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
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%
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.
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.
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 ongoing 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 (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

- Detail design has been already accounted.
- 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

- At least 80% trips done with sustainable integrated multi-modal system (walking, cycling, Bus, Rail)
- At least 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