



18/09/2020

# KEY FACTORS OF SUCCESS TO FORMALISE THE INFORMAL TRANSPORT AND THE SIGNIFICANCE OF AUTHORITIES

## THE SITUATION OF FREETOWN

 • @Lusilk



18/09/2020

- The Case of Freetown is presented to answer two key questions:
  - What are the key conditions of success to formalize the sector?
  - What role can Authorities play in favour of this transformation process?

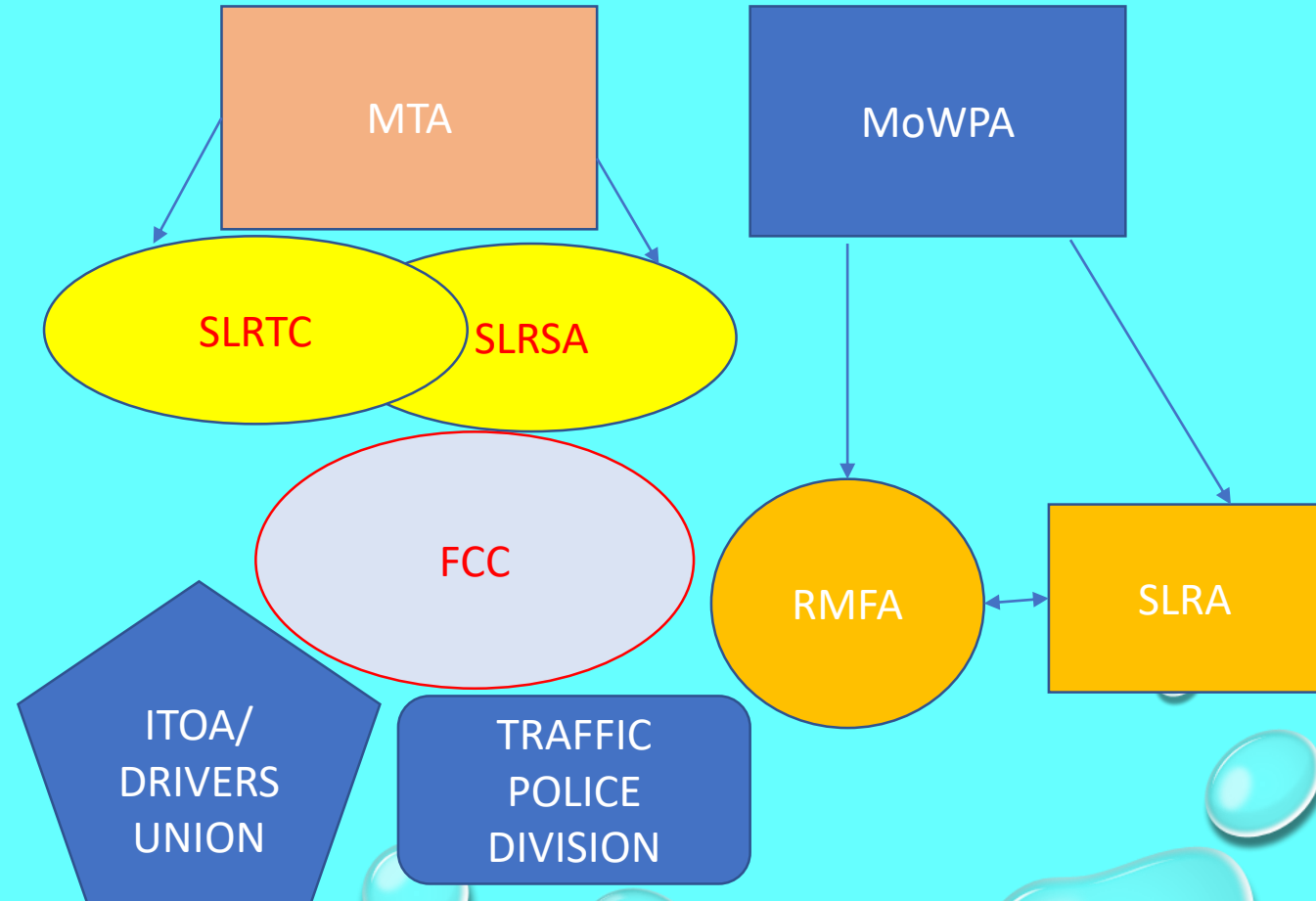
# City/Metro Area overview

- ❑ Population – 1,055,964 million (21.1% of the total population) (Census, 2015)
- ❑ 4.2% annual population growth rate (World Bank), it is projected to have 2 million residents by 2028.
- ❑ According to the Freetown Structure Plan (2013-2028), estimate show that by 2028, over 1.9 million people will live in Freetown (GOPA-CES, 2014), accounting for 65% of the total population living in urban areas of Sierra Leone (SSL, 2016).
- ❑ Freetown's urban growth rate to 2025 is higher than the national average, at 3.5% - at that time it will contribute 43% of the urban population.
- ❑ Freetown is in between the Atlantic Ocean to the West and the mountains to the East.

