

SUSTAINABLE TRANSPORT IN KAMPALA-UGANDA (CONTEXT, INITIATIVES, CHALLENGES AND THE FUTURE)

During the

**Berlin High level Dialogue on
Implementation of Rio+20 on Sustainable
Cities and Urban
Transport.**

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**Ministry of
Works and
Transport**



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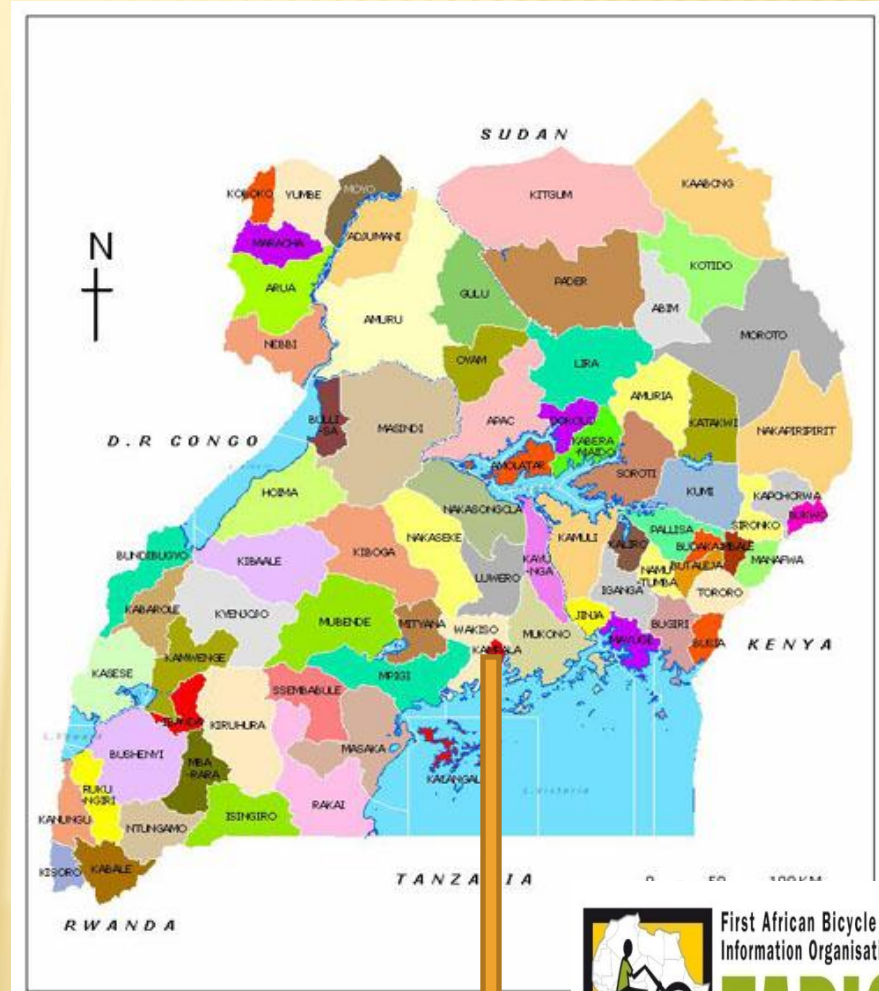
UGANDA -THE PEAL OF AFRICA

With an estimated population of 35 million people, and growth of 3%, Uganda's population will rise to 50 million by 2030.

Majority of this population is below the poor segment of society.

It is an agro based country which employs more than 80% of it population.

Agriculture has become more and more less productive due to not only climate Change but also limited political interest.



Kampala Capital City

UGANDA- THE PEARL OF AFRICA

whereas 52% of the population is below 15 years, 22% are between 18-30 years, and 4.5% are above 60 years of age.

It is estimated that 380,000 youth (defined as those between 18-30 years) each year are released to the labor market to compete for an estimated 90,000 available jobs, which increasingly is leading to high levels of unemployment, frustrations among the youth.

