

# Urban Transportation in Afghanistan



Expert Group Meeting  
November 5-6 2013

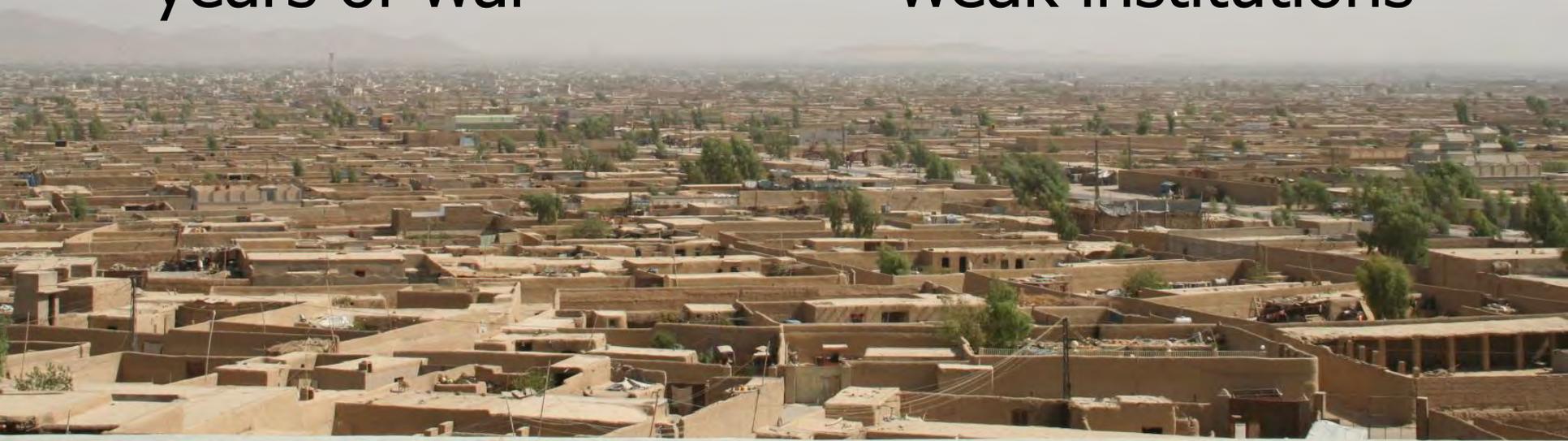
Fukuoka, Japan

! Afghanistan is one of the poorest countries in the world

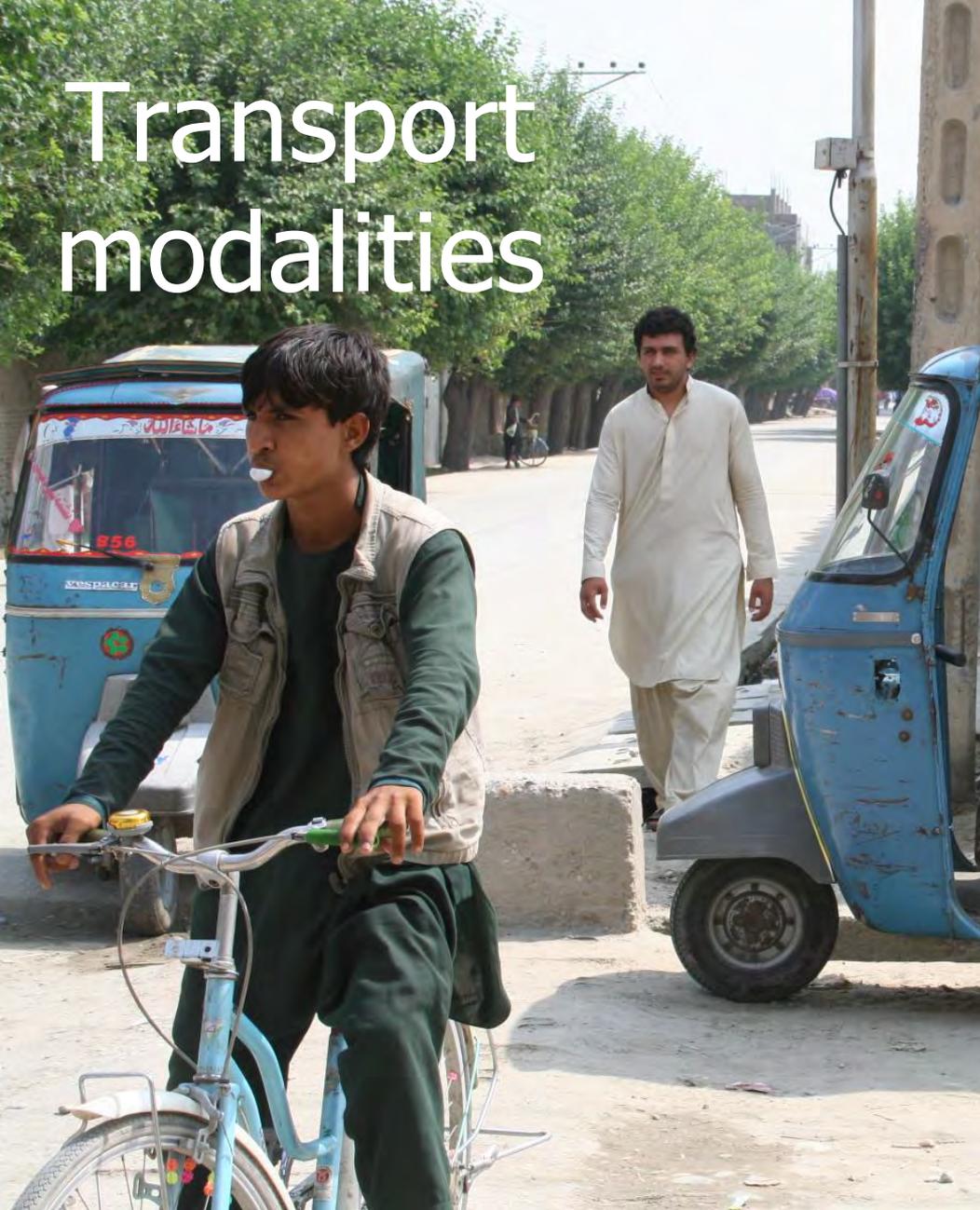
! Ravaged by 30 years of war

≈ Limited investment in urban transport infrastructure

≈ Dilapidated infrastructure and weak institutions



# Transport modalities



- |                         | Share of total * |
|-------------------------|------------------|
| •Cars                   | 50%              |
| •Motorbikes             | 15%              |
| •Bus/minibus            | 10%              |
| •Trucks                 | 20%              |
| •Foreign cars           | 3%               |
| •Rickshaws & 3-wheelers | 5%               |
| •Bicycles               | (25%)            |
| •Walking                |                  |

# 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- Semi-fixed routes (destination based) and unpublished schedules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!**



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FOR A BETTER URBAN FUTURE