The fleet comprises both standard and double decker buses.

- Over 35,000 minibus taxis (the number could be higher due to non-registered minibus taxis).
- Western Cape Province: Home of the City of Cape Town. Golden arrow bus service is the main operator in the City of Cape Town. Some of its operations have been subcontracted to smaller companies. It has a fleet of over 900 buses. Over 16,000 minibus taxis.
- Kwazulu-Nata Province: Home of eThekweni (Durban). Bus operations in the City of eThekweni were privatized in 2003 and Remant Alton bus services took over the operation. The bus service has about 560 buses and also operates 70 midibuses (25-35 seaters). About 16,000 minibus taxis.
- Limpopo Province: A largely rural province. Great North Transport is the largest bus company operating in urban and rural parts of the province. It is owned by a state owned company with a fleet of about 520 buses. Over 6,500 minibus taxis.
- North West Province: A largely rural province. Main bus operators include Northwest Star, Botlhaba and Batswana Gare and Bojanala whose operations are facilitated by the government owned North West Transport Investment (Pty) Ltd. In the early 2000s the North West Province accelerated a drive to implement a Broad Based Economic Empowerment policy, leading to the establishment of the Atamelang bus services. About 13,000 minibus taxis.
- Eastern Cape Province: Home of the Nelson Mandela Bay City, but a largely rural province. Algoa bus service operates in the city with about 330 buses. The bus company has subcontracted some of its services to some smaller operators. There are about 10 minibus taxi associations in the Nelson Mandela Bay City. About 4,000 minibus taxis.
- Free State Province: A largely rural province. The main bus services provided by Interstate Bus Line and Maluti Bus service. Approximately 12,000 minibus taxi operators and 92 registered minibus taxi associations. About 7,000 minibus taxis.
- Mpumalanga Province: A largely rural province. The province reports 9 subsidised bus contracts with undisclosed fleet sizes. Over 8,000 minibus taxis.
- Northern Cape Province: Spacious province but least populated with desert like conditions. Not much information obtained from the province in terms of bus operations. About 1,000 minibus taxis.

IV. Public transport projects

There are many public transport projects underway in South Africa mainly in the build up to the FIFA World Cup in 2010. Below only three are outlined:

▪ Gautrain

The project of the Provincial Government of the Gauteng, the Gautrain, is designed to relieve the traffic on the N1 freeway between Johannesburg and Pretoria, which registers daily traffic of 160,000 vehicles. The construction of this fast rail link began in October, 2006 and will be

finished before 2010, for the FIFA World Cup. It will connect Johannesburg in Pretoria and Sandton and the International Airport of Johannesburg. It will contain a certain number of underground subway stations, as well as air stations. It will be the first new railroad system built in South Africa since 1977.

■ **National Transport Master Plan NATMAP 2050**

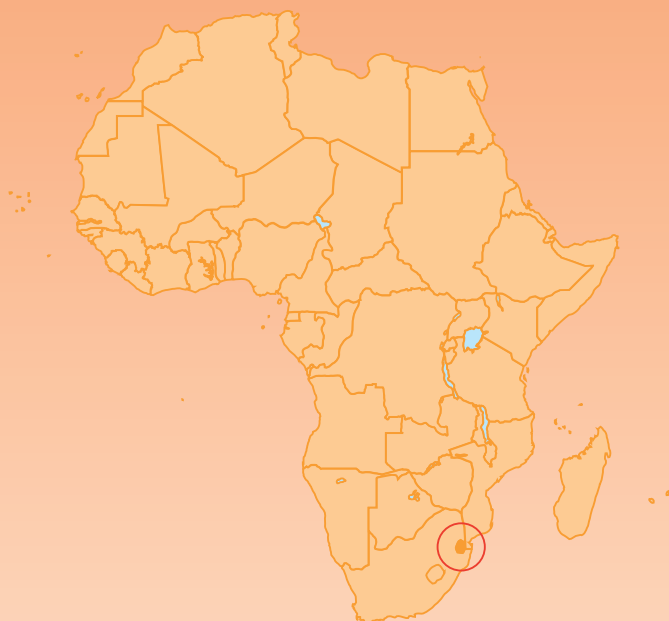
The South African Government gave a directive to the Department of Transport to prepare an integrated transport infrastructure plan that will develop and establish a multimodal transportation system to meet South Africa's transport needs as far into the future as 2050. The project started in January 2007 and is expected to be completed by March 2009.

The NATMAP 2050 undertakes to improve the efficiency and effectiveness of multi-modal transportation systems while addressing the issues such as uncoordinated operations and regulations between the various agencies.

■ **ITS**

Intelligent Transport System (ITS) - a five-year pilot project is being implemented since 2006 on the Ben Schoeman highway - to improve road safety and reduce traffic congestion.

Besides, the implementation of bus rapid public transport networks and operation are ongoing in the City of Johannesburg, Tshwane, Cape Town, Nelson Mandela Bay and eThekweni and the following large towns: Buffalo city, Mangaung, Mbombela and Polokwane.



Swaziland

Area	17,365 km ²
Population	1,128,814 inhabitants
Capital	Mbabane
Density	65.00 inhab./km ²
Growth rate of population	-0.410%
Languages	Official languages: English, swazi
Religions	Sionist: 40%, Roman Catholic: 20%, Muslim: 10%, Anglican, Bahai, Methodist, Mormon, Judaism and other: 30%
Political system	Parliamentary Monarchy
Rate of urbanisation	24.10%
Main cities	Manzini: 0.1M inhab., Mbabane: 0.08M inhab.
GDP per Capita (IMF 2007)	2,838 US\$
Contribution of the economic sectors to GDP	Farming: 11.53%, Industry: 47.60%, Services: 40.87%
Rate of inflation	6%
Currency	Lilangeni

Public transport in Swaziland

I. Background

In Swaziland, the transport system constitutes a vital link and service provider in the national economy. It is notably made up of about 3,108km of roads and 298km of railway.

The overall national transport policy and vision in Swaziland is to establish a transport system that provides a safe, efficient, cost-effective and fully integrated infrastructure and operations to best meet the needs of customers, which promotes economic and social development and is environmentally and economically sustainable. The rate of car ownership in Swaziland

- rising at an average of 5% per annum - is still low at 32 per 1,000 of the population. The majority of the people in the country use public transport.

II. Public transport regulation

The public transport sector is regulated by the Road Transportation Board under the authority of the Ministry of Public Works and Transport which is responsible for the planning and Regulation of Road Transport Services. Road Transportation Board has the responsibility to register all public transport operators and to issue the permits to authorize their activities. The permits issued to serve specific routes must be renewed annually.

Since 1997, minibuses have been officially recognised as a means of public transport. Nevertheless, there is no subsidy paid by the government or the municipalities to any operators. Buses are regularly checked by a government vehicle examiner and could be removed from service if defective parts are found, until these are repaired.

