

Antananarivo, Madagascar

Partner city

Status of the project: upcoming technical assistance



Basic Information

Urban area: 85,01 km²

Population: 3,209,933 | Growth rate: +4.84%

GDP per capita: USD 522

National GHG emissions per capita: 0.13 (tCO₂eq)

Country capital city

Context

Antananarivo, also known by its shorthand form Tana, is the capital and largest city of Madagascar. It is located in the centre of the Island at 1,280 m above sea level and concentrates the bulk of the country's industrial and administrative activity.

The city is subject to high demographic growth leading to overcrowding and traffic congestion, as well as issues of waste management, extreme air pollution, security, public water and electricity shortage among others. Limited funds and management issues have hampered the effort of the local authority to manage these issues linked to the rapid population growth.

According to a public report by the French Embassy, walking - which accounts for more than 60% of travel in Antananarivo- is the preferred mode of travel. Paratransit constitutes the bulk of motorised trips, of which *taxi-bé* minibuses account for nearly 72%.

There is no existing mass transit system in the city to deal with the rising travel demand.

The city suffers from severe road congestion. Urban mobility issues are linked both with population growth, the low level of infrastructure development and the lack of support and regulation for the *taxi-bé* network. The city currently does not have an updated urban mobility planning document to deal with these issues.

Urban transport and suburban transport are respectively organised by the urban commune of Antananarivo (CUA), and the suburban transport agency (ATT), which depends on the national level. The overlapping of certain competences, the lack of financial means and the outdated regulations make the organisation of urban mobility more complex.

Significant efforts have been made in the past to address mobility challenges in the Malagasy capital. Unfortunately, the Urban Mobility Improvement Programme (PAMU) launched in 2008 has not led to the hoped-for improvement in rolling stock. Numerous studies have been carried out in recent years, notably on the creation of a transport organising authority, an economic analysis of the *taxi-bé*, the definition of specifications and the structuring of operators for the acquisition of rolling stock, the implementation of a ticketing system, and the training of operators. More recently, the World Bank has launched a study to produce a master plan for urban transport, proposing an articulation of the different modes of travel and a coherent transport network.

In addition to the studies and plans, the city is invested in several recent or ongoing ambitious projects. They include an electric cable transport project, the construction of an urban train network, the inauguration in 2021 of a by-pass road, a Bus Class pilot project to improve the taxi-bé service, as well as a project initiated in 2011 and supported by AFD (33 million euros) and the EU (3 million euros to improve pedestrian mobility and traffic on certain roads in the urban area).

The technical assistance provided under the Partnership aims to organise an *urban mobility forum* in Antananarivo, enabling all the involved actors to coordinate around a common roadmap.

Support from the Partnership

Technical Assistance: Urban mobility forum

Funded by: AFD

Funding amount: EUR 35,000

Implemented by: Codatu

Local counterpart: Commune Urbaine d'Antananarivo (CUA)

Supported activities:

- Urban mobility forum
- Urban mobility roadmap

Status of implementation

Project start: 2022 tbd

Expected project completion: 2022 tbd