

Lomé, Togo

Sustainable Urban Development Plan

Completed

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SUMP Implementation Support

Upcoming

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Paratransit Pilot Project

Upcoming

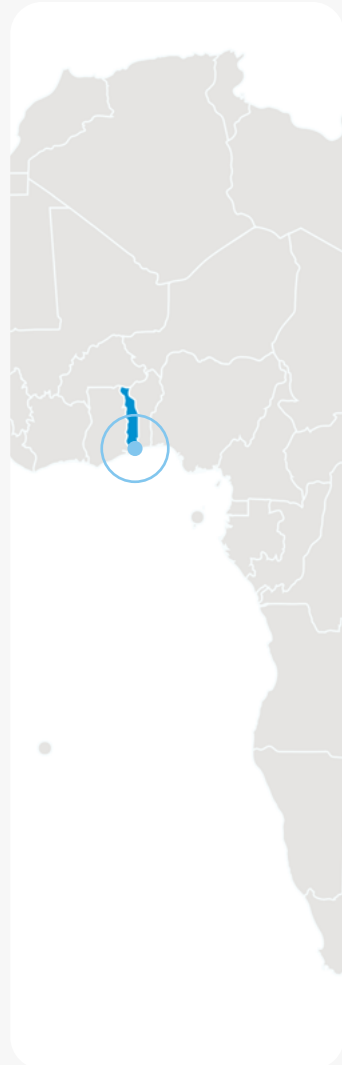
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Basic information

Urban area	→	333 km ²
Population (metropolitan area)	→	2,188,376
Growth rate	→	0.69% average annual population growth (2010–2022, RGP5)
Motorisation rate	→	155.5 vehicles/1000 inhab.
GDP per capita	→	USD 1,700 (Togo)
Baseline motorisation rate	→	45% of households own at least one motorised vehicle; less than 8% own a car.

Modal Share

Walking	→	51%
Private motorcycle	→	20%
Shared motorcycle (moto-taxis)	→	19%
Shared taxis	→	4%
Private car	→	3%
Bicycle	→	1%
Bus (SOTRALcie)	→	1%
Annual transport emissions per capita	→	1.06 (tCO ₂ eq)
Exposure to climate change	→	HIGH



Context

Lomé, the capital and largest city of Togo, is located on the Gulf of Guinea. It represents nearly 20% of the country's population and serves as an important port, commercial, and industrial hub. The city's economy is diverse, encompassing agriculture, manufacturing, and services.

Mobility planning — Sustainable Urban Mobility Plan (SUMP)

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: European Union, under the Covenant of Mayors in Sub-Saharan Africa (CoM SSA)

Funding amount: EUR 430,000

Implemented by: Agence Française de Développement (AFD)

Local counterpart: Ministry of Road, Air, and Rail Transport (TRAF) – Autonomous District of Grand Lomé (DAGL)

Consultant(s): Systra France

SUMP final report: Not publicly available online

SUMP Summary

SUMP Status	Not officially adopted
SUMP Development Timeline	Lomé joined the MobiliseYourCity Partnership Q1 2019 SUMP Steering Committee was created in Q3 2022 SUMP development started: Q2 2023 SUMP completion: Q2 2025 Vision horizon 2040, with four phases: Preparatory phase: 2025–2026 Short term: 2027–2030 Medium term: 2031–2035 Long term: 2036–2040
SUMP Vision	"An inclusive, sustainable and dynamic Greater Lomé thanks to an efficient and safe mobility system."
Key expected results (GHG, modal share and access)	GHG: Per-capita emissions from urban transport remain almost stable at 175 kg CO ₂ e/inhab/year in the PMUD scenario (+1% vs 174 kg today), while BAU scenarios would reach 218–232 kg (+25–33% per capita, +94–106% vs current). Modal share: The share of sustainable modes (walking + institutional public transport) is 49% today; it would fall to 33–34% in scenarios without the PMUD but is maintained at 40% in the PMUD scenario (29% walking and 11% institutional PT). Access: The PMUD scenario significantly increases the population with access to structured public transport services compared with the current situation and the BAU scenarios
Total SUMP Investment Requirement	1,082,370,000 EUR (approximately 719,000 MFCFA) for the full 2025–2040 action plan.

SUMP preparation process and stakeholder involvement

Geographic coverage: The SUMP covers a perimeter operational, limited to the administrative boundaries of the DAGL, where specific measures and actions apply. A perimeter of influence, extending to the broader Grand Lomé area and neighbouring communes affected by mobility dynamics and urban growth.