III. Public transport operators

As already mentioned, public transport constitutes the main form of transportation for the bulk of the population.

■ Buses and minibuses

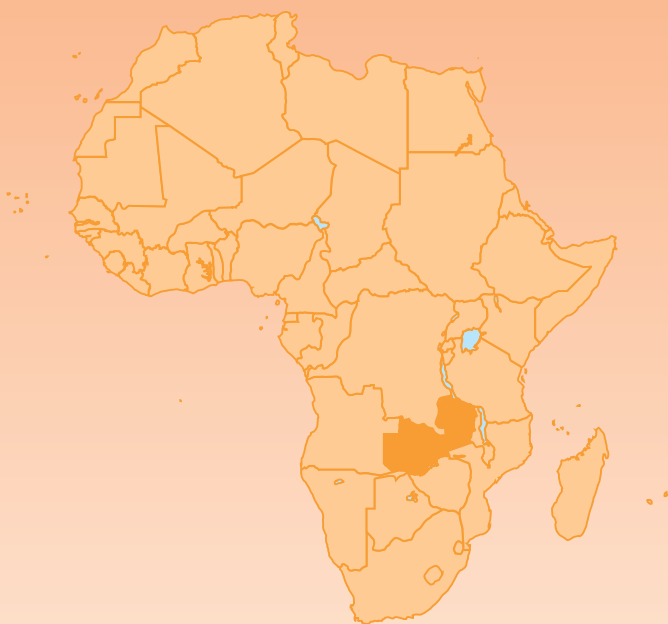
The bus is the principal means of transport. Bus size varies from the conventional large bus of 30-70 seats, used mainly for long-distance and inter-urban transport, to medium size (or midibuses) of 16-30 seats typically used in intra-urban transport, to 10-15 seater minibuses. About 7,000 buses, including

minibuses, entirely run by private operators, operate in the country and this is the main form of transport for the majority of Swazis. Like other similar modes in Africa, they are vehicles that accumulate as many travellers as possible while making their way in a general direction. Minibuses can usually be flagged down along main roads. Larger towns usually serve as minibus hubs or connections. In the absence of any subsidy, the operators are fully responsible for maintaining their vehicles in a roadworthy and safe condition.

Some buses also run intercity transport; they are usually overcrowded due to the low fare level and fairly infrequent.

■ Taxis

A taxi service operates in Mbabane and Manzini. Some minimal fares are set but they can vary according to a case by case basis. There are also non-shared (private hire) taxis in some of the larger towns.



Zambia

Area	752,612 km ²
Population	11,669,534 inhabitants
Capital	Lusaka
Density	15.51 inhab./km ²
Growth rate of population	1.7%
Languages	Official language: English; Bemba, Kaonda, Lozi, Lunda, Luvale, Nyanja, Tonga
Religions	Christian: 50-75%, Muslim and Hindu: 24-49%, Indigenous beliefs: 1%
Political system	Republic
Rate of urbanisation	39.80%
Main cities	Lusaka: 2.7M inhab., Kitwe: 1.1M inhab., Ndola: 0.9M inhab.
GDP per Capita (IMF 2007)	939 US\$
Contribution of the economic sectors to GDP	Farming: 49.1%, Industry: 28.3%, Services: 22.6%
Rate of inflation	10.5%
Currency	Kwacha

Public transport in Zambia

I. Background

Zambia has a total road length of 38,763km of tarred roads; 8,592km of gravel roads and 21,999km of dirt roads.

The road network has been significantly improved over the last ten years and most major routes are of reasonable qual-

ity. The Government of Zambia has prioritised the rehabilitation of the road network and this process is ongoing.

Formal public transport is largely non-existent in small towns and areas outside of the large urban areas in Lusaka, Livingstone and the Copperbelt where it exists in the form of taxi and mini-taxi services.

A luxury inter-city coach service connects Lusaka with Harare in Zimbabwe and Johannesburg in South Africa.

II. Public transport regulation

The Department of Road Transport within the Ministry of Communications and Transport departments is responsible for the regulation and management of road traffic as well as for the implementation of roads in line with the core functions of the Ministry related to public transport. It is in charge of registration, licensing and certification of Zambian registered vehicles and drivers and the enforcement of Road Traffic laws and regulations in particular.

Following the deregulation of the road transport industry, a number of service providers have entered the market. To ensure that the quality of the service being provided meets the expectations of users, there is need for an effective regulatory regime to be provided by the Department of Road Transport.

III. Public transport operators

Public transport in the city of Lusaka consists of buses and taxis.

■ Bus and minibus operations

The bus service includes both city and intercity buses.

Large buses are operated by private companies from the bus terminal in Lusaka City and provide intercity bus service, and minibuses are operated as city buses. These minibuses do not follow a timetable, but instead are operated according to demand. Therefore, service does not start until the vehicle is full. As such, the larger buses wait longer before departure and then go slower

and stop at more places. For the faster minibuses, the fare is about 20% higher than the standard bus fare.

Another kind of bus is the 'postbus' which operate between the post offices in the main towns trying to comply with a more fixed schedule on a specific round trip, taking both mailbags and passengers as they go.

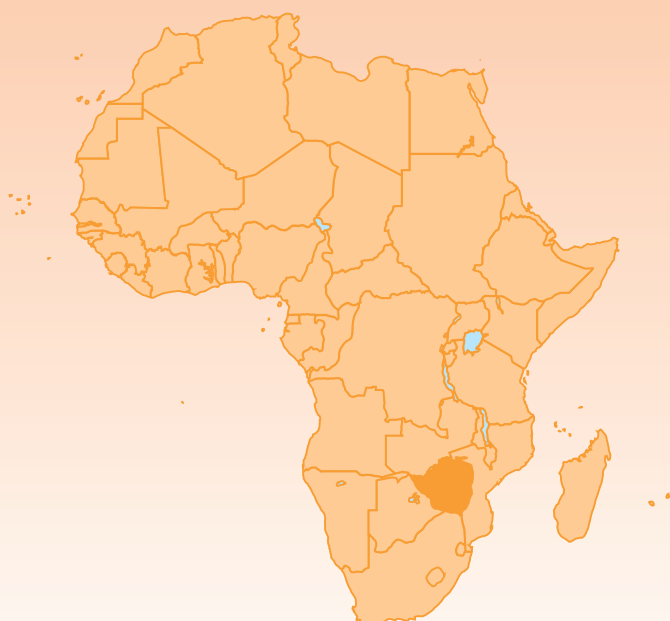
Thirdly, the luxury coaches are private long-distance buses services that connect Lusaka to all district/provincial capitals and even Harare and Johannesburg. They are owned by private operators, well maintained and comfortable, running a fairly punctual service. They operate mostly out of bus stations and they may be found on some main roads of Lusaka.

