

# *Sustainable Mobility for African Cities*

Promoting non-motorized transport options and compact cities as complements to public transport  
Expert Group Meeting with a Focus on West African Cities

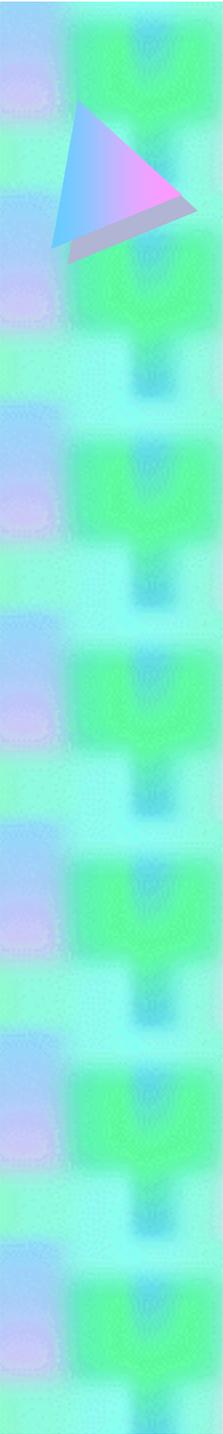
October, 2010 Dakar, Senegal



Presented by:

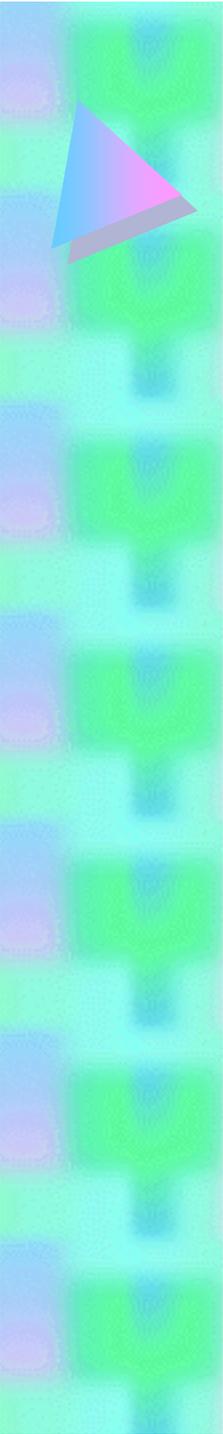
**Senwan T. Wiah, CCTM**

The Monrovia Transit Authority  
Somalia Drive, Monrovia, Liberia



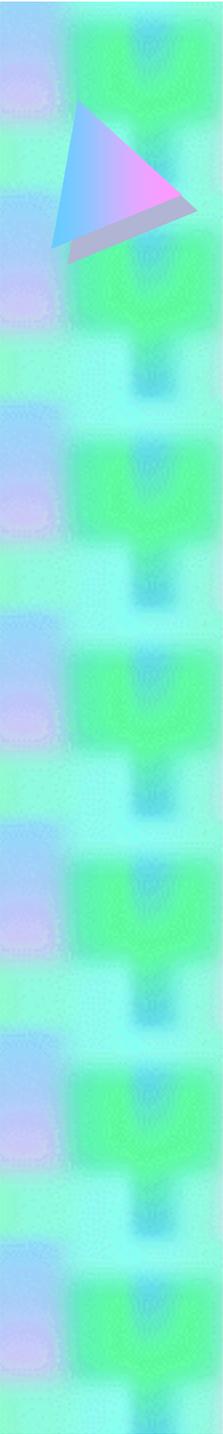
# ***Introduction/Background***

***The Monrovia Transit Authority (MTA) is a public transit entity, established in 1979 to provide reliable, efficient and safe transportation services. But as a result of the Liberian civil war, the premises of the MTA were completely vandalized, and sat desolate and dormant for over 20 years. However, about three years ago, Her Excellency, The President of the Republic of Liberia, Madame Ellen Johnson Sirleaf had the political will to put into place a team to resuscitate the only transit system in the country, so as to have the MTA resume providing transport services; and most of those who utilize its services are the poorest of the poor. Technically, the viability of MTA is a crucial issue as the national government strives in its quest to reduce poverty.***



