



# Codatu

Agir pour une mobilité soutenable dans les villes en développement

## Covid-19's impacts on mobility systems

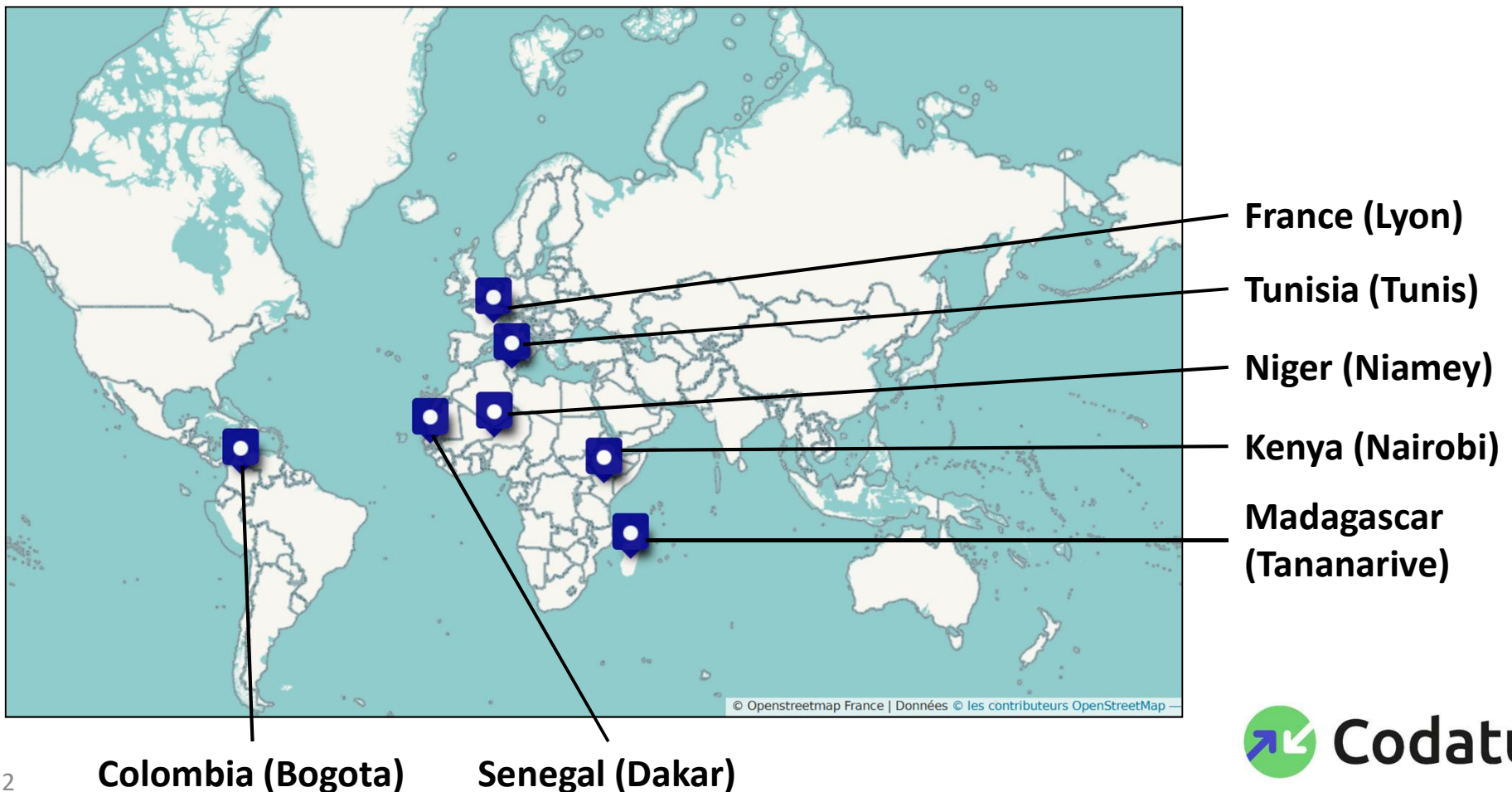
Teddy Delaunay

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# Methodology and scope of the study

- **Method** : Collecting data in each country where CODATU is currently based (press review, interviews, social media, gray literature, etc.)
- **Analyses**: Empirical analyses + typology of measures and issues