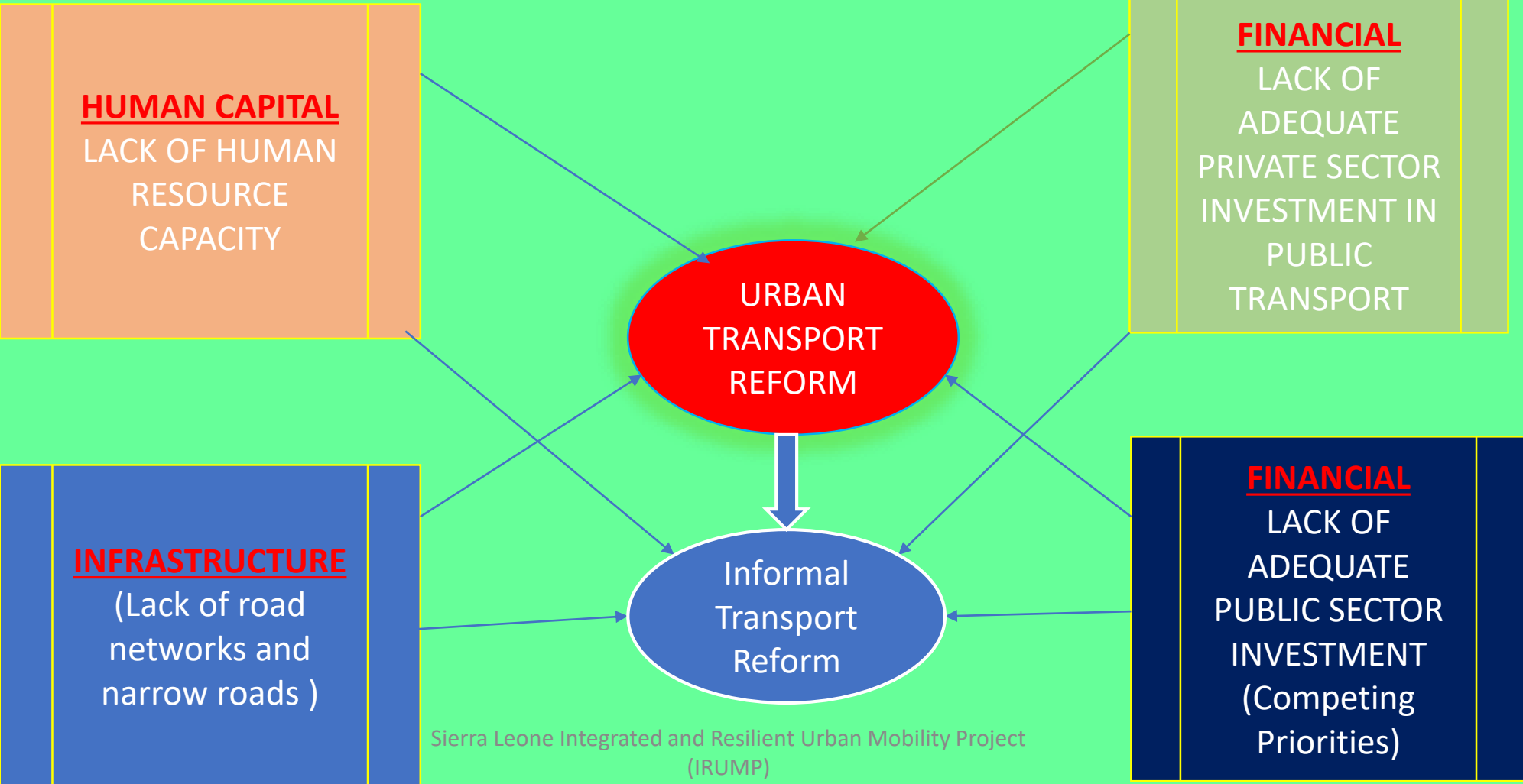
# INSTITUTIONAL ARRANGEMENT

- Overlapping mandate
- Isolated mandates and functions
- Conflicting functions between national and local government
- LACK OF COORDINATION BETWEEN GOVERNING ENTITIES
- Very low planning
- **Impact:** urban sprawl, weak coordination, lack of accountability and lack of clarity of functions

## How it looks NOW



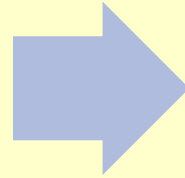
# RESOURCE CONSTRAINT



# The Vision: Transform Freetown.....

From

A congested vehicle-oriented city

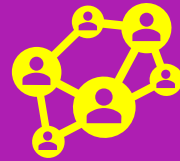


To

A resilient, people-oriented city to improve the quality of life for all.



# Towards the transformation: Transit Reform Approach



Routes



Infrastructure

***Reform:  
Institutional  
and  
Operational***



Vehicles