# The Process:

*The President appointed Mr. Senwan T. Wiah, CCTM, a transit novice with over 27 years of experience, to head a team to revive the transit system with immediate effect. The team immediately drew up and put into motion a 3 year, 3 phase, plan into motion to put some form of organized but affordable urban transit system into operations; Phase I, System/MTA Rapid Start-Up (putting some buses on the streets the fastest way possible), Phase II, System Organization, Formation and Stabilization (system routing, mapping, policies and procedures) and Phase III, System Routing Reliability and Nationalization, NTA (inclusive city and suburbs department, adequate occurrence, minimum wait times, extension of routes to intercity routes linking entire country). With limited financial empowerment, used buses donated by the Spanish government, and personal support but sustained nudge from the President of the Republic, the system was able to press some 12 city style transit buses into service operations in 2 months, just in time for the Christmas and New-year holiday season of 2007.*

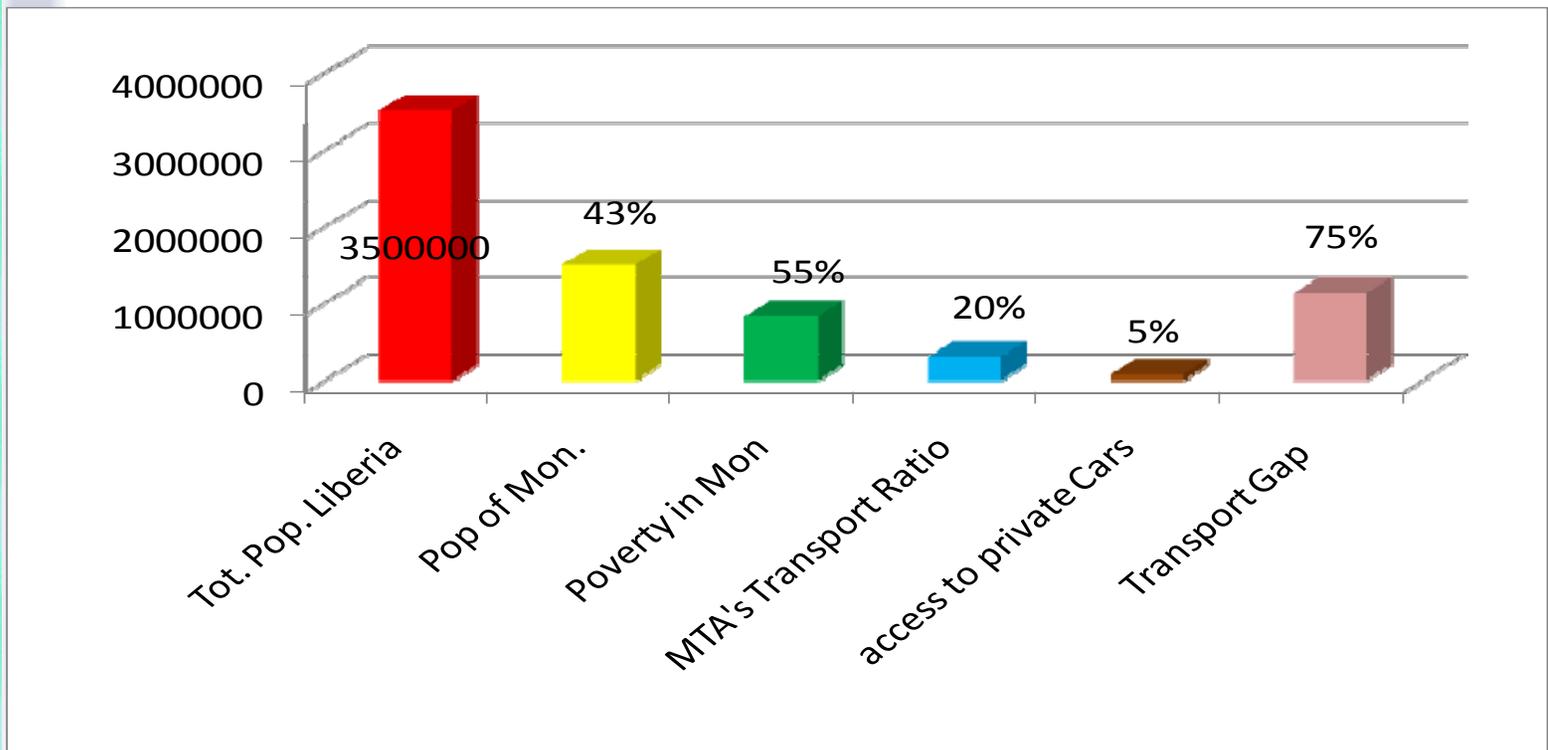