■ Taxis

Taxis are 5-seater cars, very common in Lusaka and some other main towns with no holographic meters and which can be hailed down in the street. Though they all have typed sheets stating the 'minimum' rates to and from various local places, the rate is very often agreed according to the mileage to be covered or the hire time. Official taxis are registered by the Government and are painted light blue with a registration number along the side.

■ Postboats

Rather like the postbuses, postboats operate on the Upper Zambezi and the waters of Lake Bangweulu during the rainy season, transporting passengers as well as cargo, and even vehicles.



Zimbabwe

Area	390,757 km ²
Population	12,382,920 inhabitants
Capital	Harare
Density	31.69 inhab./km ²
Growth rate of population	0.568%
Languages	Official language: English; Shona, Sindebele
Religions	Syncretic: 50%, Christian: 25%, Indigenous beliefs: 24%, Muslim and other: 1%
Political system	Parliamentary democracy
Rate of urbanisation	35.90%
Main cities	Harare: 3M inhab., Bulawayo: 0.8M inhab., Mutare: 0.2M inhab.
GDP per Capita (IMF 2007)	403 US\$
Contribution of the economic sectors to GDP	Farming: 18.09%, Industry: 22.62%, Services: 59.29%
Rate of inflation	2,200,000%
Currency	Zimbabwean dollar

Public transport in Zimbabwe

I. Background

Over the last few years the Zimbabwean economy has been characterized by high inflation and a significant drop in value of the Zimbabwean dollar. Clearly, this economic reality had an adverse effect on the provision of public transport. The current transport modal split in urban areas of Zimbabwe is led by walking with public transport in second position, characterized by excessive waiting times because of the inadequacy of offer to the demand. This situation is even more acute in Harare the capital.

Before the independence of Zimbabwe in 1980, public transport services were operated by United Transport Group (UTG), a formal private company, in the urban areas of Zimbabwe under a franchise agreement with the local authority which gave UTG the monopoly on-operation within a specified franchise area.

After independence, the State removed the subsidy to UTG and legalized the informal sector. Since then though, UTG will now be nationalized becoming ZUPCO and receive some government support in the form of new buses, the company will enter a period of decline, supplanted by the informal sector especially the commuter buses.

Nevertheless, the political and economical environment will rapidly have a decisive impact on all public transport operators, whether formal or informal, in terms of difficulty to maintain and replace their fleet essentially due to the low level of fares in comparison to costs, in line with the acute inflation. This resulted in a shortage of service offer that compelled people to walk for long distances and travel in all sorts of vehicles including lorries and pick ups, a practice which compromises their safety.

II. Public transport regulation

Public transport management in Harare is under the responsibility of the Ministry of Transport and Communications which issues permits to operators according to their own choice of routes on the condition that they present a roadworthy vehicle.

The fares are fixed and controlled by the Ministry of transport and no longer the local community as before independence. The current fare levels are considered low given the real costs, although the people strive to afford them. Yet, the low current level of fares does not permit the operator to renew his fleet.

In Zimbabwe, the authorities as well as the operators are committed to the liberalization and self-regulation of the transport market, which should lead to greater dynamism of the sector.

With independence obtained, the State legalized 'emergency taxis' in 1982; 7-seater collective taxis, and then the 'commuter buses' (7 to 25 seats) in 1993. These measures were applied as ZUPCO was unable to meet the demand but they actually implied deregulation of the transport system.

The Zimbabwean State implicitly recognizes the need for a gradually shift to larger buses by its clear recent policy to refurbish the ZUPCO fleet and the passing of a new law exempting all large buses from the payment of import duties.

III. Public transport operators

■ *The Zimbabwe United Passenger Company Limited (ZUPCO)*

The Zimbabwe United Passenger Company (ZUPCO) is a holding company nationalized in 1988 with 51% of the shares owned by the State. Despite the government support in acquiring vehicles, ZUPCO never succeeds in effectively meeting the demand. In 2004 the Government decided to assume sole ownership of ZUPCO.

After having been the only legal public transport operator before the independence, it has been challenged by the numerous informal smaller capacity units, leading it into a period of decline. The ZUPCO fleet decreased from 1,200 buses in 1980 to around 700 in 1997 while its routes shrank from 426 to 270.

In 2002 a recovery plan was adopted which planned the purchase of a new fleet of modern buses including luxury coaches to cater for the needs of passengers who require space and luxury. The company also entered into partnership with a Chinese company to supply new, complete buses and essential components to repower and refurbish the old ZUPCO buses. The aim was to reach 1500 buses in operation by 2009.

■ *Commuter buses*

They are minibuses of around 11-15 seats and constitute the main motorized means of transport (over 80%) in Harare today at over 6,000 units. Though several companies with more than 200 minibuses can be counted, some even with modern facilities in terms of ticketing and strict operation, the market is globally very fragmented, with most owners owning between one and two vehicles. They operate along fixed routes with fares controlled by the State and depart only when they are full.

Their number significantly increased after their legalization by a presidential decree. Harare inhabitants noticed a substantial improvement in transportation for a period, because of the considerable reduction in waiting times and extension of the public transport network.

But the growth in the informal sector brought disorder, as some streets were turned into noisy and confused loading points. Informal operators currently face the challenge of renewing their fleet which has begun to be much less attractive and become unsafe.

Overview of different actors of the public transport system in Africa

	Country	Authorities	Operators
Central Africa	Cameroon	Ministry of Transport, Cities of Yaoundé and Douala, Ministry of Finance	Socatur, leBus (10%), traditional taxis (40%), motorcycle-taxis (30%), taxi-buses (10%)
	Central African Republic	Ministry of Transport and Civil Aviation, City of Bangui	Minibuses (70%), taxis (20%), motorcycles
	Chad	Ministry of Infrastructure (State Secretariat in charge of Transport)	Motorcycle taxis (85%), taxis and minibuses (15%)
	Congo Brazzaville	Ministry of Transport and Civil Aviation, CNPR	Minibus (40%), shared taxis or "100-100" (13%), taxis (25%), buses (5%)
	Democratic Republic of Congo	Ministry of Transport and Communications Routes, City of Kinshasa, Ministry of Economy	STUC SARL (20%), minibuses (70%), Office national de transport (ONATRA)
	Equatorial Guinea	Ministry of Transport, Technologies, Posts and Telecommunication, CNTR, CNSR	Taxis
	Gabon	Ministry of Transport and Civil Aviation	SOGATRA (1%), taxis (50%), minibuses (50%)