The preparation of the SUMP for Grand Lomé was carried out through a structured, multi-step process involving a wide range of institutional, technical, civil society, and academic actors. The process was formally initiated on 12 August 2022, when the Ministry of Transport issued a decree establishing the Steering Committee (COPIIL) and a decision forming the project team responsible for developing the SUMP. The SUMP covers the entire metropolitan area of Grand Lomé, with operational and influence perimeters defined to ensure the plan addresses local mobility issues while integrating major urban expansion zones such as Kpomé, Adetikopé, and Zopomahé.

Throughout the diagnostic and planning phases, stakeholder involvement was central: more than thirty bilateral interviews were conducted with representatives from ministries, the District Autonome du Grand Lomé, municipalities, economic actors, civil society groups, and transport operators. In addition, the process included eight thematic workshops that brought together all four stakeholder colleges (institutional actors, transport operators, civil society, and academia), ensuring diverse input at each stage of the plan. Three COPIIL meetings validated the key modules

of the SUMP. The elaboration also relied on extensive field data collection, including a large-scale photo survey of more than 1,200 km of road network, structured questionnaires, and traffic counts and origin-destination surveys. Together, these elements illustrate how the Lomé SUMP combined an expanded territorial approach with a participatory, iterative process supported by strong institutional coordination.

Participatory mechanisms and stakeholders included:

- A formal Steering Committee (COPIL) was created by ministerial decree.
- A project team designated by the Ministry of Transport and integrating local authorities.
- Four major stakeholder groups: institutional actors, transport operators, civil society (economic, environmental, social), and academic/research actors.
- 30 bilaterales interviews and 8 workshops covering thematic issues and validation steps.

Diagnosis of urban mobility in Lomé

Lomé, a rapidly expanding metropolitan area of nearly 2.5 million inhabitants, faces increasing mobility challenges linked to demographic growth, urban sprawl, insufficient transport infrastructure, and institutional restructuring. The diagnosis below summarises the key characteristics shaping mobility in the Grand Lomé:

Urban structure and land-use dynamics are shaped by rapid expansion, the growth of informal settlements, and the uneven distribution of key activities. Economic and social hubs, such as the CBD, the Port of Lomé, universities, and major markets, concentrate mobility flows. At the same time, peripheral areas have limited access to services and employment, except for the new development area of Adetikopé, north-west of Lomé. The prevalence of flood-prone zones and vulnerable soil conditions reduces the durability of transport infrastructure and challenges urban mobility resilience.

Existing mobility and transport services in Lomé are characterised by very high trip volumes, short-distance travel, and still rather low but increasing motorisation. The city registers around 5 million trips per day, with an average of 2.3 trips per person, and nearly half of all trips (48%) are under 1.5 km, reflecting the compact nature of daily activities and the predominance of walking. Peak hours occur between 6–8h, 12–14h, and 17–19h, driven by school, work, and commercial flows.

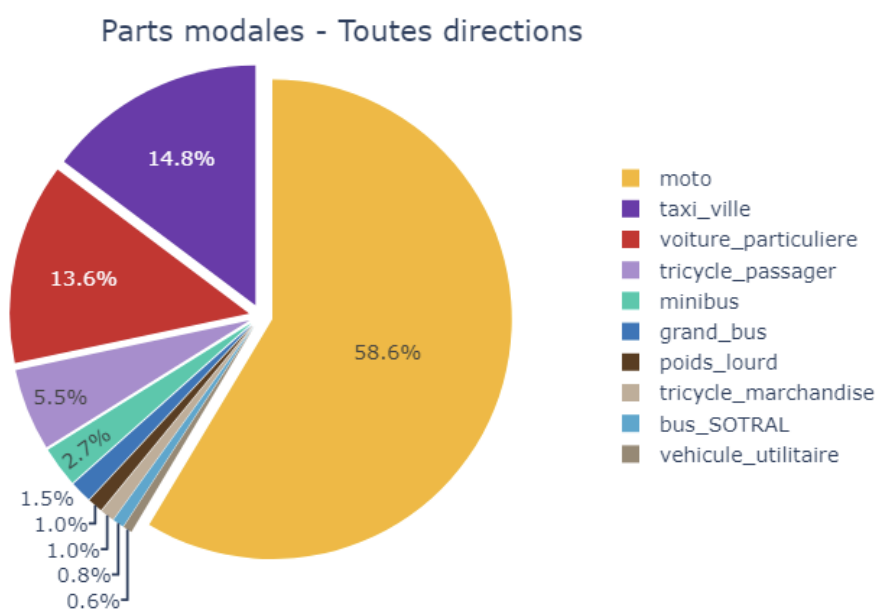


Figure 1 Passenger modal shares based on aggregated traffic count data (Source: Systra, 2024)