# Institutional Reform: SLRTC transition to regulator



Routes



Infrastructure

*Reform:  
Institutional  
and  
Operational*



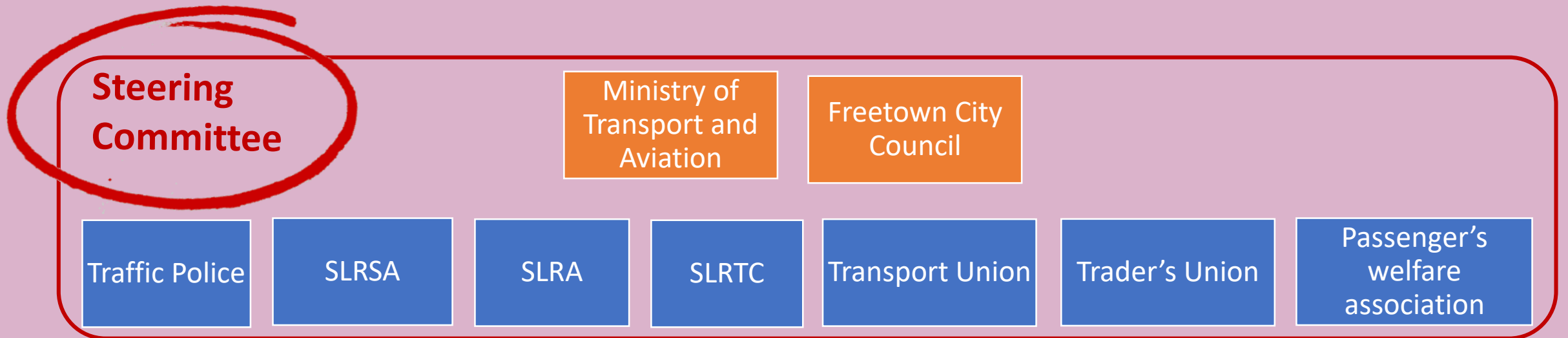
Vehicles

- SLRTC to evolve from operator to regulator (FTA)
- SLRTC to divest existing assets and city operations
- SLRTC capacity building
- Contracting and tendering
- Contract Monitoring and Evaluation
- Define requirements for operator participation



# Stakeholder and Citizen's Engagement – A Common Effort

- Brought together all relevant stakeholder into project conceptualization, prioritization and design.
- Strong emphasis in citizen's engagement: Government accountability + Improve Project design
  - surveys and focus groups to inform design
  - hackathons to design citizen's engagement tools, and much more.