	Country	Authorities	Operators
Eastern Africa	Burundi	Ministry of Transport, Posts and Telecommunications, Bujumbura City	Buses OTRACO (10%), taxis (15%), minibus taxis (70%), bike and motorcycle-taxis (5%)
	Comoros	Vice-Presidency in charge of Transport and Tourism	buses, minibuses, taxis
	Djibouti	Ministry of Equipment and Transport, Conseil National des Transports (CNT)	Intercity buses (40%), taxis (30%), minibuses (30%)
	Eritrea	Ministry of Transport and Communications	Buses (45%), minibuses (35%), and taxi cabs (15%)
	Ethiopia	Ministry of Transport and Communications	Buses (15%), taxi minibuses and midibuses (75%), taxi cabs (5%)
	Kenya	Ministry of Transport, Transport Licensing Board (TLB), Nairobi city council	Buses (15%), matatus (75%), taxis (5%), Boda-boda
	Rwanda	Ministry of Infrastructure	"Share taxis" minibus (80%), bus (5%), taxis cars (10%), motorcycle taxis (5%)
	Seychelles	Vice-Presidency in charge of Tourism and Transport	Taxis (20%), intercity buses and omnibus (80%)
	Somalia	Ministry of Transport, Civil Aviation and Ports	Taxis, minibuses and shared taxi
	Uganda	State Secretariat in charge of Transport, Transport Licensing Board (TLB), UTODA	Matatus or taxis (30%), Boda-boda motorcycle (20%), bicycle (60%), bus (1%)
	Tanzania	Ministry of Infrastructures Development, Department of Communications and Transport, SUMATRA, DART	Buses (20%), minibuses (70%)

	Country	Authorities	Operators
Western Africa	Benin	Ministry in charge of Land Transport, Air Transport and Public Works, City of Cotonou	Zémidjan (95%)
	Burkina Faso	Ministry of Transport	SOTRACO buses (5-10%), taxis (35%), intercity buses (50%)
	Cape Verde	Ministry of Infrastructures, Transport and Sea	Minibuses Hiace, taxi cabs
	Côte d'Ivoire	Ministry of Transport, AGETU	SOTRA buses (20%), minibuses (27%), Shared taxis (32%), taxi cabs
	Gambia	State Secretariat of Public Works and Infrastructures of Development	GPTC (40%), taxis (60%)
	Ghana	Ministry of Transport, DVLA, NRSC, MMDAs	MMT buses (15%), Tro-tro (minibuses), shared taxi (85%)
	Guinea Conakry	Ministry of Transport, City of Conakry	Taxis (45%), minibuses (45%), buses (10%)
	Guinea Bissau	Ministry of Transport and Communications	Buses, minibuses
	Liberia	Ministry of Transport	Buses (25%), taxi cabs (75%)
	Mali	Ministry of Equipment and Transport ,BRCTU	Large buses (35%), minibuses (65%)
	Niger	Ministry of Transport and Civil Aviation, ECOGAR	SOTRUNI, SNTV
	Nigeria	Ministry of Transport, LAMATA, FCTA	Buses (30%), Danfo and Molue (70%)
	Senegal	Ministry of Infrastructures, Land and Air Transports, CETUD	Buses (20%), minibuses 'Cars Rapides' (45%), taxis (35%)
	Sierra Leone	Ministry of Transport and Aviation, SLRTA	Taxis, minibus, SRLTC
	Togo	Responsibility of Transport Attached to the Presidency	Oléyia (80%)

	Country	Authorities	Operators
Southern Africa	Angola	Ministry of Transport	Buses, Collective taxis, private taxis
	Botswana	Ministry of Works and Transport	Minibuses and midibuses, taxis
	Lesotho	Ministry of Public Works and Transport, RTB	LFBSC (0.5%), taxi-minibus (75%), taxi
	Madagascar	Ministry of Transport and Tourism, ATT	Taxis or "taxi-be", bush-taxis
	Malawi	Ministry of Transport and Public Works	Buses (25%), minibuses (50%), taxis (1%), Matolas (24%)
	Mauritius	Ministry of Public Infrastructure, Land Transport & Shipping, National Transport Authority (NTA)	NTC (40%), Other companies with buses (45%), taxis (5%)
	Mozambique	Ministry of Transport and Communications	TPM (18%), Chapas (80%), Others
	Namibia	Ministry of Works, Transport and Communication	Buses, taxis, combi
	South Africa	National Department of Transport, Provincial, local departments	Buses (20%), minibuses (70%)
	Swaziland	Ministry of Public Works and Transport ,Road Transportation Board	Buses, minibuses, taxis
	Zambia	Ministry of Communications and Transport	Buses, minibuses, taxis
	Zimbabwe	Ministry of Transport and Communications	ZUPCO (10%), commuter buses (80%)

Review of operational conditions of public transport vehicles in Africa

The data used for this report were collected within the framework of a survey carried out with nearly 70 transport operators but only a dozen forms were returned (approximately 17.1%). The data below summarises the replies of the respondents:

Country	Companies	Types of vehicle	Fleet	Average age of the fleet	Types of company
Ivory Coast	SOTRA	Bus	814	5-10 years	Public
	UTB	Bus	96	5-10 years	Public
		Minibus	20		
	STB	Bus	120	5-10 years	Public
		Minibus	30		
		Car	18		
	UPETCA	Metered taxis	6,000	10-15 years	Association of taxis
Burkina Faso	SOTRACO	Bus	43	10-15 years	Public
		Car	2		
		2-wheelers	1		
South Africa	GFLEET	Bus	250	0-5 years	Public
		Minibus	145		
		Car	6,642		
		2-wheelers	10		
		Truck	250		
	Golden Arrow Bus	Bus	1,050	10-15 years	Public
Kenya	KBS	Bus	31	0-5 years	Public
		Minibus	254		
Cameroon	SOCATUR	Bus	70	10-15 years	Public
Namibia	City of WINDHOEK	Bus	60	+ 15 years	Public
Burundi	OTRACO	Bus	50	5-10 years	Public
	Association of minibuses	Minibus	90% Bujumbura fleet	10-15 years	Association of taxis

A. Operational conditions of public transport vehicles

1. Regulatory and institutional framework

The data collected during this study show that with the exception of state-owned or parastatal companies which operate often under concession agreements or specific contracts, almost all transport companies do not have any contract with the transport regulatory authorities. Some formal administrative documents always exist, but operate in an artisanal framework.

With the exception of certain countries, public transport in Africa is almost always under the direct control of the

ministries in charge of transport. The administration is also often performed by the local communities. In general, this does not enable follow-up and results in somewhat 'rational' management of the activity. Indeed, only certain countries such as Cote D'Ivoire, Senegal or South Africa have a legally constituted organising authority, responsible for the daily regulation and working under the supervision of the Ministry for transport.

Legislation governing transport is often obsolete (dating from the early post-colonial decades: 1970s). This situ-

ation brings the problem of the inadequacy of the legislation in force vis-à-vis current development realities. Furthermore, there is sometimes overlapping in existing legislation or conflicts in competency in the attribution of the various state structures (transport management, territorial municipalities, etc).