Environmental challenges are increasingly significant in Greater Lomé, driven by rapid urban growth, expanding motorisation, and limited climate-resilient infrastructure. Today, around 45% of households own a motorised vehicle, predominantly motorcycles, while private car ownership remains below 8%. Despite the predominance of short-distance travel—nearly half of all daily trips are under 1.5 km, motorised traffic continues to increase, with two-wheelers accounting for around 80% of all motorised trips. This trend is contributing to a sharp rise in transport-related environmental impacts. Greenhouse gas emissions from the transport sector are estimated at approximately 710,600 tCO₂eq per year, corresponding to about 210 kgCO₂eq per capita, and have increased significantly in recent years. These impacts are compounded by high levels of air pollution and noise, particularly along major corridors and around busy market areas, where traffic volumes and informal transport activity are most concentrated.

Climate adaptation is a growing challenge for mobility in Greater Lomé. Inadequate drainage systems cause recurrent flooding, disrupting traffic and accelerating the deterioration of road infrastructure that is highly vulnerable to erosion and submersion. Urban sprawl and the expansion of impermeable surfaces further increase environmental exposure, while the adoption of climate-resilient, low-emission mobility solutions remains limited. This highlights a clear need to integrate climate adaptation considerations into mobility planning better.

Safety and comfort are key issues to be addressed, as pedestrians and motorcyclists account for most road accident victims. A structural constraint of Lomé’s road network is that only around 7% of roads are tarmacked. As a result, most of the network remains unpaved. It becomes particularly degraded and difficult to use during the rainy season, while the small share of paved roads is generally in good condition. The absence or deterioration of sidewalks, combined with poor signage, limited traffic lights, and insufficient traffic management, further exacerbates unsafe mobility conditions across the city. Road surfaces are frequently uneven or damaged, and informal transport services, primarily moto-taxis, often operate without systematic technical inspections and frequently carry more than one passenger, increasing safety risks. School-age children are particularly vulnerable within this road environment.

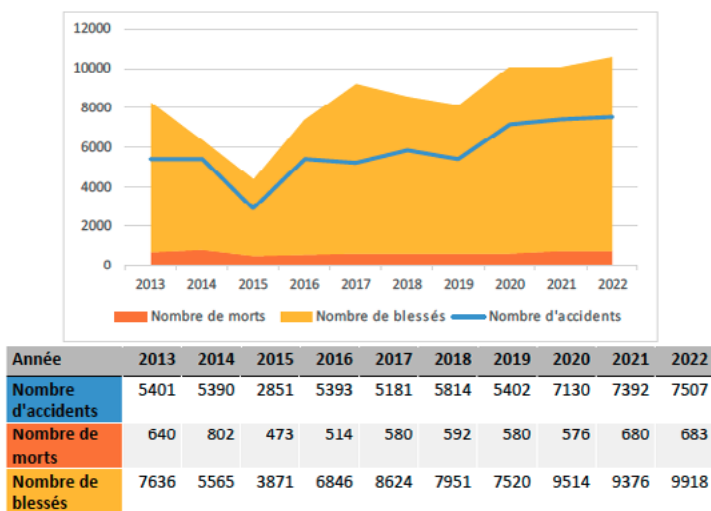


Figure 2 : Trend in road traffic accidents, fatalities, and injuries in Togo from 2013 to 2022 (Source: Road Safety Status in Togo, MTRAF)

