

Dire Dawa, Ethiopia

Partner city

Status of the project: ongoing technical assistance



Basic Information

Urban area: 70 km²

Population: 320,000 | Growth rate: 4%

GDP per capita: USD 855.8 (2019)

Modal Share

Informal public transport: 42%

Walking: 46%

Private cars: 4%

Private motorbikes or 2-wheelers: 1%

Other: 8%

National GHG emissions per capita: 1.60 (tCO₂eq)

Exposure to climate change: HIGH

Region capital city

Context

Located on a large flat plain between Addis Ababa and Djibouti, Dire Dawa is meant to become the main economical hub of eastern Ethiopia. Nowadays, it presents a high density of commercial activities, including markets that generate important flows of goods and people at different scale, putting some pressure over roads and public spaces. In the midterm, national freight transit shall boom, along with the development of the national road network and the integration of the new railway into the logistic system.

477 000 trips are made daily in Dire Dawa. Mobility patterns reveal a relatively high propension to move (1.8 daily trips per inhabitants). Dire Dawa is located on a secondary national/international freight corridor between Addis Abeba and Djibouti, meaning that a significant volume of trucks transits through the city. Dire Dawa currently does not have any transport master plan.

Two railway lines currently serve Dire Dawa. The century old Ethio-Djiboutian railway is now nearly disused and only keeps one or two regional services between Dire Dawa and Dewele at the Djiboutian border. The new Chinese built railway line between Addis Abeba and Djibouti is operating since 2018 and is increasing both passenger and freight services with a planned dry port near the new station. Railway does not yet appear as a competitive alternative to road freight, but services are only beginning.

Dire Dawa road network is able to bear without major disturbance the different mobility flows going through the city, whether for transit, exchange or internal purposes. However, the network is extremely unbalanced in between, with an overwhelming weight of local roads and a limited lineage of structuring ones (primary, secondary, tertiary).

There is no existing mass transit system. Bajajs represent most of the public transport supply, with 6 000 units and a hundred lines. It can be used for both people and goods. Bajaj supply varies quite a lot according to places in the city and time of the day. Bajaj is a fully private supply that only targets the most solvent market segments and

does not address properly the others, leaving some mobility demand unanswered. On peak hours a few minibuses provide a complementary supply to Bajaj on three routes. The publicly operated service City bus is very limited and consists of 10 urban routes limited to peak hours (four rides a day).

Urban, road and transport sectors are managed at both federal and local level. Although responsibilities and perimeters are properly defined, some interfaces regarding road or urban transports can be uneasy to manage. Both the City and the Region of Dire Dawa are under the authority of the Mayor. The nine urban Kebeles are managed by the City Administration with different transport related duties falling under its authority: City Bus, Road Authority and Traffic Police. The Federal Transport Authority (FTA) is another major player regulating the transport sector through the delivery of licenses. It is the main interlocutor for Bajaj drivers associations. The Ethiopian Road Authority (ERA) manages the interurban road network and national interest road projects in the city (industrial park).

Dire Dawa Administration, the local counterpart, has mandate and responsibility to finance mass public transport infrastructure and the running cost of public transports is part of the public authority's budget. Globally, the budget for the urban transport sector was set between 480 and 655 million BRR (14 – 19 M USD) in the past few years.

Challenges and main aim of the SUMP

Mobility in Dire Dawa faces several problems at the same time. They include:

- Lack of road network structuring
- Lack of integrated road axis management
- Lack of proper Bajaj supply structuration
- Lack of infrastructure for non-motorized modes leading to poor consideration
- Lack of robust logistic chains organization
- Lack of an integrated mobility strategy or multimodal approach
- Lack of coordination between economical, urban and mobility development strategies

The technical assistance will contribute to institutional strengthening by providing training sessions on the following topics:

- Data analysis and updating (including household surveys Analysis) – module 3 or 4
- Modelling and Demand studies – module 3 or 4 (after the model has been developed)
- SUMP follow-up and evaluation use and analysis of the household surveys – module 4

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: European Commission

Funding amount: EUR 550,000

Implemented by: AFD through Intra-ACP

Local counterpart: Dire Dawa Administration mayor and Cabinet Affairs Office, Finance and Economy Bureau

Supported activities:

- Project implementation support of the city government for the preparation of a SUMP

Status of implementation

Project start: 2019 Q4

Expected project completion: 2021 Q4

Completed outputs:

- Reporting notes following missions 1 & 2
- Minutes of stakeholders meeting
- Surveys results
- Module 1 report (Urban mobility diagnosis)

Next expected outputs

- Module 2 report (Vision, goal setting and measure planning)

Highlights in the past year

Highlights from the past year

- One mission organized in Dire Dawa, including 3 focus groups, workshop with technical stakeholders and complementary field visits
- Meeting with Federal Transport Authority and WRI in Addis Ababa
- Delivery of the diagnosis in July 2020

Impact of COVID-19 on project preparation

Due to the sanitary crisis and the political context in Ethiopia, missions could not be resumed until February 2021, which delayed the project planning by about 6 months.

The SUMP process was expected to be conducted over a 12-months period, in 4 phases: kick off, diagnosis, vision and objectives, action plan and financing. Covid 19 constraints have added 6 months to this schedule.