It is thus vital today that we progress with the full-scale institutional reform of the transport systems in Africa for a sustainable development of this industry whose smooth functioning will lay the foundations for that of many other industries.

These overlapping of responsibilities create a disordered operational framework. In such a context, clandestine and informal transport, more flexible than formal companies with large buses, gains an increasingly large market share. Formal companies complying with the regulations are very often subject to unfair competition by the informal sector, which hinders their operation. Hence, the need for structured transport growth in Africa is overdue.

II. Road transport infrastructures

One main weakness of transport systems in Sub-Saharan Africa is the lack of transport infrastructures.

At the conclusion of the survey performed in the framework of this study, it appears that the transport infrastructures, in particular roads, account for over 43% of public transport vehicle malfunction. For various reasons, roads are poorly maintained, or not maintained at all throughout the continent. Moreover, very few are paved. The different maintenance policies developed for the maintenance of built roads have been rarely implemented.

The table below shows percentages of paved roads in Africa:

	Surface (km ²)	Population (million inhabitants)	Paved roads (%)
Western Africa	5,112,060	223.24	22.6
Southern Africa	6,005,240	108.77	20.7
Eastern Africa	6,755,902	233.87	9.5
Central Africa	3,021,180	29.66	4.1
Total for Africa	20,894,382	596	15.1

It is obvious from this table that there are few tarred roads in Africa. Only around 15.1% of roads in Sub-Saharan Africa are paved; which means that there are not enough infrastructures for transport. Vehicles are thus operated in poor conditions and heavily exposed to the consequences of this bad quality road network.

In the majority of the African large cities, there are always some main arteries where traffic is difficult if not impossible. The existing roads are often old and may be geometrically incompatible with average speeds today. Some arteries have very steep downward slopes, in particular in the case of interurban transport. To this must be added the problem of road capacity. Growth projections for urban traffic in Africa at the time of road construction did not anticipate the current levels of traffic. This huge increase in traffic is also partly due to the sharp rise in the importation of second-hand vehicles from Europe in recent years.

However, some good examples can be pointed out in particular in the field of the implementation of dedicated roads in the framework of BRT projects: Lagos has launched operation of its BRT with at present, a 22km long corridor, Johannesburg is building 36km of its BRT which will finally be 122km long, and others are underway in Dar-Es-Salam and Accra. The construction of roads for exclusive use by public transport with the aim of structuring the city must be widely encouraged in Africa.

The importation of second-hand vehicles entails problems of congestion which reduces average speed and exacerbates externalities such as pollution in terms of quantity of emissions but also in terms of the greater toxicity of these emissions, in particular for the diesel fleet.

III. Social, economic and environmental considerations

■ Socio-political environment

The customs of African populations generally have damaging consequences on the smooth running of transport. Areas adjacent to pavements and cross-roads are generally transformed into places of trade. The pavement area is also sometimes occupied, forcing motorists, pedestrians and cyclists to share the use of the roadways. These roadways, badly maintained, are thus reduced and perpetual congestion is hence found in the districts where markets and coach stations are located.

Poor road discipline also hinders transport improvement. Drivers observe driving rules only when absolutely necessary, and this is also one of the main causes of urban congestion. This has negative consequences on vehicles as this behaviour increases the risk of accident and obliges drivers to permanently slow down their speed. This consequently impacts on the lifetime of brake discs and engines.

Besides, Africa is the continent most devastated by political conflicts. According to the strategic Atlas 2008, out of 35 serious conflicts reported in the world, 13 are located in Africa, where 15 countries out of 53 are in the midst a "crisis of average to high intensity".

Political instability in the majority of the African countries does not allow the socio-economic development of the various sectors. The transport sector is strongly affected by this constraint. Indeed, during the several uprisings following the elections in African countries, or during the popular movement against the political decisions, in particular the increase in the price of basic necessities (fuel, foodstuffs, etc), it is a recurrent scene to see populations committing numerous acts of vandalism on transport infrastructures (tyres burning on roadways, destruction of signalling equipment, destruction of public transport vehicles). In parallel, during the various incidents of post-electoral unrest and putsches, buses are broken or burnt by citizens expressing their anger in the streets.

Another important fact hampering operations is the lack of skilled staff to run but also and especially to maintain and monitor the maintenance of public transport vehicles. Many companies have gone bankrupt due to inefficient technical maintenance or spare parts management.

There is an acute need of capacity building in the public transport sector, not only regarding operations but also in planning issues as one of the real challenges remains to devise an effective and sustainable transport scheme catering for African realities.

■ **Climatic environment**

Sub-Saharan Africa has a great diversity of climates but the prevailing climate is a tropical one. From one end to the other of the sub-continent, heat differences are greatest between seasons, as well as between night and day. In the southern part, heat is attenuated by the moisture brought by the ocean and the altitude, particularly on the high plateaux of Eastern Africa. However, in spite of its low contribution to the worldwide production of greenhouse gases (less than 4%), the Intergovernmental Panel on Climate Change, a UN-established research panel, asserted that Africa is already feeling the effects of the climate change and will suffer more from it in years to come. This situation and the fact that this part of the world is usually one of the hottest, renders the cooling systems with which current vehicles are fitted unsuitable. Besides, dust is the second climatic element which affects vehicles. Indeed due to the high amount of particles present in the air in some African regions, the air filters are usually rapidly blocked. The cooling systems in vehicles are thus not suitable for use in such conditions.

■ **Public transport financing**

The public transport sector receives scarce financing because of the lack of political will to help this sector; even though some states are firmly committed to the rehabilitation of viable public transport for their citizens, generally speaking, African governments seem to be unaware of the economic collateral effects of public transport disorganisation. Thus the priority in allocation of budgets is still not given to this important sub-sector.

Private investment banks seldom invest because of the lack of confidence in this sector, which lacks effective advocacy to Africa decision-makers. For the paragon governmental companies that used to or still exist, one of the main issues is the difficulty for governments to pay subsidies to compensate for maintaining affordable fares and also for concessionary travel for some social groups (police force, schoolchildren, etc).

Moreover, there is insufficient facility offered to the informal sector for fleet renewal. Presented as such, the African transport sector is in difficulty and is struggling to find the means to continue.

The following average proportions emerged for maintenance costs from the various companies surveyed:

- Labour: 4.85%;
- Fuel and oils: 61.65%;
- Tyres: 7.67%;
- Spare parts: 23.94%;
- Other: 1.89%.

More than 30% of companies' budgets are allocated to the purchase of spare parts (various parts and tyres). Public transport also suffers from the recurring increases in the cost of fuel.