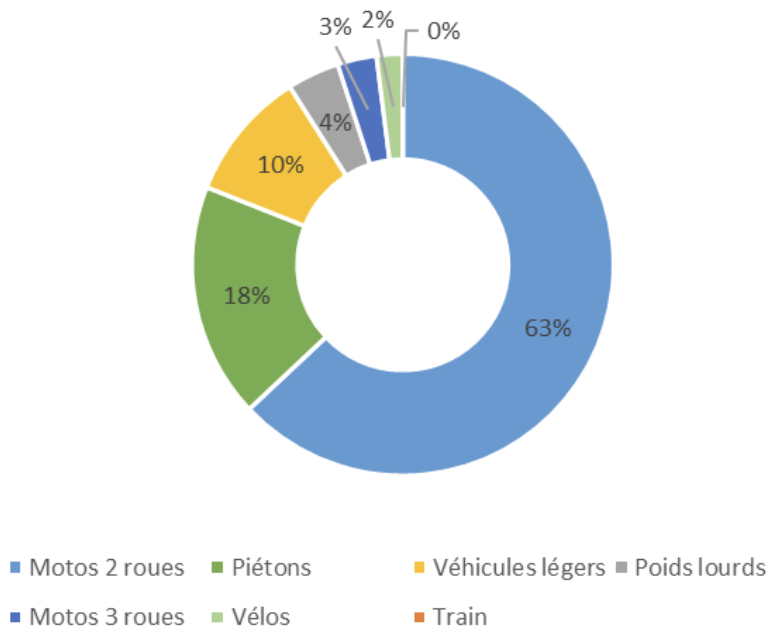


Figure 3 Fatalities by type of road user, from 2020 to 2022

Gender disparities significantly shape mobility patterns in Greater Lomé. According to the EMD 2023, women have lower mobility rates than men, accounting for around 45% of total daily trips despite representing roughly half of the population. They also travel shorter distances on average, yet spend as much time travelling as men, suggesting slower, less efficient journeys.

In terms of access to transport, women are less likely to have a personal vehicle; fewer than 30% report having one, compared with over 45% of men, increasing their reliance on walking and informal transport. Women also face a higher relative financial burden, as transportation expenses account for a larger share of their income, particularly for low-income households. Safety concerns remain central: inadequate lighting, limited surveillance, and insufficiently inclusive public spaces and transport infrastructure further constrain women's mobility and restrict access to employment, education, and healthcare opportunities.

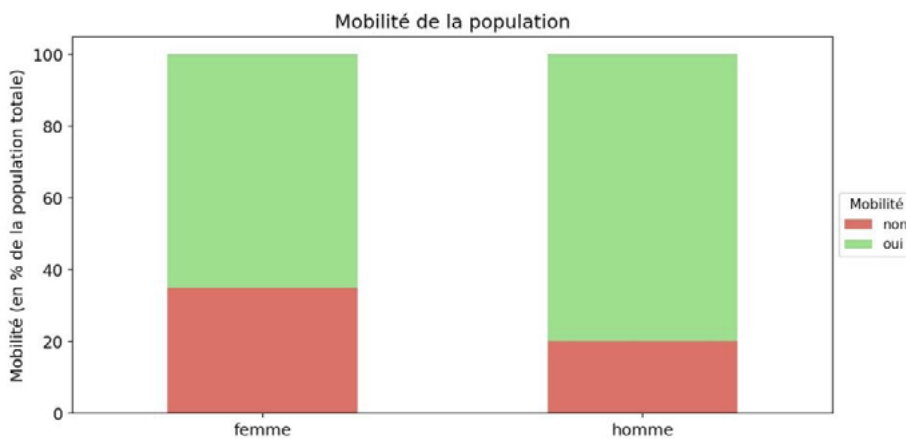


Figure 4 Mobility (by gender) in Lomé (Source: EMD, 2023).

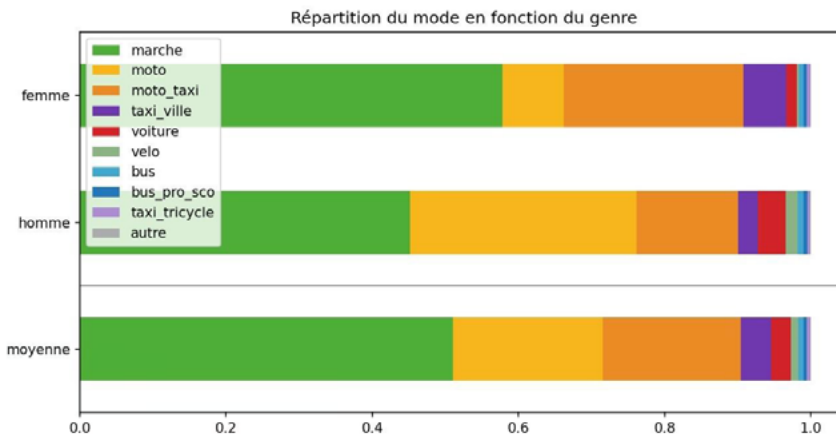


Figure 5: Modal shares by gender (source: EMD 2023)

High transport costs put low-income users under pressure: Although SOTRAL offers socially affordable fares, insufficient coverage forces many low-income households, especially in peripheral areas, to rely on more expensive and volatile informal transport services. Dependence on motorcycles exposes households to fluctuating fuel and maintenance costs, while the absence of fare integration increases the financial burden of multimodal travel.

Institutional and financial capacity constraints significantly limit the implementation of sustainable mobility measures in Lomé. Decentralisation is progressing, but the District Autonome du Grand Lomé (DAGL) still lacks full operational capacity, while responsibilities remain fragmented across institutions. The city has no dedicated mobility budget, and existing financing tools are weakly enforced. Resources for planning, investment, regulation, and maintenance remain insufficient, and the absence of a formal Autorité Organisatrice de la Mobilité (AOM) delays the establishment of coherent governance.

