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 in to 10 sub cities and 116 weredas**
- **International bodies such as UNECA and AU are located**
- **Addis Ababa serves as a transport hub of the nation**

- **House hold size is 5**
- **Young people below 40 years are 80%**
- **The city is highly literate**
- **Expenditure on transport is 10%**
- **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 (operable Buses about 730)
- The privately owned mini Bus Taxi with 11 seat capacity (Fleet size is 11,500)
- The midi Bus (Higher) with 27 seat capacity
- Saloon Taxi with 5 seat capacity
- Non–motorized transport (walking) 60%


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- **Absence of taxi bay to pick and to drop passengers.**
- **Absence of terminals on the origins and destinations of the mini bus taxis and of the midi buses.**

Critical issues in 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, Anbassa city Bus and the Higer Midis Bus
- The limited capacity of the sector could not satisfy the mobility needs of the city

- **There is a huge 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**
- **No forecast of future traffic demand**
- **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 traffic management center, Light Rail Transit, and implementation of new signals 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 it has become mandatory to establish a project management office 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**
- **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 (B_1,B_2,B_3,B_4,B_5 and B_6) are identified**
- **Instead of full coverage one pilot corridor study (B_2) is ongoing project.**

Progress Report of the B_2 Pilot corridor

- Detail design has been already acco
- The project is in a second phase
- For this second phase tender has been floated to select a consultant
- The winner is already identified
- Agreement is signed with the consultant

- **To monitor and to evaluate the deliberables we have established a Technical committee under the leadership of the PMU.**
- **Board of directors is also established to decide up on the outputs of the consultant.**

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)
- 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

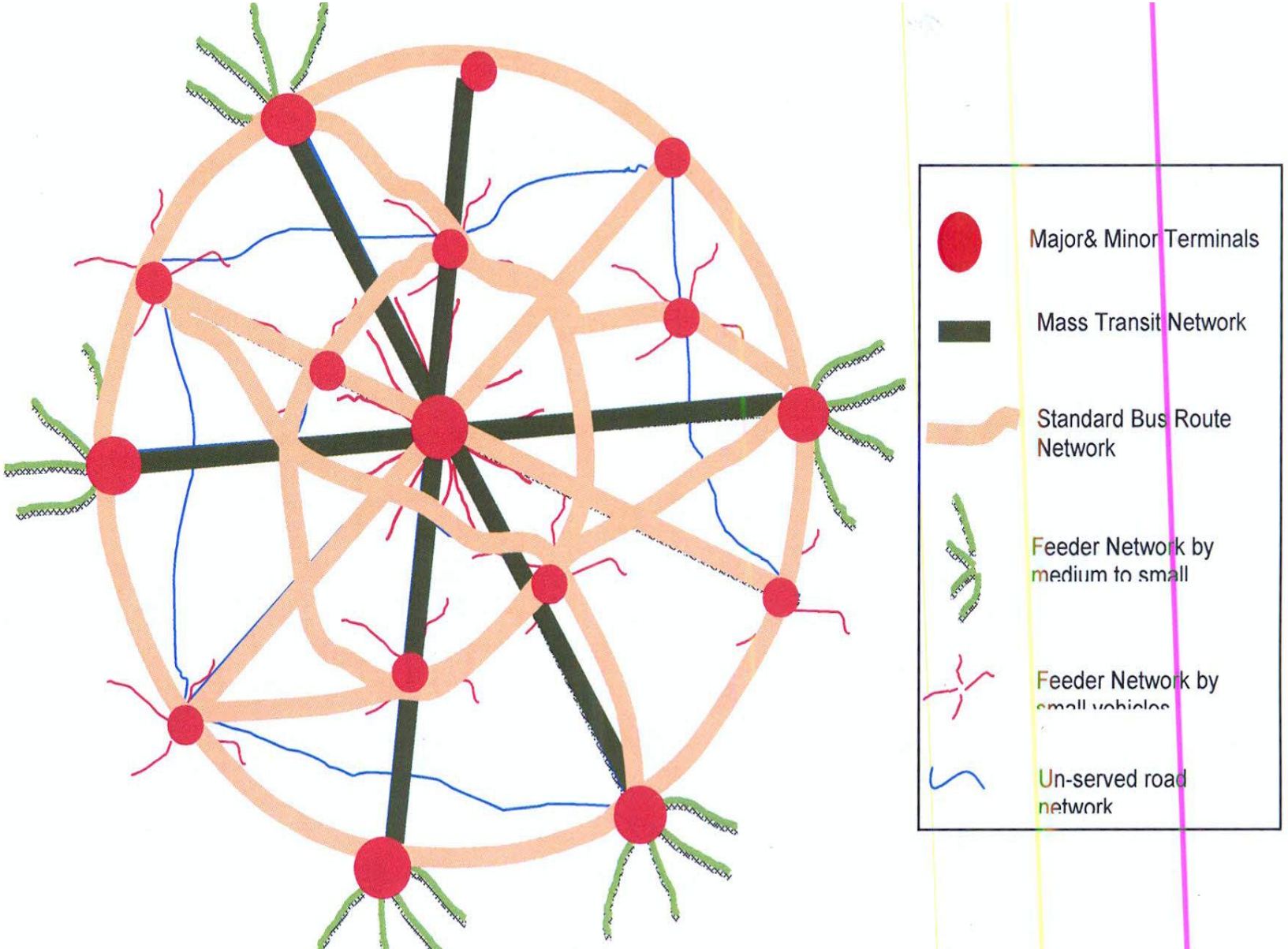
- **Costing and business case development**
- **Socio-economic appraisal**
- **Implementation plan**

The city's public Transport system form 2014 – 2015

- **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 tow LRT corridors and one BRT corridor (refer figure 1)**

Concept plan for proposed PT systems in Addis Ababa



Vision of Addis Ababa city's Transport system

- **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)**

Metropolitan 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 corridors
- Convert some 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.**
- **Extend 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 in to electrical and regular bicycle lanes (by implementing stretching strategy)


THANK YOU