Financing issues also lead to aged fleets with an average age that is on the increase. Generally, the trend in fleet renewal in Africa is to acquire second-hand vehicles usually from Europe. There are some structured companies that acquire new vehicles, but given the key position held by private operators in Africa, most renewals involve acquiring second-hand vehicles. From interviews with persons responsible for taxis and minibus associations, it became clear that these second-hand vehicles are mainly used for informal transport. This informal transport is usually provided by operators for reasons of profit. They are not transport professionals and thus the acquisition costs are the main criterion for fleet renewal. This choice is further supported by the poor quality of the roadway systems, which destroys the vehicles very quickly. Thus, as the minimisation of the capital costs facilitates speedier amortisation, second-hand vehicles appear to be the ideal choice. This state of affairs was strongly apparent from the study. Indeed, across all operators who were assessed:

- 20% of vehicles in use are between 0 and 5 years old;
- 40% are between 5 and 10 years old;
- 30% are between 10 and 15 years old;
- And 10% are over 15 years old.

So 70% of the public transport vehicles used in Africa have between 5 and 15 years of use, clearly demonstrating that the vehicles used in Africa are aged in nature.

Apart from the structured companies, the main mode of maintenance performed by transport actors is corrective maintenance. This very costly system of maintenance renders maintaining the vehicle in a roadworthy state more and more difficult.

B. Impacts of the operating conditions on public transport vehicles

I. Impact on vehicles

The operating conditions of public transport vehicles described above are not without consequence. The result - affecting structured companies as well as unofficial transporters - is that the vehicles struggle to continue operating in these conditions. Many vehicles remain immobilised due to technical failures. The parts with the most recurring failures are:

■ **The braking system**

The survey revealed that the brakes of the vehicles used in Africa for urban public transport are not fit for use. This may be explained by the permanent braking by urban bus drivers due to the road conditions, but more frequently because of traffic congestion. Used permanently in this way, the braking equipment is worn earlier than it should be.

The table hereinafter provides an overview:

	Main causes				
Affected parts	State of roads	Age of vehicles	Climate	Overloading	Congestion
Braking system	✓			✓	✓
Suspension	✓			✓	
Tyres	✓			✓	
Engine		✓		✓	✓
Gearbox					✓
Bodywork		✓	✓		

For all operators surveyed, braking equipment accounts for nearly half of bus breakdowns in recurrence terms and represents the same proportion of failures for minibuses and other taxis. For taxis, this can be explained by their system of operation: they are generally hailed in the streets.

■ Engine

Constituting the traction device for buses, engines are one of the most vulnerable parts. It was demonstrated during the study that overloading, poor road conditions and congestion occur frequently in African urban transport. This situation leads bus drivers to generally remain at low speeds for long periods. In such conditions, engines quickly lose power, a phenomenon also due to approximate maintenance and unfavourable conditions of use.

Furthermore, engine problems are also linked to the use of second-hand vehicles. Clearly, in a fleet comprising vehicles with an average of between five and 15 years of age, there will be difficulties with engines that have already had a long former service life that then enter into worse operating conditions.

■ Shock absorbers

Shock absorbers are one of the main problems encountered. Overloading by African public transport operators due to the small scale of their offer compared with the great demand and the state of roads damages the shock absorption system of the vehicles. In general, the quality of the urban roadways is bad and constantly driving on unpaved roads or roads with many potholes quickly destroys the suspension system.

■ Tyres

Tyres wear out frequently and contrary to other failures, whose proportions in fleets are linked to the make of vehicle, tyres wear down at the same rate, regardless of vehicle type. This is a problem that generally affects every single fleet of the surveyed companies. Since tyres are the part directly in contact with the ground, they are exposed to the direct consequences of poor road quality (potholes, cracks on unpaved roads, etc).

The problem of the tyres and the suspension system is exacerbated for large buses due to frequent overloading which increases the axle load.

■ Gearbox

Under the conditions of use described above, when the gearbox is manual, it unavoidably wears out more quickly. Proportionately, the breakdown of gearboxes represents approximately 10% of all breakdowns in the various companies surveyed.

■ Bodywork

This aspect is not common to all the countries, in particular inland countries, but it has been observed that this problem is in general specific to cities bordering oceans, due to the ambient moisture and sea salt. Thus, vehicles exposed to marine breezes are more affected by corrosion than those operating inland.

The atmospheric corrosion of metals is similar to rusting in water. It results from the action of ambient oxygen, and possibly of water (condensation of moisture, rain, spattering, salt). The three main causes of degradation are:

- light, in particular ultra-violet;
- moisture;
- heat.

As well as these main generally worn out parts, there are other recurrent malfunctions but these vary from one company to another and from one type of vehicle to another.

II. Social consequences

These various problems, caused mainly by the operating conditions, involve operators having to frequently pay for maintenance to be able to continue their activity. However, the financial problems described above limit the possibilities open to these operators. Thus, downtime increases and ends up by affecting companies' fleets. For private operators with a small fleet, discontinuing their business rapidly becomes inevitable and for structured transport companies, the offer becomes increasingly small. Consequently, vehicle quality generally deteriorates; these vehicles being over-operated to fill the gap to cover permanently immobilised vehicles.

For passengers, waiting time at bus station grows increasingly long and mobility is greatly reduced.

All these problems plunge operators in a perpetual cycle of 'back to square one' and put a brake on the development of the activity.

C. Reflections on solutions to be adopted by public transport operators

To attenuate the effects of all these problems encountered, public transport operators in Sub-Saharan Africa are obliged to find ways to adapt their vehicles to the conditions in order to reduce the impact on their activity. But the means, vehicle type and quality of maintenance labour being different, the structured companies resort to different adaptations than the informal private operators. The following list of modifications made by transport operators is not exhaustive but covers only current practice on the continent.

Generally, used vehicles from Europe can be used in Africa but with certain precautions, in particular a tendency to oversize vehicles for Africa given the more difficult operating conditions.

I. Actions already undertaken by operators

Technically, changes already carried out to adapt vehicles to African conditions include:

■ On buses

A certain type of articulated bus having the engine and exhaust pipe at their rear causes a great quantity of dust and abrasive particles each time the bus starts up. The ventilator of the cooling system thus sucks in the particles stirred up by the bus start-up. Because buses have to stop and start up several times during their route, their cooling systems and engines often break down.

A solution devised by operators is to redirect the exhaust pipe to exit at the side of the bus, thus solving the problem.

On 12m buses, for example, the engine power is around 240Hp. Because of the recurring overloads, these types of engine have already been replaced by 330Hp Caterpillar engines by some manufacturers to extend the lifetime of the engine. Indeed, since in Africa the buses are always crowded and use time is long, the 240Hp engines break down more quickly and their maximum lifetime is 5-6 years compared with ten years elsewhere.

In some cases the position of components is changed to adapt them. For example, the air intake is placed high up (on the roof) because it was observed that below 1.2 meters there is a risk from dust blockage, even when a filter protection is used. For the same reasons, the engine cooling system is placed on the roof because of the mud which can obstruct the radiator for example and lead to engine overheating even when the radiator is a standard size. But placing these elements high up requires an initial design minimising maintenance operations.

