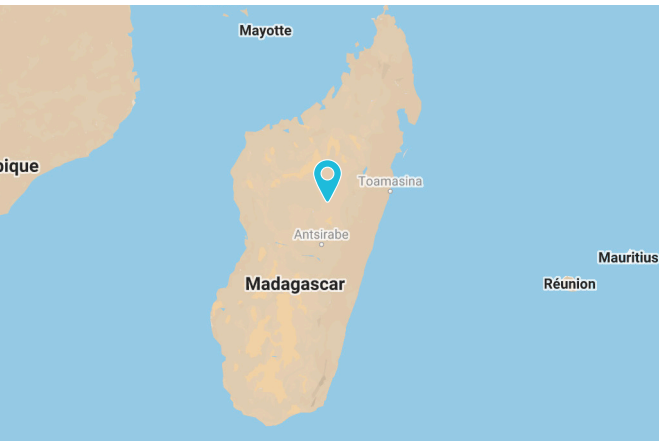


Antananarivo, Madagascar

Partner city

Status of the project: Upcoming technical assistance



Basic Information

Urban area: 85,01 km²

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

Country capital city

GDP per capita: USD 522

National GHG emissions per capita: 0.13 (tCO₂eq)

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 The overlapping of certain competences, the lack of financial means and the outdated regulations make the organisation of urban mobility more complex.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 (EUR 33m) and the EU (EUR 3m) 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.
- Pilot project for paratransit improvement and reform in Antananarivo.

The technical proposition of the pilot project aims to modernise and professionalise the collective transport system in Antananarivo, the capital city of Madagascar. The project seeks to demonstrate that it is possible to significantly improve the service rendered to users, reduce air pollution, greenhouse gas emissions, and road insecurity, while improving the working conditions of the sector. All of this will be achieved without any public subsidy and while maintaining the principles of collective transport by Taxi-Be on the pilot line.

The project will be implemented in phases, starting with the demonstration of the profitability of the new rolling stock on a new infrastructure operated by a private operator or a consortium, followed by the creation of a group of owners who will agree to acquire the new rolling stock and respect the new operating rules. CODATU will provide technical assistance throughout the process, including advising the steering committee, drafting technical and operating specifications, providing support to operators for the creation of the group, training, evaluation, and generalisation of the project. The complexity of the project, which will involve a profound modification of the systemic components of its environment, positions CODATU as the only actor capable of supporting the project as a whole.

Support from the Partnership

Technical assistance: Urban mobility forum and pilot project

Funded by: AFD and National Government of Madagascar

Funding amount: EUR 35,000 for the urban mobility forum and EUR 600,000 for the pilot project

Implemented by: Codatu

Local counterpart: Commune Urbaine d'Antananarivo (CUA)

Supported activities:

- Urban mobility forum and development of an urban mobility roadmap
- Roadmap for the governance of urban mobility in Greater Antananarivo
- International technical assistance to the local authority for:
 - » Governance improvements
 - » Ticketing
 - » Securing procedures
 - » Change of rolling stock
 - » Training for transport operators
 - » Digital opportunities and passenger information
 - » Communication
 - » Monitoring and evaluation

Status of implementation

Project start: 2023 Q1

Expected project completion: TBD