Source: Uganda Bureau Statistics, 2006

KAMPALA

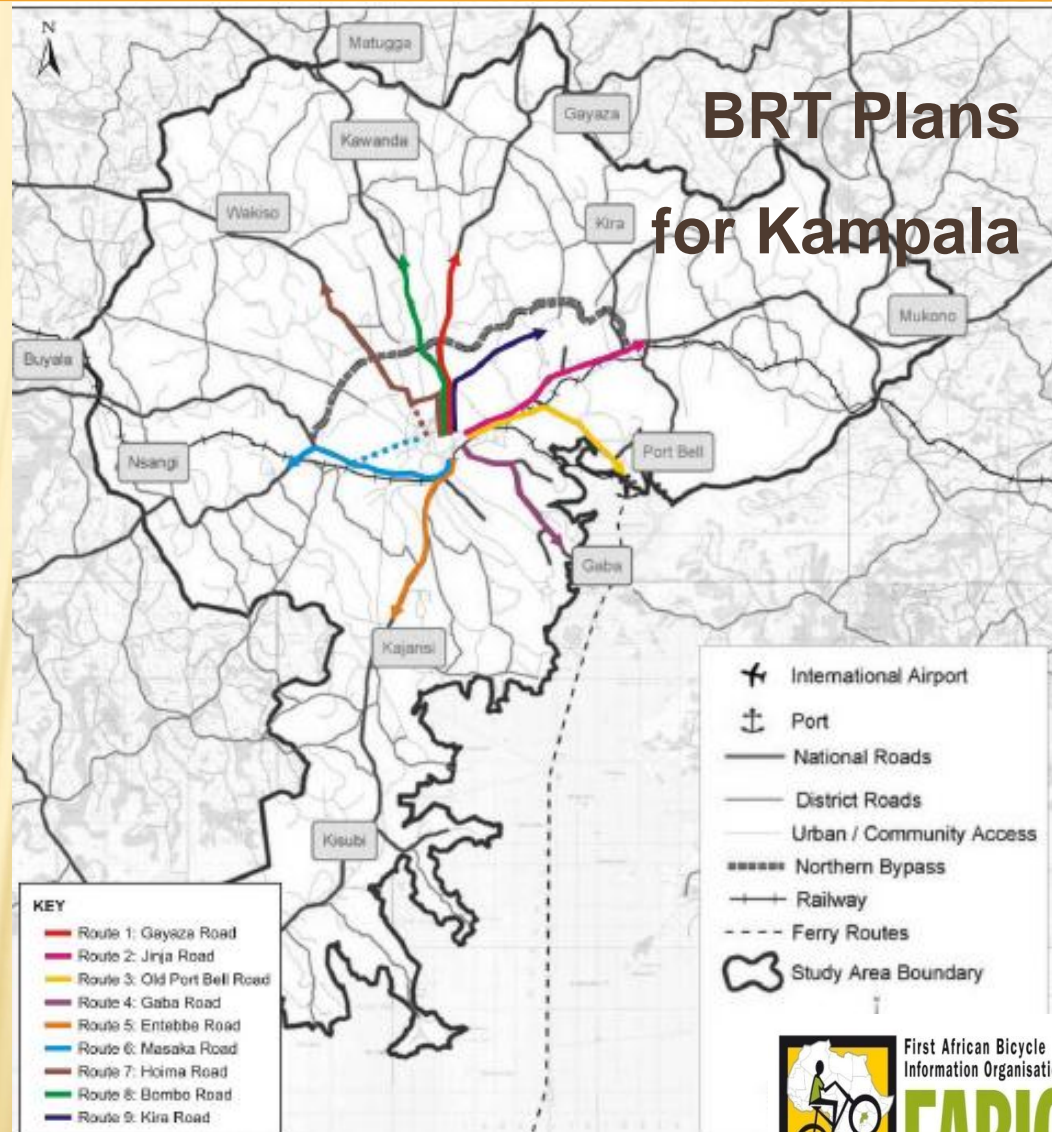


KAMPALA CAPITAL CITY AUTHORITY / GKMA

- GKMA (Greater Kampala Metropolitan Area) contains 2,3 million inhabitants

-It is expected to grow to 4,5 million in the next 15 years.

-It is experiencing high levels of urbanization and motorization following the global trends in the developing cities world wide



FABIO

- Local NGO of experts and agents of change for sustainable development through promoting sustainable transport solution.

- It started in 1997 but restructured in 2006.

- Vision-** A society where people have access and use environmentally friendly, affordable and sustainable means of transport for improved quality of life.