Freight and logistics play a critical role in Lomé's economy, particularly through the Port of Lomé, but they also pose specific mobility and safety challenges. The city benefits from an efficient ring road that connects directly to the port and generally operates without significant congestion. As a result, traffic from port-bound heavy vehicles is largely channelled along this corridor, with congestion concentrated at the two port entry and exit roundabouts on RN2 (Boulevard du Mono). Beyond the port interface, challenges persist within the urban fabric: unregulated truck parking, the overlap of passenger and freight flows in dense areas, and the absence of dedicated logistics infrastructure in markets and industrial zones contribute to localised congestion, safety risks, and operational inefficiencies.

Public space and urban quality significantly affect mobility conditions. Informal occupation of sidewalks and roadways by vendors and other activities reduces safety and circulation efficiency, while limited enforcement exacerbates disorder. In addition, the high number of two-wheelers in Lomé, particularly motorcycles, shapes the use of road space. Their frequent weaving through traffic, encroachment onto sidewalks, and generally insecure riding practices contribute to conflicts with pedestrians and other vehicles, increasing overall safety risks. Poor lighting, inadequate maintenance, and the lack of organised loading zones further create discomfort and reduce perceived.

Digitalisation and innovation in mobility remain limited in Lomé. Intelligent transport systems (ITS), traffic management technologies, and real-time passenger information are largely absent. Ticketing systems remain mostly manual, indicating significant potential for digital upgrades to improve efficiency, accessibility, and the user experience.

SUMP visions and goals

“An inclusive, sustainable, and dynamic Greater Lomé, supported by an efficient and safe mobility system.” (« Un Grand Lomé inclusif, durable et dynamique grâce à un système de mobilités efficace et sûr. »)

This vision is based on two main pillars:

- A city that is inclusive, pleasant, and ecological, equipped with resilient, high-quality infrastructure
- Coordinated and transversal public action capable of implementing a long-term mobility strategy.

Test scenarios and selected scenario

The SUMP evaluates eight mobility scenarios (« scénarios ») and several variants, derived from key development parameters.

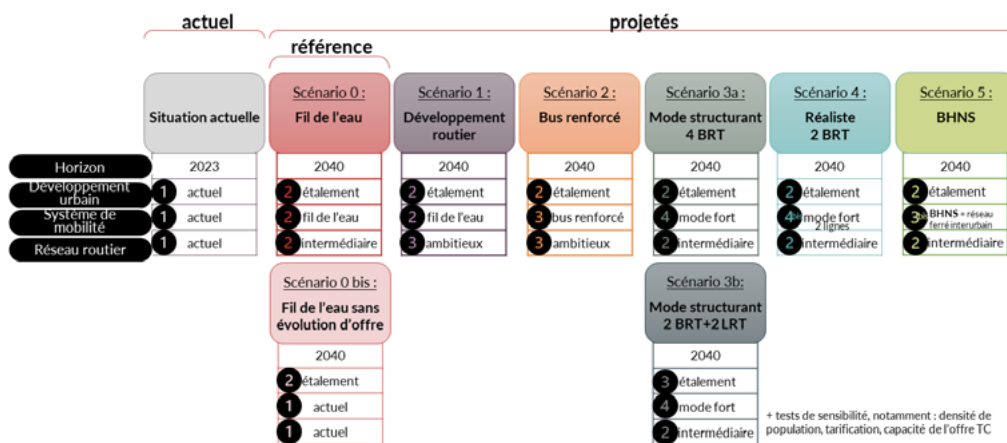


Figure 6 The different scenarios studied within SUMP

Main scenarios:

Scenario 0 – Trend / Business as usual:

This scenario represents the evolution of mobility without a PMUD. It assumes that demographic and urban growth continue as they do today, with only minor adjustments to transport services and infrastructure. Congestion and safety issues worsen over time because no significant intervention is implemented.

Scenario 0bis – No change at all (Aucun développement): Scenario 0bis is an even more static version of Scenario 0. It assumes no evolution in the mobility system or road network—no new services, no upgrades, no restructuring. It illustrates the risks of complete inaction, showing a rapid deterioration in mobility.

Scenario 1 – Road-focused:

This scenario prioritises road investments to combat congestion. It expands the road network in line with the urban master plan (SDAU), with limited improvements to public transport. While it improves traffic flow in the short term, it does not solve structural issues such as dependence on motorcycles or limited public transport capacity.