# Effective Performance:

*To date, MTA transports approximately 300,000 persons monthly throughout Monrovia and its suburbs. Of this number, about 120,000 persons are students. Statistics shows that there are about 3.5 million people living in Liberia and about 1.5 million people of the total of the nation's population resides in Monrovia. It is estimated that 69% of the population are students. Presently, MTA transports only 15% of the regular riding population, and only 5% of the student population. Therefore, the student transport gap is approximately 80% in the Monrovia area and its environ. On the other hand, the regular riders or non-student riders' transported by the MTA is about 20%; thus the regular transport gap stands at 75%. Indeed, the massive urban migration of people into Monrovia was a consequence of the civil war. (Find below graphical representation of these analysis)*

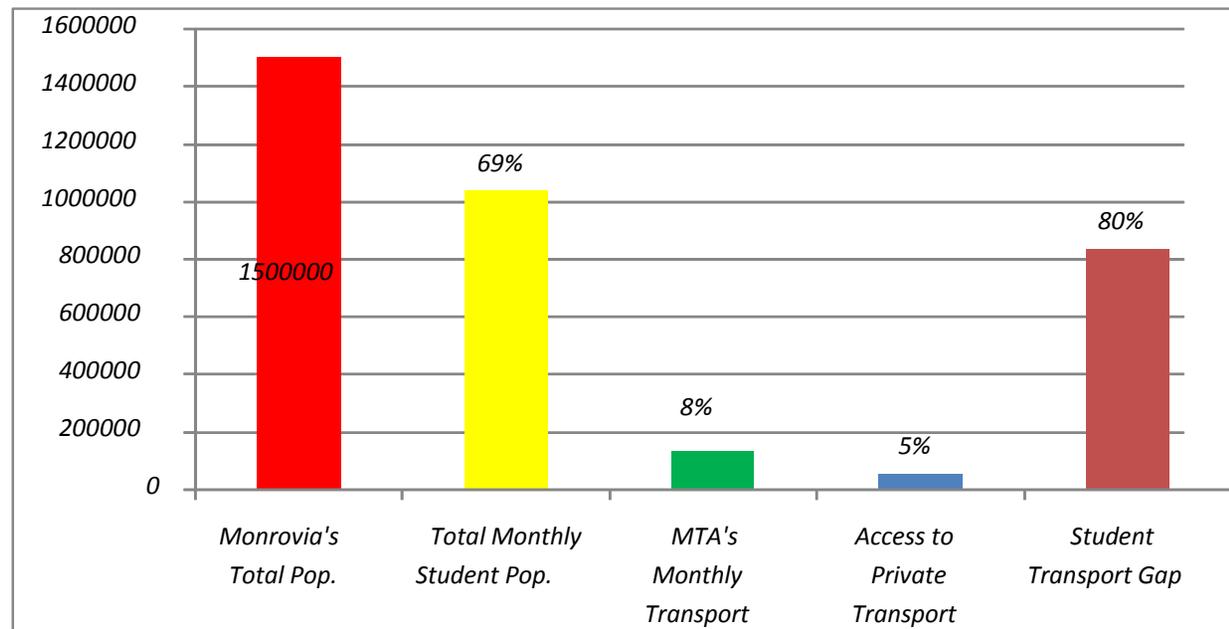
# Monrovia Population and Transportation Gap Analysis

Chart #1: The below chart indicates the total population of the city of Monrovia. MTA services only 20%, an additional 5% represent residents using other modes of transport, There is a 75% transport gap in the city of Monrovia that need urgent attention.

