

CODATU XV call for papers



The role of urban mobility in (re)shaping cities

22 to 26 October 2012 in Addis Ababa (Ethiopia)

Cooperation for urban mobility in the developing world (CODATU) was created in 1980 following a seminal international conference on urban transport in Dakar, Senegal.

CODATU is an international non-profitmaking organization whose aim is to promote international exchanges between the various players in the transport and urban mobility sector: public authorities, companies, and urban transport research institutes and professionals.

The CODATU conferences are therefore intended to promote scientific studies and share concrete experiences that help to implement sustainable urban mobility in cities and towns in developing countries.

Addis Ababa is a fast growing city. The total population is approximately 3.2 million inhabitants and the rate of increase approximately 3.1%. On this basis, the total population may double in just over two decades. The City Development Plan 2001 - 2010 had forwarded a number of solutions to address the numerous challenges facing Addis Ababa Municipality.

Now the revision of the Master Plan is in progress and two mass transit projects are under studies: a BRT line which will be operated by Anbessa City Bus Enterprise, one of the largest public transport companies in Africa and a LRT system of more than 40 km.

Introduction

The CODATU XV conference will allow various players to share their points of view and reach a consensus regarding the different approaches to urban mobility. These may be distinguished firstly in terms of scope of application (whether they tackle global or local issues), and secondly in terms of time (whether they take into account a short or long-term outlook).

In countries of the Global South, policies advanced at local and national level are often aimed at promoting mobility in the interest of development. But they may also go against global considerations, especially climate change. Furthermore, the rapid growth of cities and towns in the South creates numerous short-term difficulties, the solutions to which have a long-term impact on sustainable urban development. By confronting theory with practice, the conference will identify the policies and measures that can offer solutions for local, national and global levels of application.

The Rio+20 United Nations Conference on Sustainable Development that will be held in June 2012 should confirm the commitments of states to sustainable development. The CODATU XV Conference will echo this by dealing with the contribution of transport and mobility to green growth and better governance of sustainable development.

In addition, the conference aims to present analyses from cities and towns in Africa. Ten years after the CODATU X conference in Lomé (Togo) entitled "Urban mobility for all", participants will be invited to present the advances made and the challenges that have emerged since then, and the outlook for the next decade.

African cities and towns are growing fast, and are faced with an increasing share of private motorized transport which increases congestion and air pollution, and undermines road safety. More and more local authorities are developing alternatives and in particular mass public transport projects (big bus, BRT, LRT, underground etc.). Urban transport policies are therefore being developed.

But what are the institutional bases of urban mobility policies? How should policies that promote sustainable urban development be established?

The CODATU XV international scientific committee has therefore chosen as the theme of the conference "**The role of urban mobility in (re)shaping cities**".

Whether or not it is planned, urban transport affects the way in which cities grow. In developing cities, motorization of households with motorbikes or cars, and the development of public transport, meet the increased need for transport.

But they also contribute to an extension of urban areas and the renewal of town centres. These urban dynamics guide mode choices and require towns to address their long-term development. Both in the long term and in the short term, sustainable urban mobility policies must be able to meet the mobility requirements of economic players, ensure social equity and limit consumption of resources.

Sub-themes

Four sub-themes will therefore be proposed to deal with the main theme:

1: What form of governance is required for promoting sustainable mobility?

Sustainable urban mobility policies must therefore be based on a suitable institutional framework that define which public bodies have authority for planning and organizing transport systems through appropriate legal, regulatory and organizational instruments. It should also be supported by a sustainable funding system.

Institutional contexts, planning capacity, and fiscal competencies differ greatly from one country to another. They determine the conditions for deploying a successful mobility policy. What institutional frameworks are suitable? How should administrative boundaries be defined? How should skills and resources be allocated? What factors block implementation? What are the methods of coordination between role players? What relations should there be between public and private partners?

2: How do you plan the cities of the future? What is the link between transport and town planning? What kind of transport infrastructure can lead to sustainable cities?

Transport planning defines the main thrust of the transport policy. It is based on an analysis of current and future transport needs and defines the projects that will make it possible to deal with key issues. Transport infrastructure capacities should be calibrated to expected needs. In a long term strategic planning view, polycentrism is promoted with high urban density along transport corridors and in subcentres.

How do you link transport planning with urban and human settlement planning? How do you coordinate all modes of transport during planning? What is the relationship with regional planning, or national planning for cities?

3: What types of transport should be deployed? How do you manage traffic?

Implementing mobility policies involves addressing issues related to developing public transport networks, controlling individual motorized vehicle traffic, and protecting the most vulnerable road users.

Regarding developing public transport, how can setting up mass transport systems make it possible to restructure existing networks? How can you coordinate existing paratransit with mass transport modes? How can you improve the performance of public transport networks? How should the operating costs of different mass transit systems influence investment choices?

Regarding road traffic management policies, and policies to control motorized vehicle traffic, what measures may make it possible to limit congestion and reduce the appeal of cars? What parking policies should be implemented? How do you organize urban logistics?

In addition, how do you ensure the safety of pedestrians and cyclists on roads? How do you make these non-motorized modes attractive, even for people with high incomes?

4: How do we deal with the needs of people in transport policy? How to make transport systems equitable?

CODATU XV aims to promote transport policies that address local economic development, job creation and a reduction in poverty. In designing and implementing transport policies, the involvement of players concerned (traditional carriers, users etc.) may give greater coherence to projects introduced by local authorities. In addition, some populations may be excluded from transport or urban development projects.