- Mission** – To promote Active Transport for improved quality of life through Networking, Advocacy, bicycle accessibility, capacity building and awareness creation.

Part of the FABIO team that have contributed to its growth



FABIO

- ✘ Capacity building of the boda boda operators.
- ✘ Addressing the question of Affordability through the bicycle credit.
- ✘ Advocacy and lobby for conducive cycling facilities, policies and programs.
- ✘ Promote the transfer of expertise in Active transport technologies from the North to South.
- ✘ Promote the culture of cycling for all including women and Children

TRANSPORT IN KAMPALA

Uganda is experiencing high levels of rural-urban migration, making mobility in Kampala challenging.

Urban and land use planning in view of transport is majorly motoristic creating a city for cars rather than for people.

Transport facilities in the city take care of less than 10% of the urban people and 90% who walk and cycle do not have adequate facilities. The little space left is taken up by vendor and also full of open man halls



Down town of Kampala

CONTEXT

- ✘ Road Usage & Enforcement of traffic regulations
- ✘ Infrastructure
 - Very low road capacity
 - Lack of an integrated and affordable public Transport system
 - Lack of facilities for Pedestrians & Cyclists
- Traffic management
- Public Transport
- Parking management

CONTEXT

- ✘ Trips in GKMA are completed mainly by what one may call public transport, predominately 14-seat-minibuses (“*matatus*”). And of late Motor Cycles.
- ✘ Despite the challenges indicated above the Bicycle which is the only faster sustainable alternative modes and many youth have taken advantage of it for income through Boda Boda (Bicycle taxi). Cycling image in the city is low, different cultures have limited especially women to ride bikes.
- ✘ Low bicycle Technology Development



Kampala during Rush hours



CONGESTION

KAMPALA'S traffic jams delays people to arrive at their destinations, and costs the economy shs. 500m (150,000 euro) every day.

According to the State of Environment Report for Uganda 2008, the city experiences jams because of the huge rise in motorization which is not been accompanied by infrastructure facilities.

For instance, during “peak hours – given that half of the 375,324 vehicles registered in 2008 are in Kampala, and each uses a minimum of one ltr of petrol in traffic jam every day, at shs 3500 (1.2 Euro) per ltr, this translates into losses of more than sh500m (150.000 euro) per day.”

(National road safety report 2010)

SAFETY ISSUES

- ✘ In the year 2010 24,000 road accidents were reported.
 - ✘ 39% of the fatalities are pedestrians
 - ✘ 32% Passengers
 - ✘ 29% others which include motor cyclists, pedal cyclist and drivers.
- This is one of the highest in the world.

Sustainable Transport efforts in Uganda

The journey for transformation transport in Kampala by the Ministry of Works and Transport started in 2004 with the National Transport master plan and plans for GKMA.

In this document Active transport or NMT was mentioned in a paragraph

Exposure Visits for the high level policy maker and planners to Netherlands, Bogota and New York enabled them to open up to sustainable transport solutions. It was lead by Director of National Transport then Dr. Itazi and this was organized by FABIO, ITDP-Europe then and the world Bank