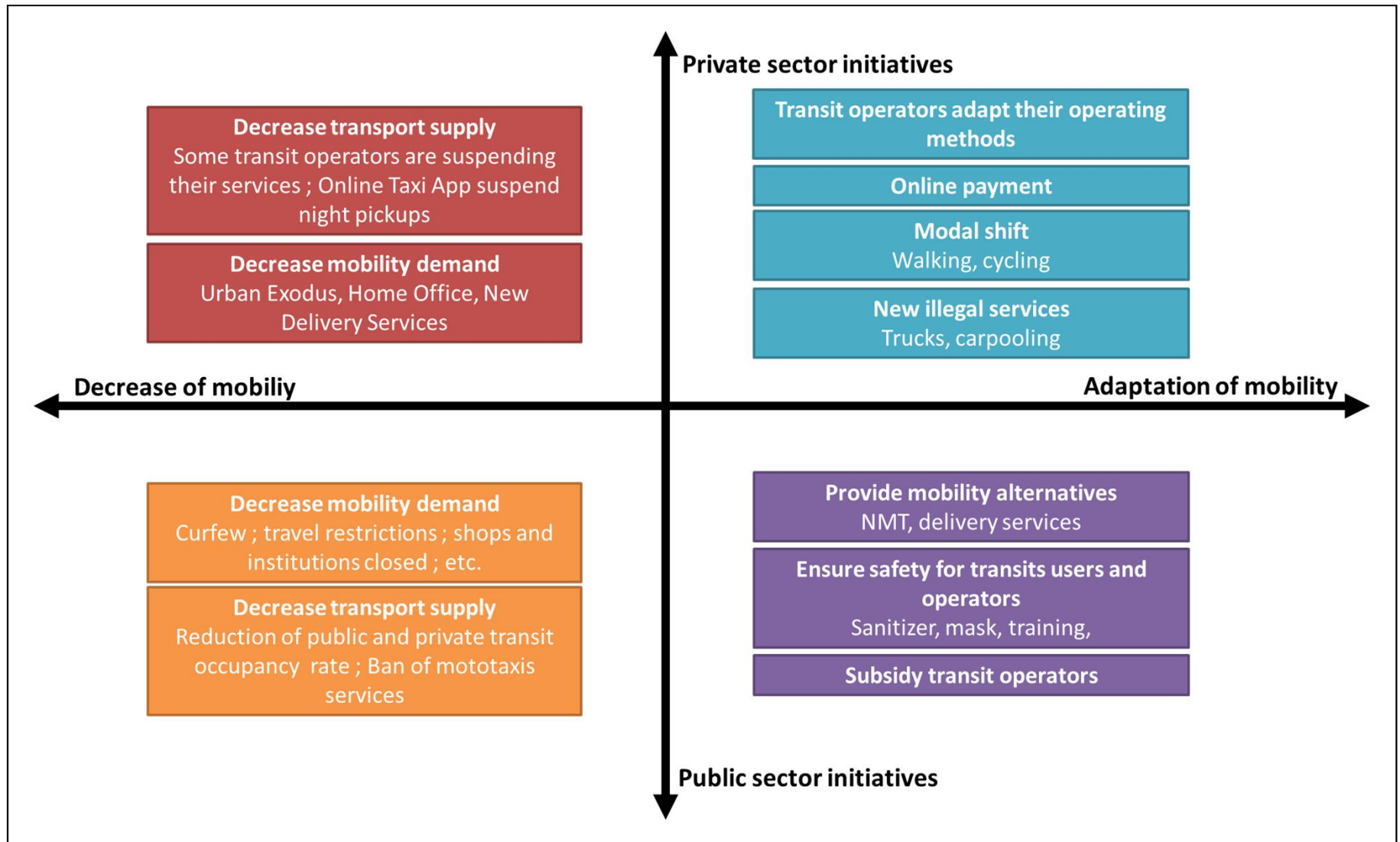




# Order of the presentation

- Typology of measures adopted by public authorities and the private sector
- Evolution of mobility behavior
- Impacts on mobility systems
- Issues: subsidies & modal shift
- Trends: Non-Motorized Modes & diffusion of digital tools

