

Development of the Greater Lomé Sustainable Urban Mobility Plan

and capacity building for the Transportation Company



PROJECT OWNER

Autonomous District of Greater Lomé (DAGL), Ministry of Road, Air and Rail Transport (MTRAF) and the Lomé Transport Company (SOTRAL)



NATURE OF SUPPORT

Development of a Sustainable urban mobility plan and a plan to strengthen the SOTRAL



PERIOD

april 2023-october 2024



CLIMATE FOCUS

Climate change mitigation



COM SSA FUNDING

€590,000

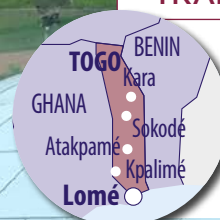


OUTCOMES

- Structuring a SUMP implementation unit
- Possible granting of a €10M loan by AFD and European Union co-financing to support an investment program and a pilot project
- Capacity building of Lomé Transport Company (SOTRAL)



TRANSPORT & MOBILITY



LOMÉ,
TOGO



Context of the support

Lomé, the administrative capital and economic center of Togo, is located on the Atlantic coast, on the border with Ghana. With 2.5 million inhabitants, or about 25% of the national population, the city is part of a vast urban corridor linking Abidjan to Lagos. The city's rapid population growth poses major challenges: urban sprawl — more or less — anarchic, increasing congestion, predominance of artisanal transport, increased road accidents and pollution...

In 2019, thanks to the decentralization laws, the Autonomous District of Greater Lomé (DAGL) was entrusted with the organization of mobility. In the same year, the Ministry of Road, Air and Rail Transport (MTRAF) has joined the MobiliseYourCity partnership to improve planning and financing of the mobility transport in Lomé.

The CoM SSA facility was mobilised to finance a study comprising two components:

- › **The development of a strategic mobility plan - the Sustainable Urban Mobility Plan (SUMP) of the Greater Lomé;**
- › **The definition of a strategic plan to improve road safety and optimize the uses of the Lomé Transport Company, SOTRAL.**

Objectives



To strengthen and to improve the public transportation offer (quality of service, geographic coverage, accessibility) **and to professionalize the informal transport sector**



To build the road and the associated infrastructure to improve road safety, optimize uses and reduce conflicts



To reduce the impact environmental transport in terms of pollutants and air greenhouse gas emissions



Achievements

Developing a Sustainable Urban Mobility Plan (SUMP):

- **An institutional and financial diagnosis** was made, as well as a diagnosis of the supply and demand for mobility in Lomé.
- **Definition of a strategic plan** including a clear vision, specific objectives and priority measures to be implemented.
- **Development of the SUMP action plan**, which translates the strategy into concrete actions. This plan details the steps to be taken and specifies costs, the terms of funding, conditions and timing of implementation.
- **Capacity building of institutions** in charge of mobility organization.

Strengthening and sustaining of the Lomé Transport Company (SOTRAL):

- **Diagnosis of the SOTRAL:** analysis of its operation, transport offer and network operated.
- **Production of studies prior to the investment program.**
- **Development of the SOTRAL strategic plan and an investment program** to sustain its action.

Results

The diagnosis of the sustainable urban mobility plan (SUMP) has made it possible to build a reliable database on mobility in Lomé. Through a participatory process, it brought together stakeholders around a common vision of the strengths and weaknesses of the mobility in the agglomeration. Three main priorities emerged: the need to strengthen the supply of public transport, including the integration of the informal sector, while reducing its environmental impact, **and improve its security, especially for pedestrians and two-wheelers.**

These priorities were then set out in **a strategic plan. The objective is to strengthen the entire transport offer of Lomé and deploy four priority bus lines with a high level of service**, supported by a network of buses in drawdown and a complementary artisanal transport system.

In parallel, **a strategic plan was developed to strengthen the capacity of SOTRAL and sustain its action.** It is structured around major priority themes: the evolution of the contractual framework of operation of SOTRAL, upgrading its equipment and organization, strengthening its skills and offer of service, modernizing road infrastructures, etc.

Finally, the SOTRAL strategic plan was cross-referenced with the SUMP objectives to **ensure consistency between both approaches.**

Study follow-up

Following the study, the Ministry of Road, Air and Rail Transport of Togo asked AFD to identify a project to support SOTRAL in implementing some key actions of the strategic plan.

This project could be financed by a sovereign loan of 10 million euros granted by AFD. The EU also expressed interest in possible co-financing in the form of a grant.

In addition, a pilot project proposed by AFD and financed by the partnership “MobiliseYourCity” is being prepared. It will focus on supporting the motorcycle taxi sector and providing safe lanes for pedestrians and cyclists.

Launched in 2015, the Covenant of Mayors for Sub-Saharan Africa (CoM SSA) is a major catalyst for local climate action in the region, thanks to the political commitment of more than 300 local governments. The objective of the CoM SSA is to help local governments move from planning to implementation, with a focus on unlocking climate finance at the local level.



For more information:

<https://comssa.org/>