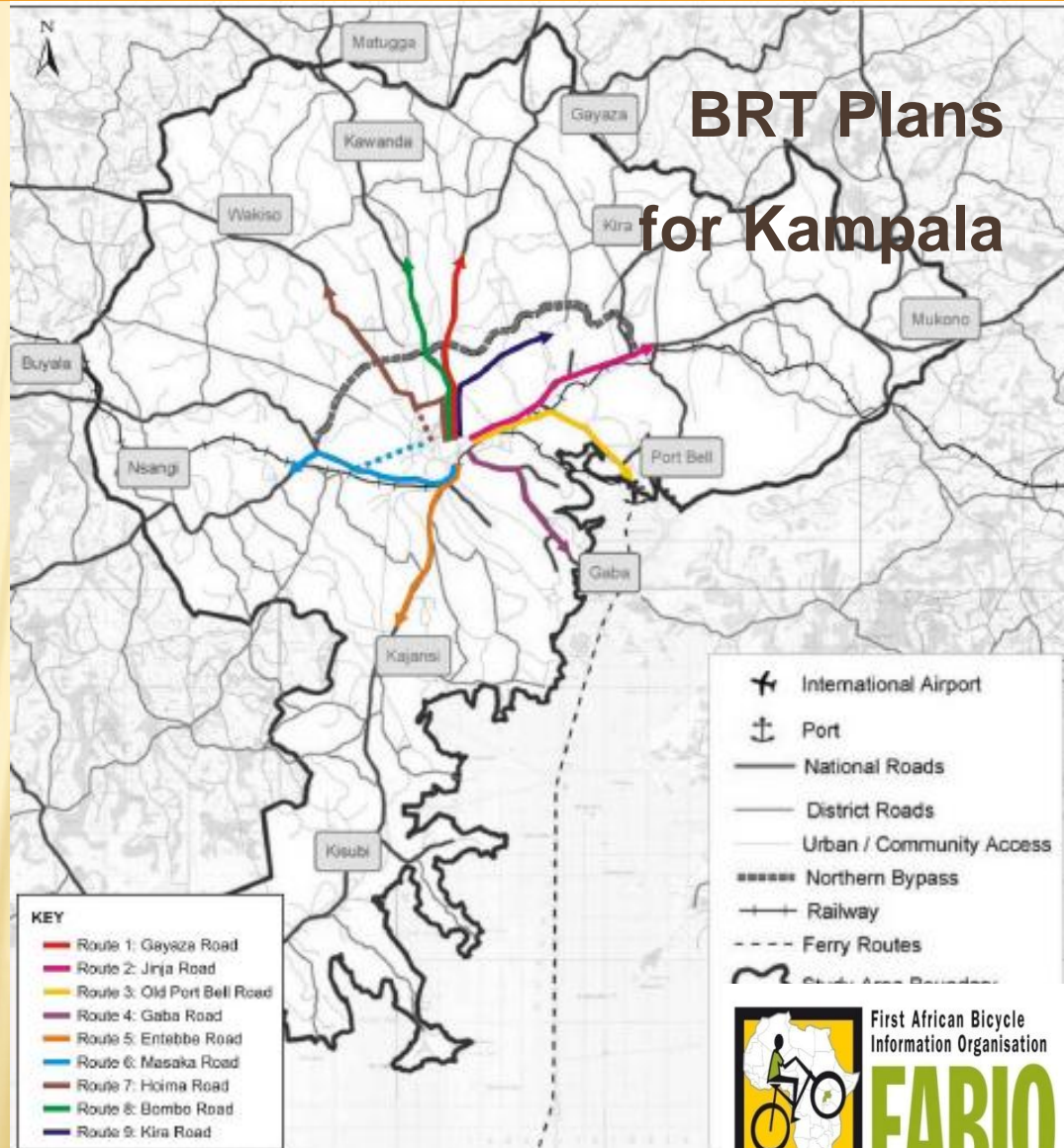
Cycle tours by the team were organized in all the different parts visited.



KAMPALA BRT PROJECT

A pre-feasibility study was commissioned, pilot corridors were selected and now it is in its final stages of feasibility study and detailed design

Important to note is FABIO is actively involved to ensure integration of Active Transport