# Operational Reform: Informal operators transition towards formal operators



Routes



Infrastructure



Vehicles

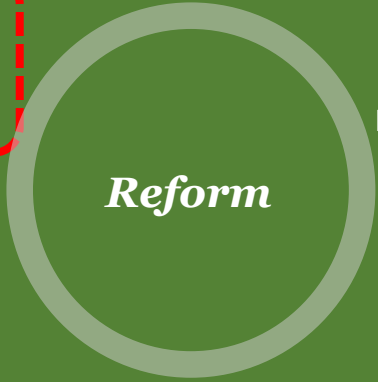
- Owners to form the new contracted route associations
- Establish contractual agreement between route associations and regulator (SLRTC) to deliver service under certain standards
- Negotiating Framework

# Routes

- Initial contracts for 2 demonstration pilot corridors, planning to scale up later on
- Process of upscaling and capacity building



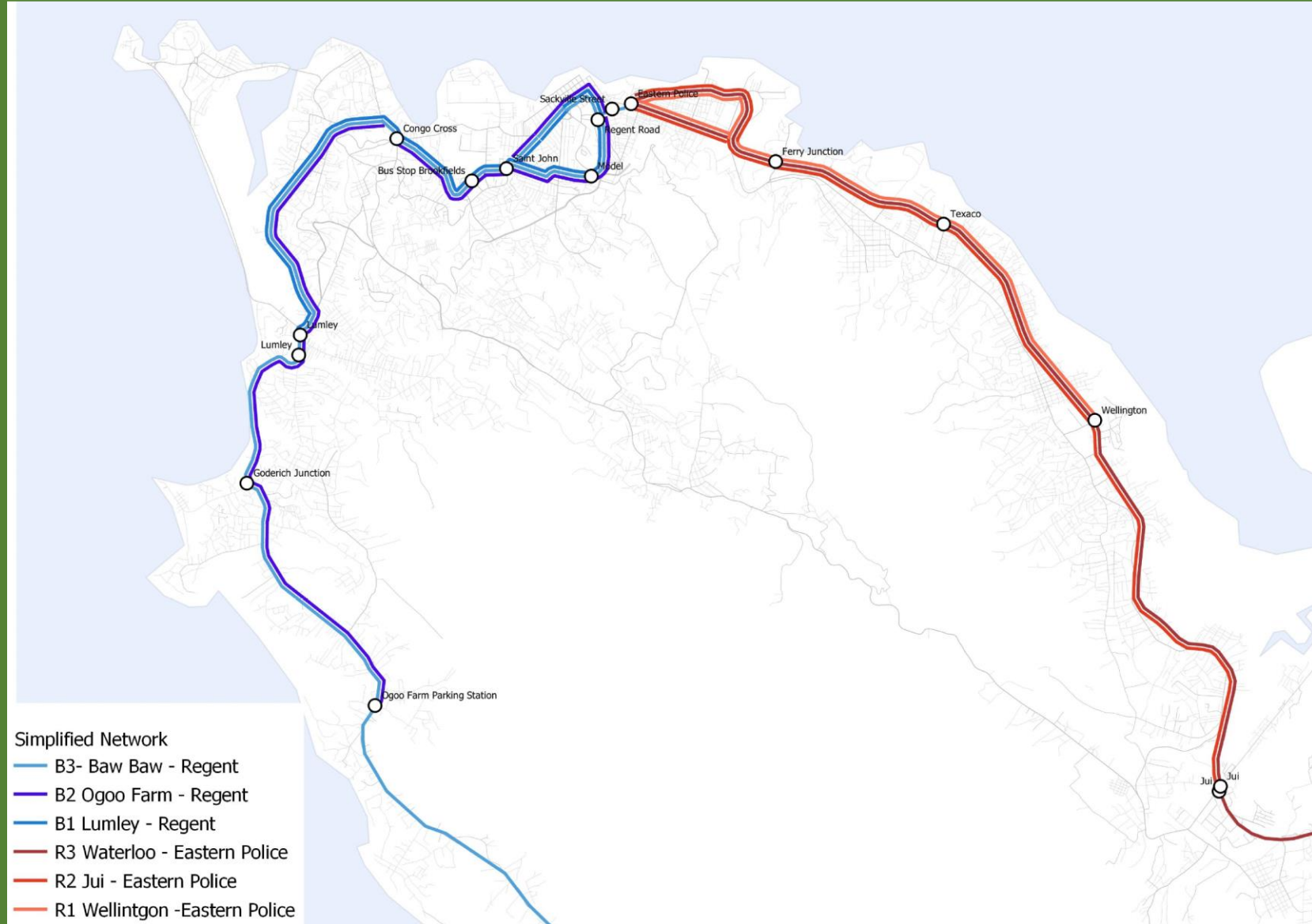
Routes



Infrastruct  
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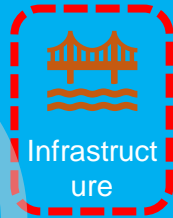
Vehicles