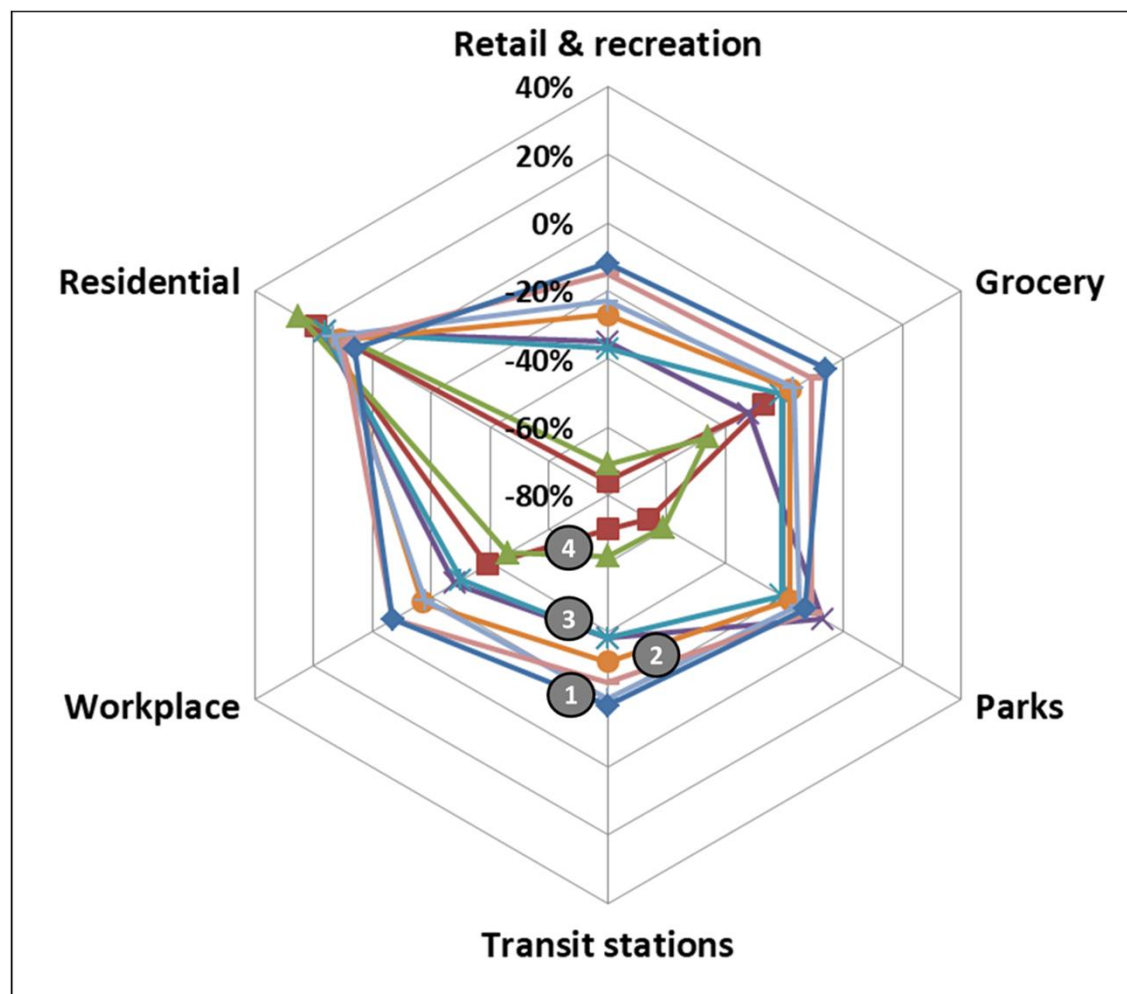
# Typology of measures



# Evolution of mobility behavior



- Decrease of mobility is lower in Africa
- A weak but significant correlation between national GDP and decrease of mobility
- Factors ? Covid cases ; Nature of local mobility systems ; Government involvement



Apr. 9<sup>th</sup> - May 9<sup>th</sup> - Author : CODATU - Source: <https://www.google.com/covid19/mobility/>



# Impacts on mobility systems

## Urban Exodus:

- Decrease of mobility demand in urban areas
- New mobility demand in rural areas? Unemployment & market opportunities VS mobility restrictions?



Urban Exodus related tension in public transit stations (Nairobi ; source : africa la croix)

## Inter-urban travel restrictions:

- What about operators? Dakar : subsidy ; Kenya: allowed to operate into town
- New Illegal services: Trucks, taxis & carpooling



Illegal Transport of passengers (Source : Kenya Transport Research Network)

# Impacts on mobility systems

## How do transit operators adapt?

(decrease of transport demand & transit occupancy rate):

- Suspension of activities
- Evolution : routes, fares and customers
- Respect of occupancy rate is variable

## Decrease of transport supply:

- 'Fill & go' system + lack of supply during rush hour : no social distance around bus stations
- Access inequalities are rising (spatial / financial)



Des usagers en attente dans un terminus à Dakar  
(Source : CODATU)



Un manque d'équipements et de services pour les usagers et les exploitants



# How governments support transit operators?

- Dakar, Lome : subsidies “allowed” to transit operators by governments
  - Morocco: use of RAMEed, a social security cover card to provide compensation to workers in the informal sector
  - Nairobi: suspension of taxes and decrease of VAT
- Most often, governments’ support can’t prevent :
    - fare increases and routes’ adaptation
    - respect of social distancing
  - Issue linked to lack of representative organisations (informal sector)
    - In Dakar, CETUD is a key of success – compared to Lome



# Trends

Safety issues related to the modal shift towards walking : Urban infrastructures inadapted to NMT, but ...

The new policy agenda focuses on NMT

- *“COVID 19 is an opportunity to influence elites’ mindset”*
- a need & a political opportunity



Lack of NMT street design (Nairobi)



NMT-oriented road works in Nairobi May 2020



Bike lane Kisumu (Kenya)



Uganda Government advocates for bicycle industry



NMT facilities improvement in Kampal (credit: Naipolitans)



# Trends

## Diffusion of digital tools and services :

- Online payment for transit tickets *via* cards, Mpesa, App ;
- Home delivery services (Senegal : Association + Government)
- Carpooling services in Ivory Coste
- **Monopoly granted to Uber & Safe Boda in Kampala – *towards new PPP with digital sector ?***



Un employé de la start-up Paps à Dakar  
(Source: AFP / Seyllou)



Un contrôleur de matatu avec une  
pancarte Mpesa



Un conducteur de mototaxis Safe Boda



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## Thank you

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