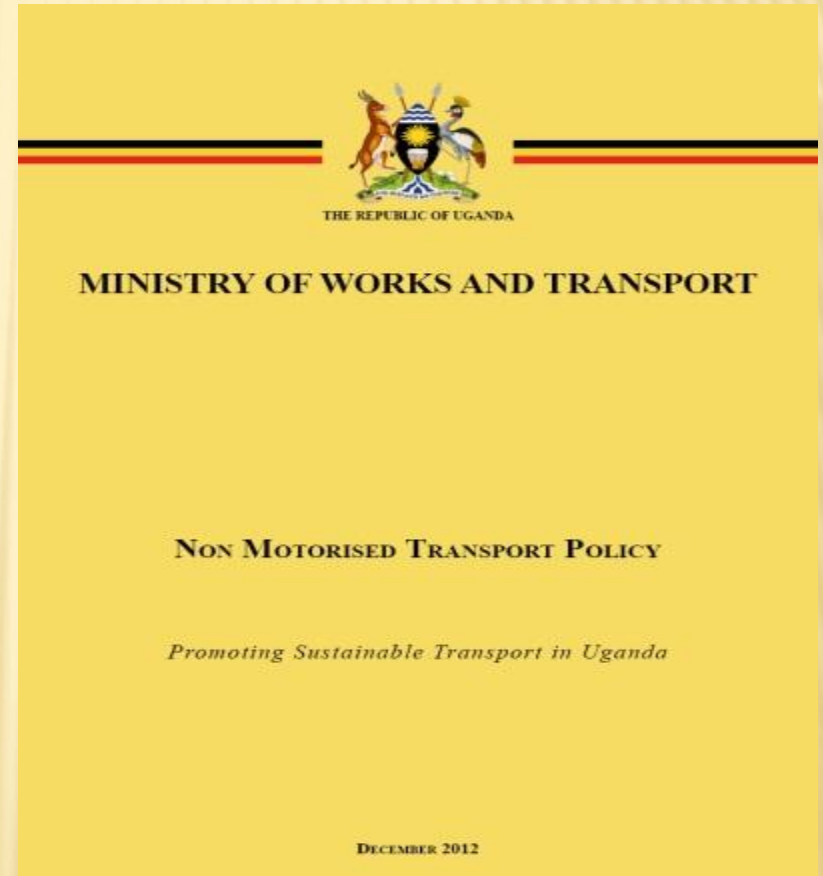
Kampala is moving toward this



Other than this

EFFORTS

With Assistance from UNEP and FABIO The Ministry just launched the National NMT Policy to guide the integration of Active Transport in the country's transport projects.



Car Free Day Kampala 2012



Training of CFD
Volunteers



16th December 2012
Yusuf Lule Road





CAR FREE DAY 2012



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FABIO

EFFORTS

The Ministry of Works and Transport Played a significant role including but not limited to providing lunch to whoever participated.

NEW VISION, Wednesday

PICTURE BY SAMUEL BALAGADDE



Participants at the launch of Car Free Day on Yusuf Lule Road in Kampala on Sunday

Government sets space for pedestrians

By SAMUEL BALAGADDE

The ministry of Works and Transport yesterday launched the non-motorised transport Police (NMT) as one of the interventions to promote walking and pedal cycling in the city.

The event was preceded by the launch of the Car Free Day in Kampala on Sunday where Yusuf Lule Road was closed to motorised traffic, leaving it for only pedestrians and cyclists.

Charles Opio, the assistant commissioner for policy analysis in the ministry, said walking and pedal cycling in the city has advantages such as conservation of the environments due to reduced vehicle emissions.

He said all upcoming big city road projects shall have walkways and pedal cyclists.

“The NMT policy will also address key issues in the road sector whereby all the roads will have separate