# Required Infrastructure



Routes

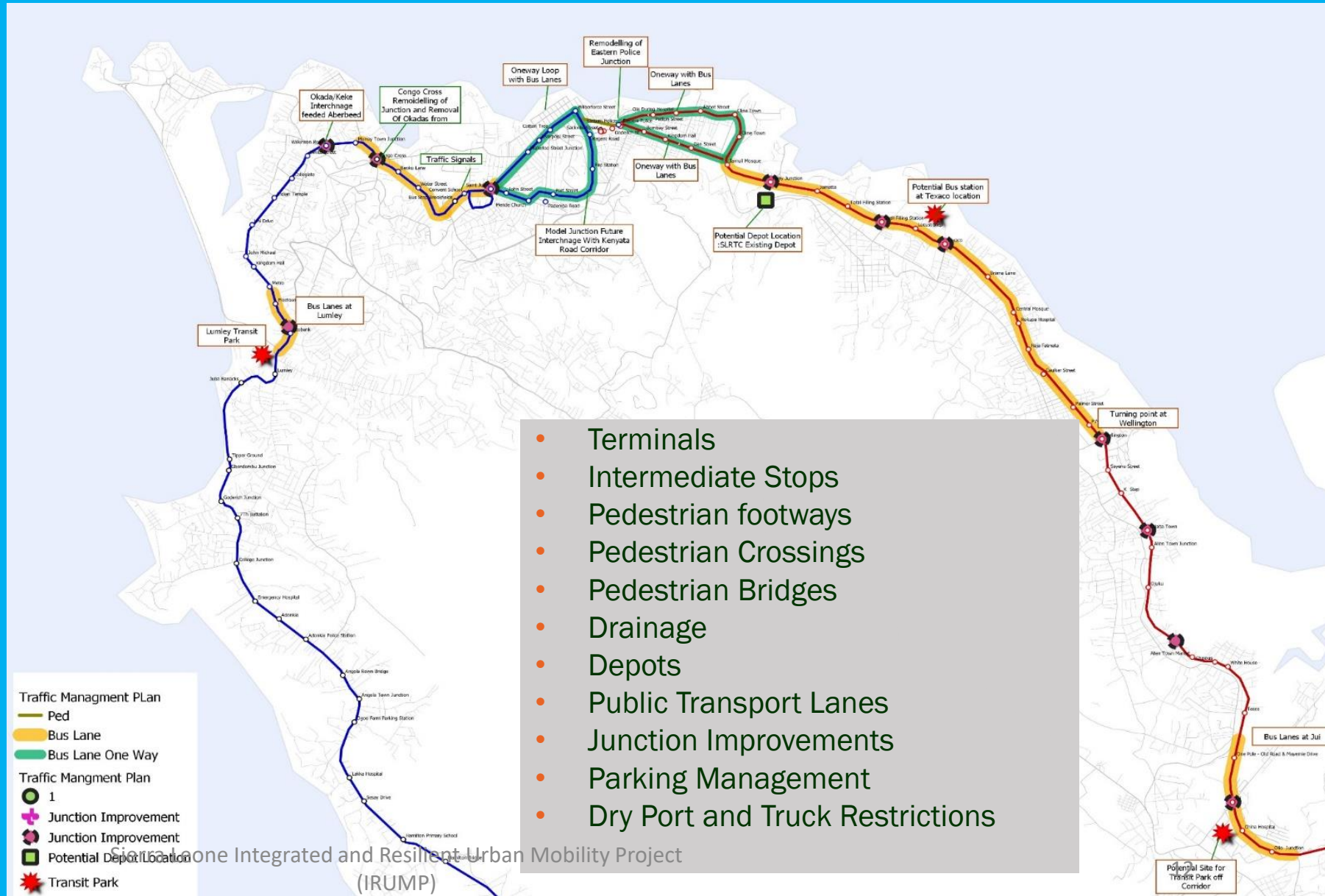


Infrastructure

*Reform*



Vehicles

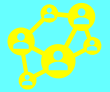


Sierra Leone Integrated and Resilient Urban Mobility Project

(IRUMP)