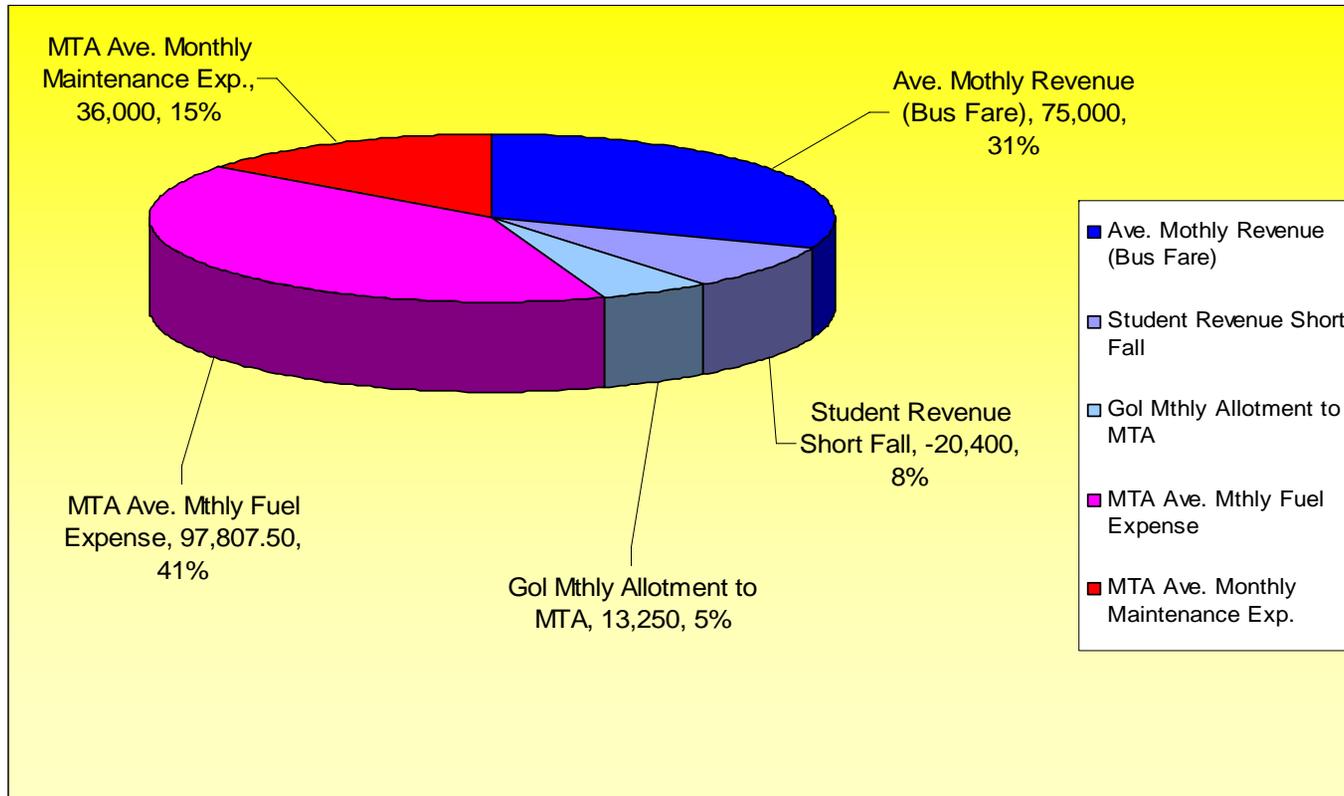


## Chart #2: Monthly Students Transport Gap Analysis

Note:: The below chart indicates that 69% of Monrovia's population is students; mta transports only 8% and 5% are students using other modes of transport, thus, an 80% student transport gap exist in the city of Monrovia.