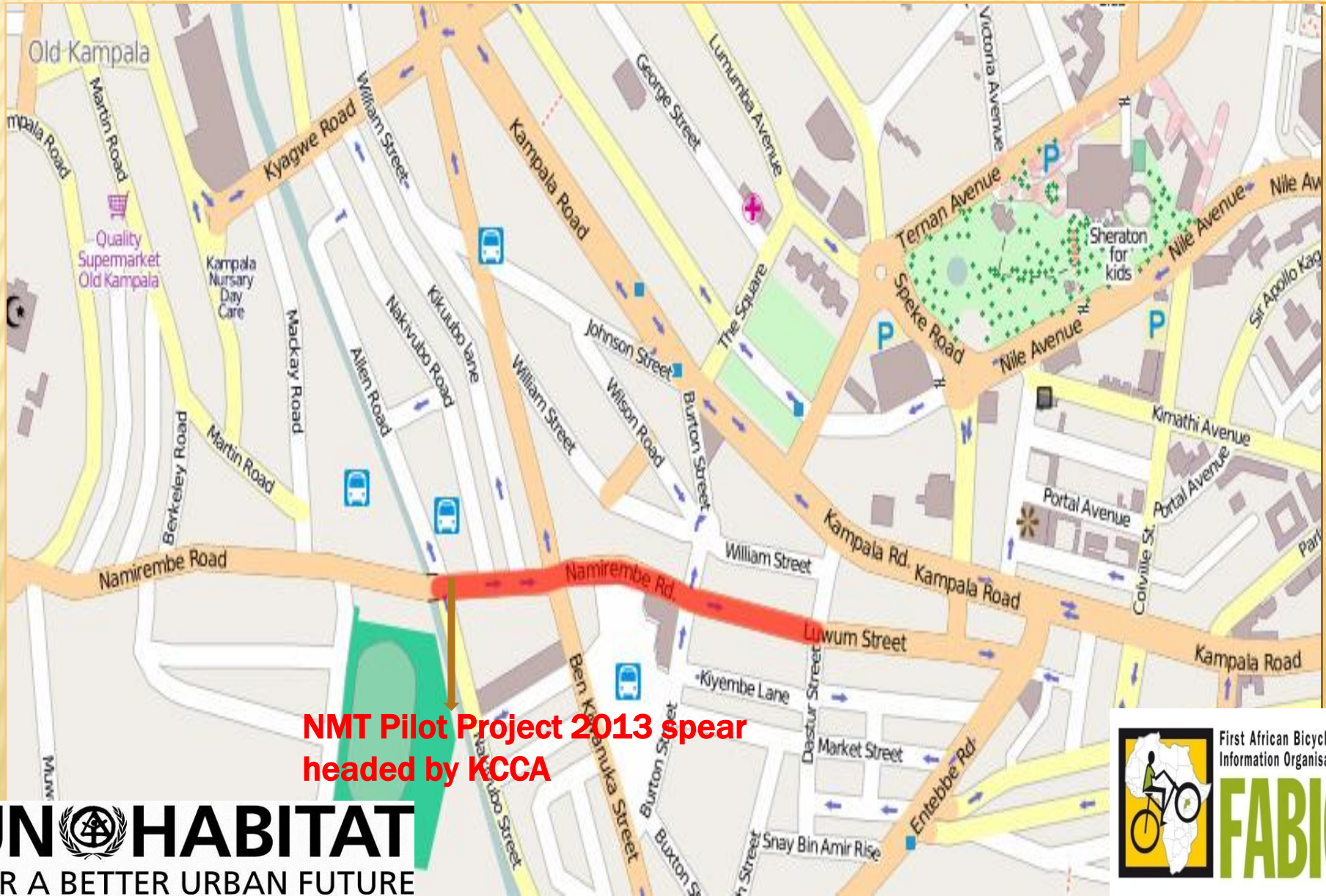
cyclists lanes and provisions for bicycle parking areas,” said Opio.

Patrick Kayemba, the executive director of First African Bicycle Information Organisation (FABIO) said:

“In our cities, pedestrians are the most vulnerable people on the road. It is a daily challenge for them to move safely. I hope that the new policy will address these issues and provide for separate pedestrian lanes and provisions for bicycle parking areas.”



KCCA Leads the NMT Pilot project implementation, it is a show case Project with support from UNEP and UN Habitat



NMT Pilot Project 2013 spearhead by KCCA

KAMPALA IS ONE OF THE GEF SUSTAINABLE TRANSPORT IN EAST AFRICA PROJECT –

- ✘ 2.8 million US Dollar for 2011 to 2015
- ✘ Kampala, Nairobi and Addis Ababa – development of options towards sustainable transport:
 - Bus Rapid Transport (incl. feeder service concept)
 - Improvement of existing public transport services
 - Non- motorised transport improvements
 - Traffic Management
- ✘ Feasibility studies
- ✘ Capacity building
- ✘ Regional network

CHALLENGES

- ✘ Road Usage & Enforcement of traffic regulations
- ✘ Infrastructure
 - Very low road capacity
 - Lack of an integrated and affordable public Transport system
 - Lack of facilities for Pedestrians & Cyclists
 - Low image and low bicycle technology development
- Traffic management
- Public Transport
- Parking management

CONCLUSION

- ✘ It is possible to have good implementation of sustainable transport solution if only there is consistent political will.
- ✘ Participation of the citizen to determine the city they want is a very key strategy for sustainable development and transformation of society.
- ✘ Sensitization for change of attitude and behavior of all road users is a key strategy that should be invested in.
- ✘ Low expertise in the developing countries is one issues that will ensure sustainability.
- ✘ There is need to reconsider the role of civil society considering it's location and values.
- ✘ There is need to consider different options for different context considering the different stages of development.

"THINK BIG AND PROMOTE CYCLING"

Thank you for Listening and have
a good day



Mujeres Arriba de la Cleto



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