Scenario 2 – Strengthened bus network

Scenario 2 improves the current public transport system by expanding the bus network—increasing frequencies, expanding coverage, and majorly restructuring lines. It still relies on conventional

buses (bus classique), requiring significant road upgrades to maintain acceptable congestion levels. This scenario is conservative but realistic, focusing on improving what already exists.

Scenario 3a – High-capacity mode, e.g., high-service bus lines or LRT:

This scenario proposes a transformative shift to a high-capacity system, such as buses or light rail (LRT), deployed on four high-demand corridors. It includes exclusive lanes and grade-separated intersections to ensure strong performance and reliability. Road expansion is still required, but to a lesser extent, because mass transit absorbs some of the demand.

Scenario 3bis – Mixed High-Capacity System, high-service bus lines and LRT: Scenario 3bis is a variation of Scenario 3 that combines two high-service bus lines and two LRT lines. It tests a blended, high-capacity system that can adapt to varying demand levels across corridors. This scenario emphasises long-term scalability and multimodal integration.

Scenario 4 – Intermediate / Realistic:

Scenario 4 sits between Scenario 2 and Scenario 3. It strengthens the bus system and introduces BRT-style corridors only on the most frequented lines—those with the strongest demand. Stakeholders viewed this scenario as more aligned with Lomé’s financial and institutional capacity for implementation.

Scenario 5 – Evolutionary BHNS network:

Scenario 5 builds on Scenario 3 but adapts it to a more affordable, phased approach, using BHNS (Bus à Haut Niveau de Service, high-level service bus line) as the backbone of the network. Four structural BHNS corridors are implemented first, with the option of upgrading them to full BRT later. This scenario is highly scalable and anticipates long-term integration with an interurban rail system, making it the most future-proof option.

Selected scenario

Scenario 5: BHNS “évolutif” was officially adopted by the Steering Committee (Comité de Pilotage) on 11 July 2024 as the most balanced and future-oriented option for Lomé. This scenario stood out because it introduces four high-quality BHNS corridors that provide a strong structural backbone for the entire mobility system, while simultaneously reorganising both bus services and artisanal transport to improve integration and coverage. Its flexible design allows the network to evolve progressively toward full BRT where demand justifies it, making it both ambitious and financially realistic.

SUMP key measures

Cluster	Measure (brief description)	Cost estimate (EUR)	Proposed financing source	Implementation schedule
Road Network (Obj. 1)	1A1 – Major Road Projects (Projets routiers majeurs)	219,970,000	National budget, development partners	2026–2040
Road Network (Obj. 1)	1A2 – Localised Road Projects (Projets routiers localisés)	212,870,000	Local authorities, national budget	2025–2040
Road Planning	1C3 – Traffic Plan for Grand Lomé (Plan de circulation)	80,000	Studies budget (consultancies)	Short term (2025–2026)
Road Safety	1F1 – Strengthening Road Safety Enforcement (Renforcement du Code de la Route & Sécurité routière)	1,190,000	Government enforcement funds	2025–2040
Institutional Transport Supply (Obj. 2)	2A1 – BHNS Lines Development (Lignes de BHNS)	≈297,900,000	AFD, BAD, national budget	2031–2040
Institutional Transport Supply (Obj. 2)	2A2 – Bus Network Development (Développement du réseau de bus)	81,440,000	State budget, operators, donors	2026–2035
Institutional Transport Supply (Obj. 2)	2A3 – Creation of Secondary Depots (Création de dépôts secondaires)	48,330,000	State budget, SOTRAL	2026–2040
Decarbonisation Strategy	2C1 – Bus Fleet Decarbonisation Plan (Plan de décarbonation du réseau SOTRAL)	130,000	Climate finance, studies budget	Medium term
Artisanal Transport	4D1 – Structuring & Regulation of Artisanal Transport (Structuration & encadrement du transport artisanal)	430,000	Ministry + municipalities	Short–medium term
Active Mobility	5A1 – Active Mobility Infrastructure (Aménagements modes actifs)	6,440,000	Municipal budgets, donors	Short term
Public Space	5A2 – Reallocation of Public Space (Aménagement de l'espace public pour libérer les circulations)	6,640,000	DAGL + municipalities	Short–medium term
Intermodality	7A1 – Transport Hubs Development (Aménagement des pôles d'échanges)	20,740,000	Donors, national budget	Medium term
Governance Reform	8D2 – Creation of the Mobility Authority (AOM) (Création d'une AOM)	100,000	Central government	Short term
Total		896,260,000		

SUMP expected results and impact

The SUMP does provide a consolidated quantitative impact table. The following summary reflects documented expected effects based on scenario evaluations, strategic objectives, and projected performance indicators.