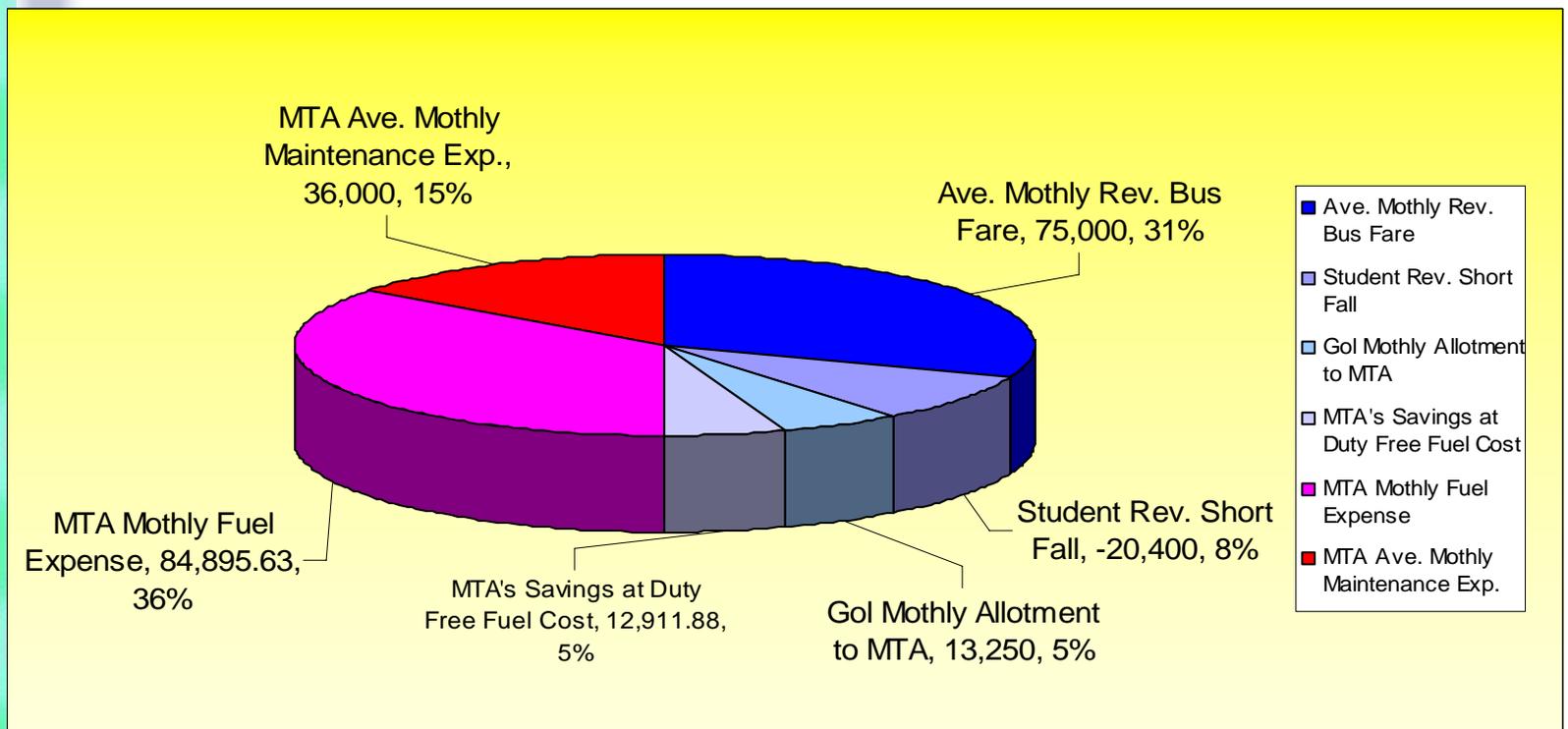


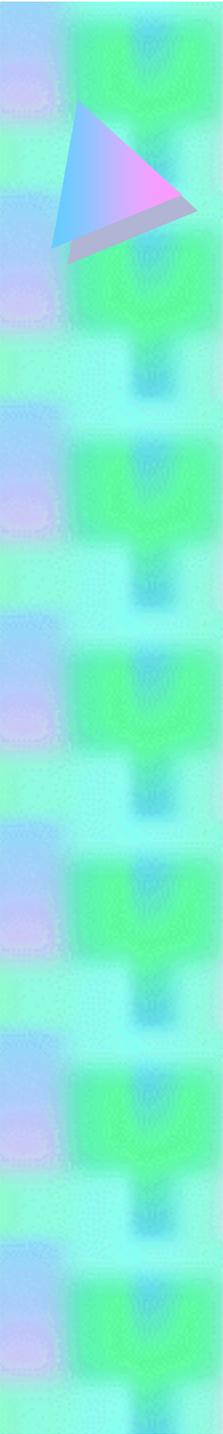
### Chart #3: Average Monthly Revenue, Expense and Student Revenue Short Fall Analysis



## Chart # 4: Further MTA Revenue Expense Analysis

- This chart below illustrates that MTA's revenue would look better if:
- The special student bus fare which causes a revenue short fall of \$20,400 to the MTA, needs to be subsidized so that MTA realizes it as revenue;
- If the MTA could purchase fuel duty free or with tax waivers, MTA would realize some \$12,911.88 monthly, savings which could then help fund operations and monthly maintenance cost.
- Note: In funding the shortfall in revenue caused by the special student fare, and granting the MTA tax waivers on its fuel purchase how the MTA can almost break even. A true 100% tax waiver on all petroleum products and parts could paint an even better picture of MTA finances.