How can communities be involved upstream, through participation in the design of transport policies or projects? What is the economic and social impact of implementing mass transport projects (BRT, LRT, underground etc.) or urban projects? How can projects led by civil society extend the social aspects of sustainable development?

Submission of paper abstracts:

Papers will be welcome that present:

- Transferable experiments or project lessons
- Applied research results
- Transport policies of international, national, regional or local institutions
- Case and comparative studies
- New policy initiatives

Your abstract should outline the scope of the subject matter addressed, the main ideas presented, the context and the expected conclusions of the proposed paper. The covering page should introduce the author, his/her experience, his/her institutional affiliation and postal, telephone and email particulars. The conference languages are English and French.

Deadline for abstracts:

Abstracts should be submitted **from the 25th of January 2012 to the 25th of February 2012** on the web site: www.codatu.org.

Format of submitted abstracts:

Proposals must include an abstract in French or English, on a single page -no more than 400 words-, a short bio of the author(s) -150 words-, a picture of the author(s), an image relative to the subject (it could be a graph, a picture, a map, etc.)

Additional information required:

If the paper focuses on one or two cities, a brief description of the cities is requested, particularly in terms of urban planning and transport - no more than 400 words. A map of the city is required, and a few key data (number of inhabitants, annual growth rate, area (km²), motorization rate (4 wheelers and 2 wheelers), modal share, existence of a master plan, budget of the municipality, share spent on transport and urban development).

Submission of proposals:

Notification of acceptance: The International Scientific Committee will evaluate the abstracts. If accepted, the author will be contacted before the **25th of April 2012**.

Final papers should be submitted before the **25th of July 2012**.

The final date for delivering conference presentation material is the **25th of September 2012**.

Selection of papers:

The selection of papers will be made on the basis of their:

- Relevance to the theme and sub themes announced for the conference
- Rigor, quality and originality
- Relevance for practice

The International Scientific Committee of CODATU XV will give priority to contributions from local actors of southern cities.

For further information, please contact CODATU : codatu@wanadoo.fr.

Composition of International Scientific Committee

Under the presidency of Nico MacLaclan, managing director of Organization Development Africa (Capetown).

First name	Name	Position	Organization
O.P.	AGARWAL	Senior Urban Transport Specialist	The World Bank (Washington)
Assaffoua Joseph	AKA	General Secretary	African Association of Public Transport (Abidjan)
Bernard	ARTHUR	Chief Executive Officer	Centre for Urban Transportation (Accra)
Bedilu	ASSEFA	General Manager	Anbessa Company (Addis Abeba)
Roger	BEHRENS	Associate Professor	University of Cape Town (Cape Town)
Patrice	BERGER	International Affairs Director	Lyon Town Planning Agency (Lyon)
Manfred	BREITHAUP	GTZ Senior transport advisor	Gesellschaft für Internationale Zusammenarbeit –GIZ- (Frankfurt)
Wendel	COX	Principal	Wendell Cox Consultancy –Demographia- (Saint Louis)
Xavier	CREPIN	Senior Advisor	French Foreign Affairs Ministry (Paris)
Kaushik	DEB	Senior Vice President, Policy.	Infrastructure Development and Finance Company (Mumbai)
Chhavi	DHINGRA	Senior Project Office	Gesellschaft für Internationale Zusammenarbeit –GIZ- (Delhi)
Lourdes	DIAZ OLVERA	Researcher	Transport Economics Laboratory (Lyon)
Jean-Pierre	ELONG MBASSI	Secrétaire général	Cités et gouvernements locaux unis d’Afrique – CGLUA- (Rabat)
Haile	FELEKE	Bureau Head	Addis Abab City Administration – Road and Transport Bureau (Addis Ababa)
Xavier	GODARD	Expert on urban transport	French National Institute for Transport and Safety Research (Formerly) (Paris)
Fekadu	HAILE	Road Director	Addis Ababa Municipality (Addis Ababa)
Xavier	HOANG	Transport and environment expert	Agence Française de Développement – AFD- (Paris)
Ali	HUZAYYIN	Director (formerly)	DRTPC, Cairo University (Le Caire)
John	ENGLISH	General Manager of Rideuta	Chairman of Sustainable Development Commission of UITP (Salt Lake City)
Fransisco	LUCIANO	Project Development Director	Véolia Transdev (Paris)
Nico	McLACHLAN	Managing Director	Organization Development Africa (Capetown)
Kazuaki	MIYAMOTO	Professor	Faculty of Environmental and Information Studies (Tokyo)
Maurice	NIATY-MOUAMBA	President	SITRASS (Addis Ababa)
Robert	OLIVIER	Director of National and International Affairs	Société de transport de Montréal -STM- (Montréal)
Romulo	ORRICO FILHO	Professeur	COPPE UFRJ (Rio de Janeiro)
Derek	PALMER	Principal Consultant	Transport Research Laboratory (London)
Dieter	SCHWELA	Responsible for TEST	Stockohlm Environmental Institute (York)
Glen	WEISBROD	President	ED Research Group (Boston)
Berhanu	WOLDETENSAE	PhD Candidate	EiABC (Addis Ababa) and Transport Economics Laboratory (Lyon)
Jian	ZHUO	Associate Professor	Tongji University (Shanghai)
Jean Claude	ZIV	Professor	CNAM (Paris)