Public transport operators have also had problems with the front bumper, which is not very shock resistant. Operators usually strengthen the bumper using various methods, but very often this reinforcement is done by installing additional layers of fibreglass inside.

■ On taxis

Due to the high costs of maintenance, rapid degradation of the second-hand vehicles generally used in Africa, and to render their business profitable, it is frequent for some taxis operators to buy and adapt vehicles designed to run on gasoline. Indeed, since vehicles running on gasoline are less expensive to purchase, some operators buy them and with the assistance of local mechanics, transform the energy source by adapting them to diesel use. According to these operators, this equates to around approximately 90% of the acquisition cost of a vehicle originally designed to run on diesel.

This is a practice generally carried out by vehicle importers who mislead their customers. However, it does have an impact on the lifespan of the vehicles.

■ On minibuses

Certain adaptations are also made to minibuses. Taking into account once again the initial capital costs, some buy utility vans with a maximum total weight of 3.5 tonnes (such as Mitsubishi Canter). The van is then reshaped by selling the rear shell and having local sheet metal workers build the body of minibus; then the engine is completely overhauled. The production cost varies across the continent, ranging from 70 to 80% of the purchase cost of a second-hand minibus.

II. General considerations to be applied for an African public transport bus

Taking into consideration all the problems encountered by transport operators in Sub-Saharan Africa, due in particular to the infrastructures and other difficult operating conditions, the following general proposals are made for the design of African buses:

■ Robustness

To safely address the harsh operating conditions, the structure and the components of the chassis must be protected from corrosion. They should be designed to resist the high temperatures and humid condition of most of African countries. An anti-corrosive protection must be guaranteed for a long period, for instance at least ten years.

■ Suspension

Because of overloading and poor road conditions, a shock absorption system adapted to the various axle loads found in Africa must be designed. To be appropriate for the continent, it needs to be oversized. This suspension must be automated so that the ground clearance remains constant whatever the vehicle load. A mechanism for assisting handicapped people must be envisaged.

■ Braking system

To resolve braking problems, consideration must be given to the use of the latest technologies, computer-

assisted if required. An Anti Blockage System should be favoured for the braking system to increase the brake discs' lifetime.

■ **Gearbox**

The gearbox must be automatic and tough. It must comprise speed limitation devices to adapt its use to urban or interurban transport. For urban buses, a nautomatic gear box is recommended whereas for interurban buses, a semi-automatic gear box is recommended.

■ **Engine**

Even though Africa faces low purchasing-power issues, vehicles for Africa must be equipped with engines meeting Kyoto Protocol pollution standards. Power must be revised upwards so as to guarantee an optimal lifespan in the load conditions encountered in Sub-Saharan Africa. Engine power should be above the current level to meet overloading practices prevalent in Africa. An engine of at least 250Hp is suitable for such overload conditions. Safety devices must be envisaged to prevent engine start-up under certain conditions (maintenance slot opened, etc.). Other devices must be envisaged to ensure engine safety in the event of a decrease in oil pressure or overheating. Besides, the use of clean fuel or a low-emission engine is recommended.

The transmission of the movement must be designed to allow the vehicle to survive the difficult operating conditions and to be able to be used in optimal conditions of safety and comfort. The maximum speed of the vehicle must be:

- 70km/h for urban buses;
- 110km/h for interurban buses.

■ **Steering**

Integrated power steering is recommended, being best suited to urban driving conditions. Power steering is suited to urban transport as it improves drivers' productivity and also allows the driver to easily manoeuvre out of small streets and congestion.

■ **Electric wiring**

To facilitate maintenance, all electric cables must be colour-coded and be properly insulated. This aims to decrease the maintenance times and lead to better availability of vehicles. It also avoids or minimises the risks from electric shocks.

■ **Energy**

To reduce the production of green house gases and improve the urban air quality, the African bus could have a less polluting energy source. For example, it could work with natural gas which is less polluting than ordinary fuels. Natural gas is often described as the cleanest fossil fuel, producing less carbon dioxide per joule delivered than either coal or oil. It is a cleaner alternative to other automobile fuels such as gasoline (petrol) and diesel.

■ **Capacity**

Complementary operations between minibuses and large buses can be foreseen with the use of minibuses for feeder routes and large buses for trunk roads.

Various capacities should thus exist:

- Up to 50 places for minibuses;
- From 50 to 110 places for buses.

The standards regarding space occupied by passengers must be complied with to ensure optimal comfort on board. Integrating the various means of transport will allow to users to travel using several means of transport with a single ticket.

■ **Configuration of the interior**

It is preferable that the vehicle comprises at least two doors for better boarding and alighting. These doors must be wavering interior with two casements. The internal space must be adequately ventilated, even when all the glazes are closed in period of rain by using ventilators or air extractors. The driver's cab must be comfortable, ergonomic, protected and adapted to operation with only one agent. Seats must be comfortable and proofed against vandalism. The space between seats must be a comfortable base with the passengers. The minimum space between two successive seats should be approximately 75cm. The vehicle must be equipped with three modern wind vanes of line (front, side and back), visible remotely of day like night, even under unfavourable conditions of visibility.

■ **Simplicity of maintenance**

Only electronic devices able to contribute to making maintenance easier are recommended. Their maintenance should be modular where possible and troubleshooting easy.

Conclusions

Over half of states' economic activity is concentrated within the cities mentioned in this report, most of which are country capitals. These cities are vital urban centres for economies. However, looking at the studies and projects implemented so far, these are markedly more concerned with the provision of road, rural and interregional transport than urban public transport, even though public transport actively contributes to the dynamism of daily activities in these urban centres.

Historically, in almost all countries studied, the sovereign need to establish a public transportation system for the mobility of populations has always been manifested very early and often before independence. States sought to create state-owned and parastatal companies with large buses in line with a 'modern' and Western definition of public transport. A classic pattern of population growth coupled with unchecked urban sprawl has occurred almost everywhere, with the official company unable to meet this demand. The already existing traditional informal sector, neglected by the authorities, gains momentum by supplementing the services of the formal structure and later by competing with it. We can estimate that over 60 formal companies providing public transport services have experienced a period of prosperity only to later disappear. But the informal sector should not be taken as solely responsible for these bankruptcies; financial or spare parts mismanagement is often also the reason for their downfall.

In all countries the informal or 'small-scale' sector is largely dominant today. It could be estimated as providing 80% of collective transport supply, in a context of widespread 'running out of steam' by formal enterprises with large buses, even in the light of recent initiatives. It must be said that when regulation is not strictly applied, the informal sector engages in fierce and often unfair competition with structured companies operating large buses.

The intercity transport sector is significantly more active and more stable than the urban transport sector. The different operational realities seem to provide an explanation.

