Back ground

- Founded in 1887, and has expanded rapidly
- Altitude about 2500 meters above MSL
- Now among the ten largest cities in Sub-Saharan Africa
- Annual growth rate is 3.8%
By 2020 population growth would reach to eight million.

Population size is above 3 million.

Addis Ababa is the capital city of Ethiopia.

Financial and commercial institutions and 85% of manufacturing industries are located in Addis Ababa.
80% of total country fleet is registered in Addis Ababa

The city is organized into 10 subcities and 116 weredas

International bodies such as UNECA and AU are located

Addis Ababa serves as a transport hub of the nation
Household size is 5
Young people below 40 years are 80%
The city is highly literate
Expenditure on transport is 15%
About 4 million trips are generated on an average daily
A large share of trip is by Walk (60%)
Average trip length is 4.3 km;
Average trip length of walk is 1.5 km;

Work and education are the predominate purposes of trips (32% and 47% respectively)
Existing Addis Ababa City transport service
The Public transport system of Addis Ababa comprises

- The public agency owned Anbessa bus service (average operable Buses 730)
- The privately owned mini Bus Taxi with 11 seat capacity (Fleet size is 11,500)
- The midi Bus (Higher) with 27 seat capacity (Fleet size 442)
- Saloon Taxi with 5 seat capacity (4000)
- Non–motorized transport (walking) 60%
Critical issues of Addis Ababa city
Transport system

The rapid urbanization of Addis Ababa coupled with socio-economic development has posed numerous challenges and issues and these are listed below
Insufficient public Transport service

- Addis Ababa city transport is road based
- The public transport service of the city is composed of Mini Bus Taxis with 11 seat capacity, Anbassa city Bus with 100 seats and the Higer Midis Bus with 37 seats
- The limited capacity of the sector could not satisfy the mobility needs of the city
There is a wide gap between demand and supply.

80% trips are served by minibus Taxis and because of this the road is congested and polluted.

Because of congestion, average speed is about 10km/h in peak hour.
Inadequate Transport planning practice

- Transport planning is crucial in the provision of equitable, efficient and effective transport service in a city.
- However, transport planning has not been in place and this limitation is attributed to
- Lack of consistent trip generation identification, analysis and traffic assignment
Lack of travel demand analysis
Lack of proactive planning based on city development plan.
Despite its dominance, neglect of non–motorized transport.
Weak Traffic Management system

Effective traffic management is crucial for effective utilization of existing infrastructure

But prevailing traffic management practice in our city is at a lower level.

The situation is influenced by the following factors

- Increase on street parking
- Illegal on street vending
Weak traffic regulation enforcement
Lack of intelligent transport systems application
Absence of traffic management center.
Lack of traffic Management Process
Institutional capacity

- Institutional capacity is crucial for developing and managing urban transport system
- To solve the above issues projects like BRT, LRT Traffic management center are being undertaken
- The above projects need to be monitored by specialized experts
Following up the development process of the on-going urban transport projects as measured against the planned time, budget and quality is beyond the capacity of the Addis Ababa Road and Transport Bureau. Therefore establishment of project management office has become mandatory which would act as a steering body with a high level technical skill to existing and future transport projects.
Because of its essentiality the Addis Ababa city administration cabinet has enacted the Regulation for the establishment of the project management office.

The establishment of this office is almost completed.

Board of directors is also established to lead the project management office as a higher body.

The chair person of the Board of directors is the Addis Ababa City mayor.
After we solve the above mentioned Addis Ababa Transport’s issues we will have the following vision.

As per the vision of Addis Ababa Road and Transport Bureau and as per the aim of the GEF SUSTRAN PROJECT the Addis Ababa city administration is working to promote BRT.

Six BRT corridors (B₁, B₂, B₃, B₄, B₅ and B₆) are identified.

Instead of full coverage one pilot corridor study (B₂) is ongoing project.
Progress Report of the B₂ Pilot corridor

- The consultant has commenced his job
- He has produced an inception report
- To monitor and to evaluate the deliverables we have established a Technical committee under the leadership of the PMU and a higher body of steering committee
- The technical committee has forwarded its comments concerning the inception report.
The international consultant from TRL who has been provided by UN – Habitat (GEF sustain project) has forwarded has constructive comments.

On September 10 there will be a meeting of string committee in order to approve the inception report of the BRT pilot corridor feasibility and operational plan.
The expected activities from the consultant are the following:

Phase one: Demand forecasting

- Background information & concept definition
- Data collection
- Stakeholder /public involvement and communication
- Confirmation of BRT concept design
- Passenger and revenue forecasting
- Preliminary cost estimates
Phase two: service development & operational planning

- Operational service planning
- Vehicle specification (clean Technology application)
- Bus Technology feasibility analysis
  BRT system, diesel, hybrid, diesel electric, etc.
  For phase one 2013-2020
Fare collection
Passenger information
Branding, identify and marketing strategy
Phase three: design preparation and appraisal

- Corridor improvement plan
- Preliminary design of BRT running way, stations, interchanging, terminals and depots
- Risk analysis
- Environment and social impact assessment and resettlement plan
Costing and business case development

Socio-economic appraisal

Implementation plan

The city’s public Transport is expected to be augmented with MRT systems by 2014 – 2015 as per the existing plans and programs

This first phase MRTS covers two LRT corridors and one BRT corridor (refer figure 1)
Concept plan for proposed PT systems in Addis Ababa
Addis Ababa Transport system vision

- An integrated multi-modal sustainable clean transport system which is able to give quality service to all residents in an affordable manner (up to 2020)

- From 2013 – 2020 the clean technology BRT system i.e diesel, hybrid, diesel electric and eclectic trolley will be implemented
Because of this by 2035 carbon emission would be reduced in the range of 450 to 560,000 tons.

Cost and benefits of clean Technologies for BRT (ICCT)
Addis Ababa City Transport System
Goals – 2020

- Improve connectivity, accessibility and mobility with in the city
- Promote the use of NMT as a viable mode of transport in the city
- Link CBD to BRT corridor
- Converting of the existing motorized vehicular lanes to the electrical and regular bicycle lanes (by implementing stretching strategy)
Create new pedestrian zones, bicycle facilities, greenery in the inner city.

Link BRT and LRT stations with non–motorized access.

Extending the LRT and BRT corridors up to the suburb areas.

Extensive urban bus transport on non LRT and BRT corridors as feeder.
Targets -2020

- Atleast 80% trips done with sustainable integrated multi-modal system (walking, cycling, Bus, Rail)
- Atleast 60% of residents with in 1km of BRT station, 100% with 2km
- At least 80% of employment and local service sub-centers with in 2km of BRT station
Introduce NMT (2020)

- Promote the use of NMT as a viable mode of transport in the city
- Create new 30% pedestrian zones in the inner city.
- Convert 50% of the existing motorized vehicular lane into electrical and regular bicycle lanes (by implementing stretching strategy)
THANK YOU