Urban Transportation in Afghanistan

Expert Group Meeting
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Fukuoka, Japan
Afghanistan is one of the poorest countries in the world.

Ravaged by 30 years of war.

Limited investment in urban transport infrastructure.

Dilapidated infrastructure and weak institutions.
Transport modalities

<table>
<thead>
<tr>
<th>Mode</th>
<th>Share of total *</th>
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<tbody>
<tr>
<td>Cars</td>
<td>50%</td>
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<tr>
<td>Motorbikes</td>
<td>15%</td>
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<tr>
<td>Bus/minibus</td>
<td>10%</td>
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<tr>
<td>Trucks</td>
<td>20%</td>
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<tr>
<td>Foreign cars</td>
<td>3%</td>
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<tr>
<td>Rickshaws &amp; 3-wheelers</td>
<td>5%</td>
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<tr>
<td>Bicycles</td>
<td>(25%)</td>
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<tr>
<td>Walking</td>
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Urban transportation in numbers

• Rapid increase in motor vehicles:
  • 2005: 341,000 motor vehicles
  • 2010: 1.2 million

• Relatively low mv ownership rates
  • 120 mv/1000 persons

• Low cost, but affordability issues:
  • 20Afs for taxi (USD 0.35);
  • 10Afs for bus/coach/rickshaw, for 20-30 minute trip
‘Public’ transport

- Dominant modes:
  - Minibus (Town Ace) – 9 pax; 10 Afs
  - Shared cars/taxis – 5/6 pax; 20 Afs
  - Millie ‘National’ Bus – 30 pax; 5 Afs

- Semi-fixed routes (destination based) and unpublished schedules

- Informal ‘hubs’/stations on street corners

- Travel almost exclusively for work and school (not leisure)
Gender dimensions

- Women don’t drive cars, ride on motorbikes, or bicycle
- Female share of total mobility is only 25% and mainly in 6-14yrs group (for school).*
- They pay more and wait longer
- Shared taxis don’t pick up women – ‘they take two places’
- Harassment and assault
Who’s who?

• Ministry of Transportation and Civil Aviation
  • General Presidency of Milli Bus transportation
  • General Presidency of Land Transport Regulation
• Municipalities: roads and planning
• Traffic police: road transportation operation, and enforcement
• Private sector: Taxis, cars, Mille buses
• Intl. partners: ADB, World Bank, JICA
Issues/challenges

- Poor coordination - between Ministry, departments and municipalities
- Traffic jams (too much traffic; bottlenecks, security)
- Security and safety
- Corruption/poor governance
- Insufficient (sustainable) finance/investment
- Pollution (50% of total air pollution is from vehicles, ADB)
- Winter road conditions!
(Innovative) Practices

- KURIP, and now Kabul Urban Transport Efficiency Improvement (KUTEI) Project (BRT feasibility study) (World Bank)
- 2011 Kabul Master Plan (Japan)
- UN-Habitat: tertiary roads
Areas for cooperation

- **Better information** for better transport planning and decision making
- Improve existing urban mobility **infrastructure**
  - Road rehabilitation (& increase municipal revenues for O&M!)
  - Traffic management (lights, signage, stations...)
  - Improve women’s access
- **Improve capacity** of national and municipal and partners to:
  - Create an ‘enabling environment’ to improve service delivery
  - Facilitate PPP to stimulate investment
Thank you!