Impact area	Expected impact
GHG emission (SDG 11)	<p>Projected emissions in absolute value:</p> <p>Baseline 2018:</p> <ul style="list-style-type: none"> Per capita: N/A Total: 380 kTCO₂eq/an <p>BAU 2035:</p> <ul style="list-style-type: none"> Per capita: N/A Total: 735 kTCO₂eq/an <p>SUMP 2035:</p> <ul style="list-style-type: none"> Per capita: 210–230 kg CO₂eq/inhab/year Total: 711 kTCO₂eq/an in final report (p298) > -9%/BAU <p>SUMP vs BAU 2035:</p> <ul style="list-style-type: none"> Total: -9% relative to the baseline trajectory Projected increase of annual GHG emissions by +87% to +106%, in percentage of the 2018 baseline: <ul style="list-style-type: none"> Increase under the SUMP scenario (2035): +87% compared to 2018 Increase under the Business as Usual (Fil de l'eau) scenario (2035): +94% compared to 2018 Increase under the reference (no SUMP) scenario (2035): +106% compared to 2018
Accessibility (SDG 11)	<p>Total population covered by public transport</p> <p>Baseline 2018: 884,000 people (40%)</p> <p>BAU 2025: N/A</p> <p>SUMP 2025: N/A</p> <p>BAU 2035: 1,200,000 people (36%)</p> <p>SUMP 2035: 1,805,000 people (53%)</p>
Air pollution (SDG 11)	Improved but not quantified in the SUMP
Modal share	<p>Percentage of total trips being realized with Public Transport</p> <p>Baseline 2018:</p> <ul style="list-style-type: none"> Modal share of Public Transport: 1% (≈3% of motorised trips) Modal share of walking and cycling: 48-51% walking (cycling marginal) Total: 100% <p>BAU 2025:</p> <ul style="list-style-type: none"> Modal share of Public Transport: N/A Modal share of walking and cycling: N/A Total: N/A <p>SUMP 2025:</p> <ul style="list-style-type: none"> Modal share of Public Transport: N/A Modal share of walking and cycling: N/A Total: N/A <p>BAU 2035:</p> <ul style="list-style-type: none"> Modal share of Public Transport: Marginal Modal share of walking and cycling: 34% Total: 100% <p>SUMP 2035:</p> <ul style="list-style-type: none"> Modal share of Public Transport: Mrginal Modal share of walking and cycling: 40% Total: 100%

Impact area	Expected impact
Road safety (SDG 3)	Baseline 2018: <ul style="list-style-type: none"> • Deaths: 592 deaths/year • Heavily wounded: ≈7,951 injured/year SUMP 2025: <ul style="list-style-type: none"> • Deaths: N/A • Heavily wounded: N/A SUMP 2035: <ul style="list-style-type: none"> • Deaths: N/A • Heavily wounded: N/A
Expected institutional impact	Institutional impact: Creation/strengthening of metropolitan mobility governance (AOM), improved coordination, regulatory and capacity-building measures

Insights from practice: Lessons learned from the SUMP development process

The process demonstrated the importance of establishing a strong institutional setup

The Ministry of Transport issued a decree creating the Steering Committee (COPIL) and formally appointing the project team, an essential foundation for coordination and legitimacy. The experience also highlighted that broad and continuous stakeholder engagement, through more than thirty bilateral interviews and multiple thematic workshops, helps to secure shared ownership of the vision, enrich the diagnosis, and build consensus around key scenarios.

Data collected during SUMP development improved data availability for decision-making in Lomé.

A major lesson concerns data collection and evidence-based planning: the extensive photo survey (covering more than 1,200 km), traffic counts, and household mobility surveys provided the analytical depth required to underpin scenario modelling and ensure realistic projections. The Lomé case also showed the value of testing multiple scenarios, including financial and institutional feasibility, which helped identify Scenario 5 (BHNS évolutif) as the most adaptable and cost-effective long-term strategy.

A dedicated transport authority could improve clarity on roles and responsibilities across government levels.

Institutional fragmentation emerged as a recurring challenge, particularly among ministries, the District Autonome du Grand Lomé (DAGL), and communes. This led to the recommendation to establish a dedicated mobility authority (AOM), illustrating how planning processes can catalyse deeper governance reforms. Finally, the SUMP emphasised that implementation requires stable, predictable financing mechanisms and capacity building, not only for infrastructure delivery but also for maintenance, enforcement, and long-term monitoring.

