



# TUMI INITIATIVE'S TRANSFORMATIVE STORIES

## ADDIS ABABA, ETHIOPIA: BUILDING AN IMPROVED NMT CULTURE THROUGH BICYCLE SHARING

The city of Addis Ababa is home to 25 percent of Ethiopians, and its population is projected to reach close to five million by 2030. Considered one of the fastest growing urban settlements in the world, its planning and development is struggling to keep up with its rapid expansion. For citizens, moving around the city is a daily challenge due to traffic caused by congestion and frequent accidents, insufficient public transport and a lack of infrastructure to accommodate non-motorized transport (NMT). The city is now prioritizing the improvement and development of infrastructure to allow more people to travel by foot or bicycle. It has set itself the ambitious goal of having the largest bicycle sharing scheme on the continent, and will soon implement the first phase of this project with support from TUMI.

### ABOUT ADDIS ABABA

Addis Ababa is the capital city of Ethiopia, the seat of the African Union and other international organizations, and home to around 100 embassies. It is often called the "African Capital" due to its historical, diplomatic and political significance. Located in the foothills of the Entoto Mountains and standing 7,726 feet (2,355 meters) above sea level, it is the third highest capital city in the world. The Addis Ababa City Administration aims to serve as a role model for the development of efficient and sustainable transport systems that improve access for local residents while addressing global climate change. Moving forward, it will commit to investing in sustainable transport systems. Drawing from the *Transport Policy of Addis Ababa* and *Ethiopia's Climate Resilient Transport Sector Strategy*, the *NMT Strategy* outlines a holistic set of measures to expand the use of non-motorized modes of transport.



**Population:** 3,400,000 (2017)

**Area:** 520 km<sup>2</sup>

**Density:** 6,641 persons/km<sup>2</sup>

#### MODAL SPLIT

54% NMT  
31% Public transport  
15% Private motorized vehicles (PMV)



Source: *Evaluation of the 2003-2010 Development Plan of Addis Ababa City, 2011*



## TARGETS (NMT STRATEGY - 10 YEAR VISION)

### **Pedestrian network:**

Six hundred kilometers of new and existing streets to incorporate a continuous pedestrian realm with high-quality footpaths, safe crossings, and adequate street lighting. All schools to have safe pedestrian access.

### **Pedestrian priority precincts:**

Pedestrian zones, public spaces and comprehensive street improvements to be implemented in Piazza, Megenagna, Merkato and Churchill South.

### **Bicycle network:**

Two hundred kilometers of cycles tracks to be constructed.

### **Greenway network:**

Twenty kilometres of greenway network to be implemented.

### **Public bike sharing system:**

Ten thousand shared bicycles serve short trips and improve last-mile connectivity to public transport.

## MOBILITY IN ADDIS ABABA

A lack of appropriate infrastructure enormously impacts a city's ability to accommodate sustainable transport options. In Addis Ababa, a lack of viable alternatives has resulted in increasing car ownership, with negative repercussions for congestion, health and safety. Poorly planned and developed transport systems can have negative economic impacts, and this is of great concern to Addis Ababa given that it is Ethiopia's capital and economic hub.

Transport has been identified and prioritized as a standalone focus area in the City's most recent tenth Master Plan. Under the Plan, the city of Addis Ababa envisions an integrated transport system. The Plan aims to prioritize specific nodes, with one of the first objectives being to improve connectivity between the north and south of the city. Light rail transit (LRT) and Bus rapid transit (BRT) are considered two of the pivotal interventions for improving mobility.

Walkable and bicycle friendly streets have been identified, particularly in the inner city, with the City prioritizing the upgrade and new development of infrastructure to accommodate its vision of having the biggest bicycle sharing initiative on the African continent.

## BICYCLE SHARING IN ADDIS ABABA

Bicycle sharing is a form of personal public transport and can be used to improve last mile connectivity and to cover short trips in the city center. The Addis Ababa Road and Transport Bureau's (AARTB) vision is to implement a first phase bicycle sharing system which will include approximately 500 bicycles and 70 stations. The system will integrate with BRT, LRT, and public buses, and will cover mixed-use nodes such as business offices, healthcare facilities, educational institutions, cultural hubs, and popular tourist destinations. A variety of innovative payment mechanisms and user pricing schedules will ensure that the system is accessible to all citizens.

The initiative will contribute towards the AARTB's objective of bringing forth a paradigm shift in urban mobility that recognizes the importance of NMT modes. Under Ethiopia's growth and transformation plan (GTP-II), AARTB is working to achieve a goal of "making the city clean, green and beautiful". Similarly, the AARTB is pursuing the objective laid out in *Ethiopia's Climate Resilient Transport Sector Strategy* of creating "an affordable, integrated, safe, responsive and sustainable transport system that enhances the environmental, economic, social and cultural wellbeing of Ethiopia's population".

## RELATED MOBILITY INITIATIVES

The City has numerous transport related initiatives currently underway. These include:

- **Mass rapid transit:** In the short term, the AARTB plans to implement two additional BRT corridors to complement the BRT B2 corridor currently being designed. The hope is for this development to complement the existing LRT network.
- **Paratransit industry restructuring:** The government is planning a phased transition of paratransit services to more formal and regulated services.
- **City walkways and drainage systems rehabilitation project:** The City is investing heavily in improving walking and cycling infrastructure. During the previous fiscal year, it allocated approximately ETB 500 million to rehabilitate 22 kilometers of pedestrian pathways.
- **Fare integration:** The City is developing an integrated fare collection system for BRT, LRT and city buses, which will include the bicycle sharing project once it is operational.
- **Underground parking and public space project:** As per the tenth Master Plan, the AARTB is finalizing a detailed design to develop parking and public spaces, which will include bicycle parking spaces, cycle tracks, and walkways.
- **City's River and River-side development (greenway network):** To supplement its walking and cycling improvements, open spaces in the city may be developed as NMT corridors that support long-distance commuting as well as recreational use. The presence of several rivers across the city presents the opportunity to build a network of high-quality greenways that improve mobility for all NMT users while creating vibrant public open spaces. Waterways and sewers will be cleaned, and greenways will incorporate accessible walkways and dedicated cycle tracks, both of which will be integrated into NMT networks.



## KEY CONTACTS

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## ADDITIONAL READING

Roads and Transport Bureau, Addis Ababa City Government website:  
[www.addis-ababa-city-road-and-transport-bureau](http://www.addis-ababa-city-road-and-transport-bureau)

## ACKNOWLEDGMENTS

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The [Transformative Urban Mobility Initiative \(TUMI\)](http://transformative-mobility.org) enables leaders in developing countries and emerging economies to create sustainable urban mobility. It offers technical and financial support for innovative ideas. In TUMI the German Federal Ministry of Economic Cooperation and Development (BMZ) has brought together some of the world's leading institutions working on sustainable mobility with city networks and think tanks to implement projects on site where they are needed most. Partners include ADB, CAF, WRI, ITDP, UN-Habitat, SLoCaT, ITDP, ICLEI, GIZ, KfW and C40. [transformative-mobility.org](http://transformative-mobility.org)

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