# Quality vehicles



Routes

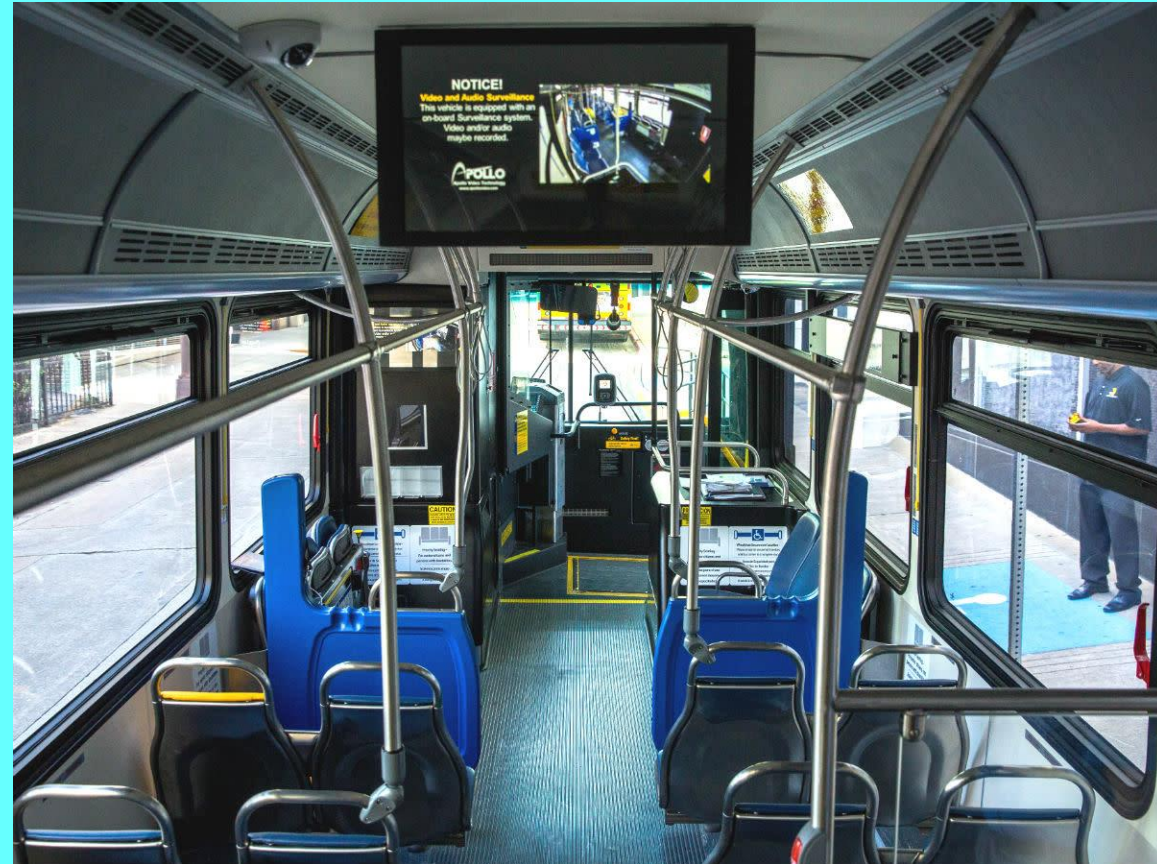


Infrastruct  
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*Reform*



Vehicles



# What will it take



- Support for reforms at the highest political level
- A technical well incentivized team of professionals
- A formal institutionalized basis to coordinate across multiple agencies
- Willingness on part of private sector bus associations/operators/drivers to be a part of the reform program
- Ability to transform SLRTC into a planner-regulator
- Effective land use controls and management of road space