



International Association of Public Transport
Union Internationale des Transports Publics
Internationaler Verband für öffentliches Verkehrswesen
Unión Internacional de Transporte Público

***16-04-2007 –
Arusha –
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Transport infrastructure and the transport supply chain

Better mobility for people worldwide

UITP mission



The international NETWORK of public transport professionals



The point of REFERENCE for the sector



The international FORUM for transport policy



The ADVOCATE of public transport

A global membership

UITP represents:

- over 2,700 urban, local, regional and national mobility actors
- from more than 80 countries on all continents

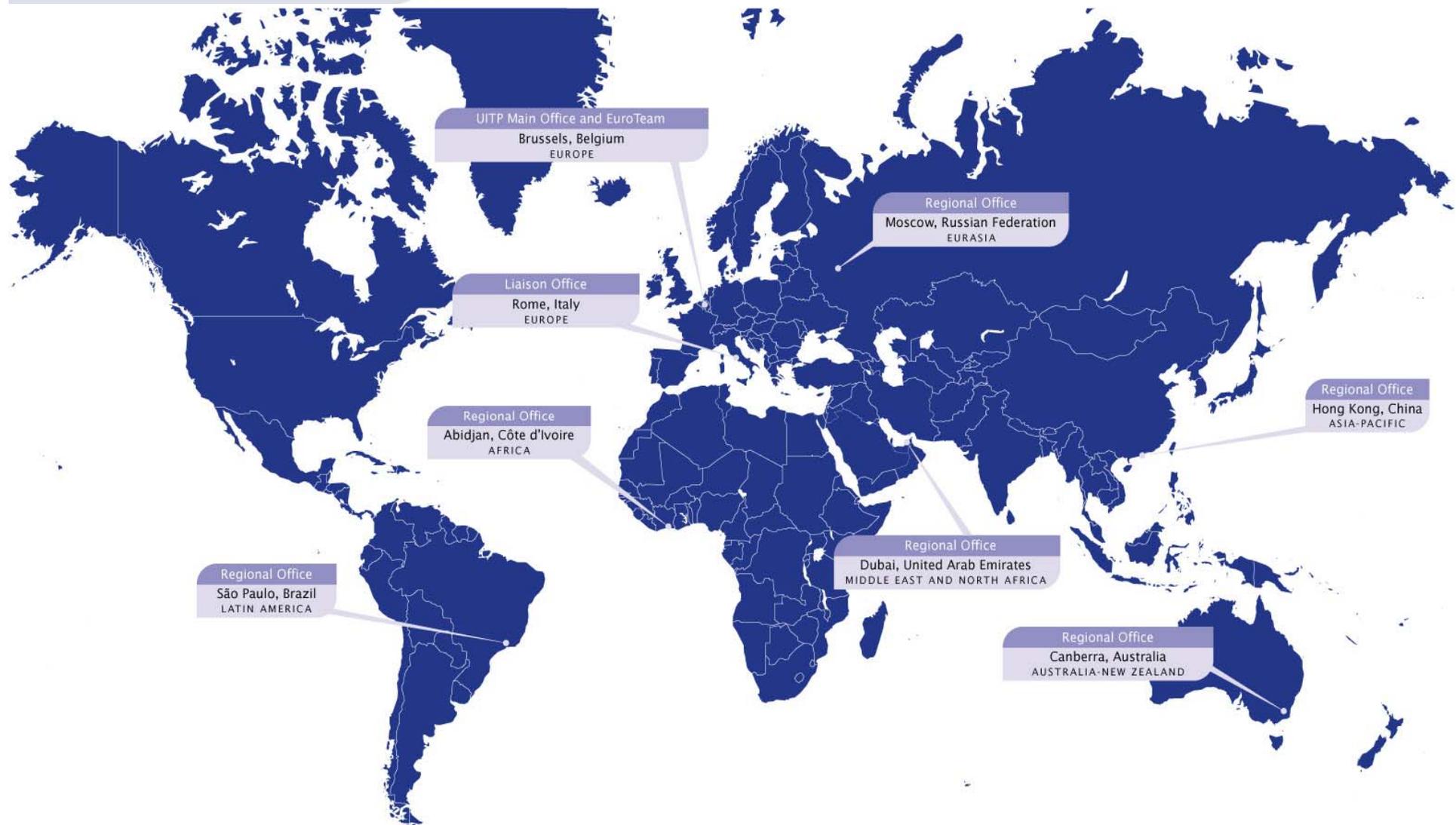


Network

UITP

One main office in Brussels

Seven liaison and regional offices worldwide



Summary

Governments and donors in Africa usually focus their efforts on infrastructure programs. Though infrastructure is probably the most important and in any case most capital intensive part of the transport supply chain, too often programs do not get the intended effect, exactly because the other links of the supply chain were not considered carefully enough.

Once a road is constructed, transport services need to be developed. As road space is a scarce and valuable good, it is important to regulate the transport services and organize them as such as to make use of the transport infrastructure as efficiently as possible. Transport is crucial for the development of the economy, but also transport has an important influence on the efficiency of the use of the basic services for the population like health care and education. The role of Governments and Donors should not be underestimated in closing the full transport supply chain.

Introduction

The basis of each economic activity is the mobility of goods and services.

This makes an adequate transport system just as essential to the social and economic development of African cities and countries as health, education and access to drinking water.

Already basic investment in the transport system increases drastically the efficiency of these educational and health policies, as it will increase access to these services and to the production sectors of the economy in general.

Road Infrastructure is definitely an important and in any case the most capital intensive part of the transport supply chain, though, the road infrastructure is not a finished product. Road infrastructure is not offering a direct service to the consumers.

Too often infrastructure programs do not get the intended effect, exactly because the other links of the supply chain were not considered carefully enough.

1. On the level of the road

Especially in urban areas road space needs to be allocated to pedestrians and (motor-) cyclists. Allowing to all modes to use the same lanes is a source of a huge lot of (fatal) accidents.

Accidents will decrease the efficient flow of transport.

Putting together slow and fast transport modes slows down everyone and especially the fastest transport modes and thus again decreases the efficient use of the roads infrastructure.

Also and especially for collective transport services, dedicated road lanes need to be provided. The efficiency of the use of road space by collective transport modes is much higher than that of private cars.

Consider how much cars and thus additional expensive road space one would need if all users of collective transport services would be using private cars. Governments need to adapt their transport policy to this fact and reward the efficient user of the country's resources.

2. the institutional organization

Qualified professionals have to be entrusted with the institutional organisation and operational management of transport in Africa.

Adequate contractual relationships, backed up by efficient financing mechanisms, should be implemented as they are essential to the sustainable development of the sector.

Also the transport policy must be fully integrated and closely coordinated with urban planning policy.

Up till today no better solution was found around the world than creating a proper Transport Organising Authority integrating all modes of transport, that has all necessary power to implement it's policy and enforce it.

Conclusion

To conclude, though internationally the issue of Energy is high on the agenda. Energy will not be the limiting factor for the development of the economy in Africa in a near future, but whether or not we succeed to decongest our urban and economic centers.

An appropriate road infrastructure investment program that aims to be effective should thus consider and ideally be linked to the regulation of transport services and an efficient and fair allocation of road space to the different transport modes, especially in urban areas.

A long history...

UTP

1885 - 2005

120
YEARS

UTP