SUMP finance leverage

Leveraged financing (resulting from or enabled by the SUMP preparation process)

Description	Source of financing	Type	Status	Amount (EUR)
Rehabilitation of two main roads in/around Lomé ¹	60 % by the Banque ouest-africaine de développement (BOAD) and 40 % from the national budget	Loan Domestic	Planned	60,000,000 40,000,000
SUMP Implementation ²	EU AFD	Loan Grant	Planned	10,000,000 10,000,000
Paratransit pilot project	EU AFD		Planned	450,000

Associated financing

Description	Source of financing	Status	Type	Amount (EUR) ³
Ouagadougou–Niamey Economic Corridor Project ⁴	World Bank	Secured	Loan Grant	50,654,285 50,654,285

¹ <https://levisionnaire.tg/lome-les-axes-carrefour-y-adidogome-massalassi-et-grand-contournement-cedeao-rn5-bientot-rehabilites/?utm>

² https://comssa.org/download/IEqki9jSb3z2lCxDgdH0QPZK0cJosnwT/6_Lom-_EN-DEF.pdf?

³ Exchange rate (USD→EUR): 1 USD = 0.85 EUR

⁴ <https://documents1.worldbank.org/curated/en/466461626746452108/pdf/Burkina-Faso-Niger-and-Togo-Lome-Ouagadougou-Niamey-Economic-Corridor-Project.pdf?utm>

Implementation support – SUMP Implementation

Project title: Support to Lomé's SUMP implementation

Funded by: European Union

Funding amount: EUR 10,000,000

Implemented by: AFD

Local counterparts and SUMP Implementation agency: Ministry of Road, Air, and Rail Transport (TRAF) – Autonomous District of Great Lomé (DAGL)

Project implementation period: 2026-2028

Implementation support – Paratransit pilot project

Technical Assistance: Paratransit Pilot Project

Funded by: AFD through MobiliseYourCity Global

Funding amount: EUR 450 000

Implemented by: Coopération pour le Développement et l'Amélioration des Transports Urbains et Périurbains (CODATU)

Local counterpart: Ministry of Road, Air, and Rail Transport (TRAF) – Autonomous District of Great Lomé (DAGL)

Expected project start: 2026 Q2 – delayed

Objectives and supported activities:

The project combines institutional strengthening and technical assistance to modernise Lomé's dominant mobility system – paratransit.

- Institutional development: Support to local authorities for the implementation of new regulatory frameworks governing motorbike taxis and the gradual formalisation of the sector.
- Technical assistance: Improvement of service quality and working conditions through driver training, upgraded stopping points, creation of a dedicated professional facility, and access to registration, information, medical and social services.

Governance and Institutional Strengthening

Support to local authorities to operationalise new regulations and build long-term management capacity for the paratransit sector. The focus is institutional modernisation, not only operational improvements.

Motorbike Taxi Professionalisation

- Actions target both service quality and driver recognition:
- Structured driver training
- Upgraded and organised stopping points
- Creation of a dedicated facility for the profession
- Improved access to registration, information, and medical/social services

This consolidates motorbike taxi drivers as formal actors within the urban mobility system.

Active Modes

Walking is acknowledged as fundamental to mobility in Lomé. The project supports non-motorised transport, with technical assistance preparing the ground for future infrastructure investments.

Political and institutional context

Implementation has faced periods of limited local engagement, resulting in delays despite solid technical preparation. SOTRAL plays a key stabilising role by maintaining momentum and relaunching complementary studies.

Following the formation of a new government, the political environment has improved. The project remains politically dependent but is making steady progress.

Highlights in the past year

Project scope under strategic review amid constitutional transition

In the past year, the Lomé urban mobility project's scope and financing have remained under active negotiation between AFD, the European Union, and the Togolese Ministry of Transport, pending confirmation of political support; this is occurring in the context of broad institutional change in Togo, where a new constitution adopted in 2024 transformed the state from a presidential to a parliamentary system and ushered in the Fifth Republic, resulting in the appointment of a new government in October 2025 under that constitutional framework and a shift in executive structure with a ceremonial president and a powerful President of the Council of Ministers⁵.

Before advancing to the project appraisal stage, authorities must confirm the new government's endorsement of the initiative and decisions on potential financing. The envisaged scope so far focuses on SUMP priorities, including bus corridor and main intersection upgrades; the purchase of a bus fleet; the construction of secondary depots; upgrades to bus stations; the deployment of ITS for buses; and targeted non-motorised transport (NMT) improvements.

Last update December 2025

⁵ <https://www.ecofinagency.com/news/1010-49446-togo-unveils-first-cabinet-of-its-fifth-republic-cementing-parliamentary-shift>