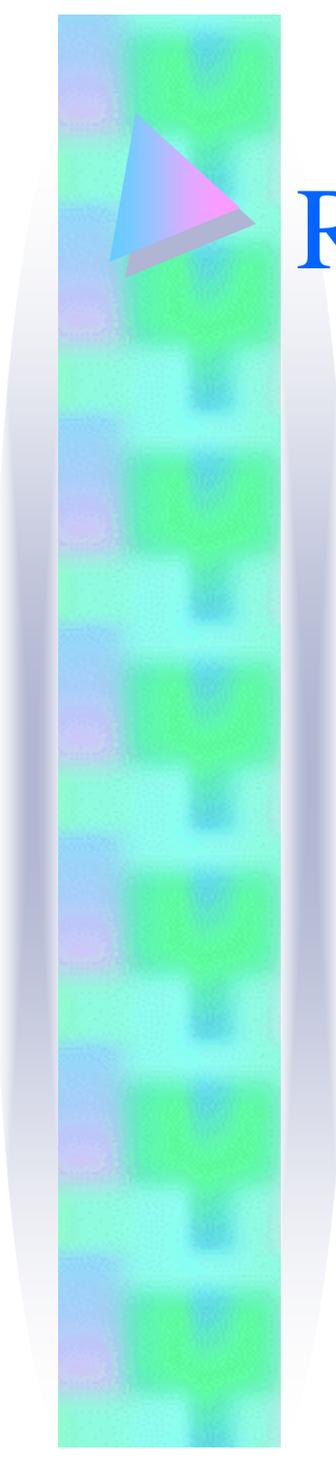




# System/ MTA Constraints

*MTA is faced with a number of constraints which need to be addressed. Amongst them are the following:*

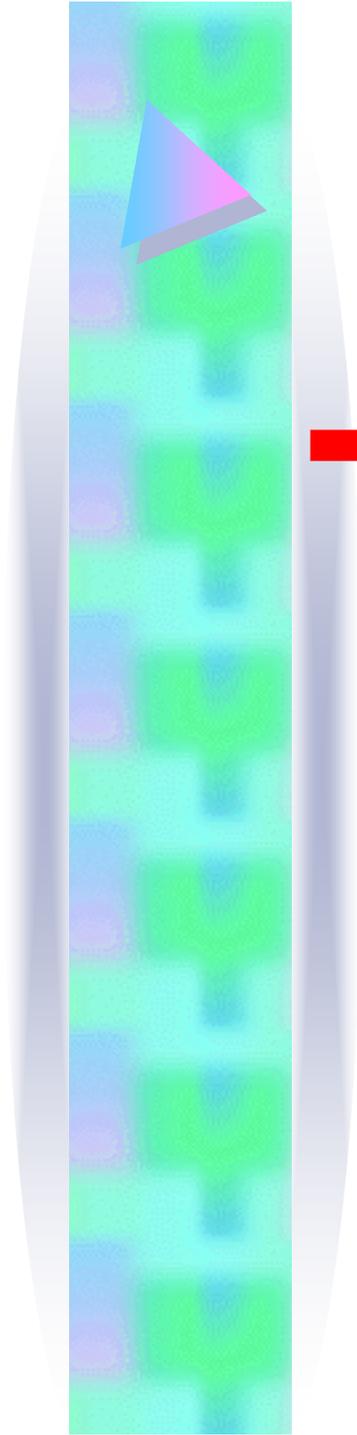
- There is no operational funding to subsidize the special student fare which constitutes a huge drop in fare to the MTA, but is very necessary;*
- The MTA system has not received tax waivers on the procurement of fuel and lubricants. Each bus burns about forty-five gallons of fuel per day; As MTA acquires more buses and expands services in the future, this privilege becomes all the more logical.*
- MTA lacks high power heavy duty tools and equipment to make repairs efficiently and promptly. For instance, to replace one tire takes two to three hours with 4 persons, instead of 15 to 20 minutes with just 1 person; a logical and necessary way to continue to reduce maintenance cost.*
- Technological support and in-service training for mechanics remains a very crucial need. Right now MTA has in its employ over forty-five (45) technicians. However, with training MTA could operate the garage more efficiently, and move to its planned technical revenue phase, when it can now generate revenue for the entity by doing contractual, technical repair work for other firms and agencies, through contracts. MTA then, don't just reduce its maintenance cost, but increases its revenues at the same time.*



# Recommendations

## **Recommending The 4 E Process Education, Education, Education !!!**

- 1. Education For Government and Political Leaders**
- 2. Educate Policy And Decision Makers**
- 3. Educate and train your consumers/population**
- 4. Educate Stakeholders like Businesses and Consultants (foreign and local)**



**THE**

**END!!!!!!**