The operating rules of city buses are largely flouted; there is a strong will on the part of the African governments to implement public transport, the absence of which hits the local populations hard.

However, the minimum measures are not applied such as the operational optimisation of the vehicles, anticipation of maintenance problems or availability of spare parts.

The informal sector operates mostly with much smaller motorised vehicles than the 'conventional' large public transport bus. Informal transport units comprise 16 to 24-seat minibuses widespread in most cities in this report. The most common are Japanese brands (Toyota Hiace, Mazda, etc.), ubiquitous taxis (4-5 seats) and 'combi' type minibuses whose capacity ranges from 9-15 places are also fairly commonplace. In many countries, they often compete against each other in this field, with minibuses seeming to generally have the upper hand.

Minibuses are most often used for intercity services and can serve urban areas along their routes, while taxis are mostly confined to serving the inner cities and their suburbs.

Individual taxis formally differentiated from shared taxis and sometimes equipped with a meter, are also present in some countries.

Midibuses (25-45 seats) operate, but are much less commonplace than minibuses. It should be pointed out that one of the advantages of the informal sector is precisely the smaller size of the units, as most vehicles will not start until they are full and so large capacity vehicles may incur lengthy waiting time for users, particularly during off-peak hours, and thus experience declining ridership.

Under current informal operations, the minibus appears to be the ideal and most profitable means for this sector. Its popularity can be explained by its capacity to transport more passengers than taxis and ability to achieve more turnarounds than the midibus. Although a barrier exists: the acquisition cost, which in some countries can be seen as a strength, in poor countries the cost is considered as high and cannot be borne by the population when translated into travel costs. This explains the recent increase of motorcycle taxis that are spreading throughout cities but also into rural areas. The poor condition of roads in Africa is a factor underpinning their expansion as motorcycle taxis seem to be better suited to running on almost impassable roads. The poor road network is therefore a key element limiting the operations of large-bus companies.

A main asset of the informal sector that foils all attempts to ban it, is its ability to provide large number of jobs (in Benin, more than 200,000 persons are employed in the Zemiðjan industry).

The 1990s also coincided with structural adjustment programmes imposed by international donors, for which outcomes have been mixed. Except for a handful, all states opted for the liberalisation of the transport sector with its measures to wind up structured companies and facilitate market access for private informal transporters.

This raises questions of definition and terminology, as in many countries, although these carriers are called informal, they are implicitly recognised by the government, pay taxes and comply with the institutional mechanisms in place depending on the level of enforcement by the state itself. Even if they are accepted by the public authorities, we consider that this sector can be generally grouped under the generic name of "collective transport" different from "public transport" in the way that public transport in its strict sense respects some basic rules such as the predefinition of routes and the provision of a scheduled service. In addition, the "informal" sector generally lacks order and is beyond supervision, even and especially in the form of organised unions with powerful lobbies.

In truth, liberalisation of transport has often been synonymous with deregulation followed by disorder, since the number of informal transporters grew significantly and the system became chaotic. The informal sector is generally criticized due to its negative externalities of air pollution and lack of road safety. The vehicles are usually in poor condition, and this is coupled with bad driving behaviour. In this sense, motorcycle-taxis are even more vulnerable than other informal transport means. Moreover, the prolifer-

eration of these small units contributes to the congestion now commonplace in most of the African metropolises.

The presence of an urban transport organising authority does a great deal to help solve the problems of running a transport system distorted by the domination of the informal sector. Responsibilities and information are often scattered between several entities, hindering a consistent response. Public transport monitoring is facilitated by the presence of an organising authority.

Given the scale of the dysfunctioning that the informal sector causes, some states have undertaken measures, with a good results in some cases. A measure of a certain interest is the professionalization of informal transport underway in Dakar and planned in some other cities. This involves consolidating the multitude of operators into a few formal bodies, assisted in the renewal of their fleets. Bodies can take various forms such as taking advantage of major project to make the transition from informal to formal. This is notably the case in Lagos with the introduction of its BRT network, under which one of the largest associations of operators in Nigeria, formerly 'owners' of informal vehicles, was enabled to officially run high capacity buses on the BRT network.

Transferability in Africa of the successful Latin American BRT system is being studied in several countries.

Clearly, it is helpful to consider what is the best regulatory system for public transport in Africa. The coexistence of informal sector companies operating small units and large buses is hard on the large bus operators, especially in the context of total deregulation. Governments must still recognise the structuring and sustainable effect of high-capacity vehicles on the public transport landscape.

It should be noted that in Sub-Saharan Africa, purely private initiatives operating urban services with large buses are relatively rare.

In addition, the different forms of state intervention are diverse: some states commit infrastructure provision (Lagos), others subsidise operations while some buy vehicles to be used by the operator. In any case, the state must undertake its social responsibility in providing effective transport for the welfare of populations.

Regarding operating conditions of vehicles, corrective actions are already often undertaken to reinforce vehicles, but this remains insufficient. It is thus necessary to design and manufacture a bus that complies technically with the few and non-exhaustive points listed in this document. A prerequisite is for the general specifications to be quantified in figures. The next stage of the Trans-Africa project is devoted to this activity and is set to produce the necessary results.

Nevertheless, in the development of buses for Africa, the question of financing is crucial as technically, the design of a bus for Africa should not pose a problem. There seems to be a contradiction between adapting or designing a quality and durable bus for Africa with theoretically higher manufacturing costs and the low purchasing power of African companies. Besides, the 'cheap' bus favoured by African operators could be more expensive, in terms of post-purchase maintenance, than a bus effectively adapted and intended for Africa.

It is consequently important to adopt a global approach and also seek to develop mechanisms to finance public transport for Africa. The lack of such mechanisms means that projects never effectively come to fruition.

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*An informal transport terminal
in Abidjan (Côte d'Ivoire)...*



... A high-capacity bus in Accra (Ghana)



*The new Bus Rapid Transit system
(BRT) of Lagos (Nigeria)...*



*... A bus station with a futuristic
design in South Africa*



*View of a Gautrain terminal
(South Africa)...*



A formerly neglected area, the transport sector is drawing growing attention from the African public authorities, economic analysts and international donors as an essential vector of growth, poverty reduction and sustainable human development.

Given that the majority of Sub-Saharan African inhabitants are expected to be living in urban areas by 2025, it is imperative that measures be conceived and applied to anticipate these major urban mobility challenges.

It is now unanimously acknowledged that such access for populations to sustainable mobility could not take place without the implementation of bold policies in favour of public transport development.

It is within this dynamic that the Trans-Africa project is conceived, led by the International Association of Public Transport (UITP) and the African Association of Public Transport (UATP) with the financial involvement of the European Commission.

This report is the first outcome of the project and provides an overview of the public transport sector in 44 countries in Sub-Saharan Africa.