

GREATER ABIDJAN TRANSPORT DEVELOPMENT PLAN

**1. SOCIO-ECONOMIQUE FRAMEWORK
GREATER ABIDJAN**

**2. STATE OF PLANNING IN GREATER
ABIDJAN**

3. PROBLEMATIC AND STRATEGIES

**4. ACTIONS FOR FUEL ECONOMY AND REDUCTION OF
GREENHOUSE GASES EMITTED BY VEHICLES IN THE COAST**

SOCIO-ECONOMIC FRAMEWORK OF GREATER ABIDJAN

Superficies: 3 492 km²

Population: 2013 – 5 375 millions ➔ 2030 – 8 421 millions



Transport planning

- The last plan, made in 1988 for a horizon of
- 15 years expired in 2003 without a new plan being developed

Urban Planning

- The master plan of the Grand Abidjan developed in 2000 did not have a satisfactory implementation

STATEMENT OF URBAN PLANNING OF GREATER ABIDJAN



One third of the population of Daa lives in precarious neighbourhood



Bad Neighborhood in the habitation area



Soil erosion followed by éboulements of land



Traffic noises and incidents on the quality of the air



Direct Discharges to the nature of the water

The previous planning documents of the Greater Abidjan, developed separately, did not permit an efficient development of urban transport. Moreover, the fleet, with an average age of more than 15 years, contributes to degrading the quality of the air and therefore the health of the populations. Road accidents are a real public health phenomenon that needs to be brought to the appropriate solutions.

The actions of the Ministry of Transport

- ⚙ 1. Sustainable development strategies
 - ⚙ The adoption of Act No. 2014-390 of 20 June 2014 on sustainable development reflects the state's commitment to this issue.
- ⚙ 2. Master plan for urban transport of Greater Abidjan for the period 2015 – 2030
 - ⚙ The objectives of the urban transport system pursued by the SDUGA to meet the challenges of sustainable development are 1) efficiency, 2) equity and 3) a healthy environment

ACTIONS FOR FUEL ECONOMY AND THE REDUCTION OF GREENHOUSE GASES EMITTED BY VEHICLES IN COTE D'IVOIRE

CONTEXT AND JUSTIFICATION

Within the framework of the project "Global Initiative for Fuel Economy and the Use of Clean and More Efficient Vehicles". The Ministry of Transport has engaged its technical services in collaboration with the Ministries concerned by the subject, mainly the Ministry of the Environment, Urban Sanitation and Sustainable Development, to take all regulatory measures to achieve fuel economy and The reduction of greenhouse gases emitted by motor vehicles in Côte d'Ivoire. This desire, expressed in the Inland Transport Guidelines Act (LOTI), is part of a program to renew the fleet based on the problem of air pollution by motor vehicles worldwide and in Côte d'Ivoire . It is thus found that the aging fleet of Ivory Coast is a factor influencing the deterioration of air quality and, in turn, the health status of the human population.

Therefore, in all initiatives, in favor of the economy of fuel and the promotion of clean vehicles in Côte d'Ivoire, whose overall objective is the halving of fuel consumption and emissions in the world By the year 2050

Actions for fuel economy and reduction of greenhouse gases emitted by motor vehicles in Ivory Coast

The Ministry of Transport has participated in several meetings with the aim of:

- Share the results of the experimental study on the analysis of the exhaust gas of motor vehicles in Côte d'Ivoire;
- Take a draft order banning the use of butane gas as a vehicle fuel;
- Moving towards the development of exhaust emission standards for motor vehicles and engines;
- Information on the latest specifications in force on Ivorian fuel;
- And present incentives and coercive measures for the use of cleaner vehicles.

Actions for fuel economy and reduction of greenhouse gases emitted by motor vehicles in Ivory Coast

1 : Regulation on air pollution by motor vehicles

On the basis of this information, and data provided by the study of vehicle exhaust gas carried out by the firm CAFCI in 2011, it has been submitted to the Government since 20 August 2014, a draft decree on air quality in Côte d'Ivoire, with the assistance of public and private organizations. This project mainly describes:

Maximum limit values for ambient air quality parameters;

- Maximum emission limit values for air pollutants by motor vehicles and motorcycles;
- Measures to prevent air pollution;
- Air quality control procedures
- Administrative and criminal sanctions;
- And the transitional and final provisions

2: Specifications of automotive fuels in Côte d'ivoire

The different types of automobile fuels used by vehicles in Ivory Coast are the super unleaded and the diesel engine. However, some motorists use butane gas, only for households, as a vehicle fuel. The super unleaded and diesel engine are exclusively supplied by the Sir (Ivorian company of Refining).

The specifications of petroleum products after analysis by a working group consisting of the ministries responsible for oil, economy and finance, transport, environment, Health and the CRS, have classified unclean fuel.

Actions for fuel economy and reduction of greenhouse gases emitted by motor vehicles in Ivory Coast.

- ☀ In accordance with the Government's attestation of 14 July 1995, and following a survey on the use of gaseous products as motor fuels in 2002, the Ministry of Transport developed a project to organize the sector:
- ☀ The establishment of a PETROCI-Sotra pilot project for natural gas-powered bus experiments, for which the PETROCI has acquired four (4) CNG-approved buses;
- ☀ The establishment of an organic framework comprising a steering committee involving all stakeholders, a project team and a monitoring committee;
- ☀ The designation of MTS to ensure periodic technical control of natural gas vehicles,
- ☀ The designation of the Swann group to ensure the approval of CNG circuits.
- ☀ In the light of the foregoing, it came out that:
- ☀ CNG (natural gas for vehicles) composed of 90% methane, produces no sulfur oxide, no lead, no dust, no black fumes, in combustion. It is also a product of the oil companies that do not lose anything to replace it with petrol or diesel fuel.

Planned projects of Ministry of Transport

To conform to the priority strategic Axis A. 2. Recommendations from the COP21: ensure appropriate mitigation measures at the national level, the following projects are underway:

- Decree on the age of used vehicles imported into Côte d'Ivoire;
- Decree on the duration of operation commercial vehicles in Côte d'Ivoire;
- The creation of the Road Transport Development Fund (FDTR) in the search for funding for the renewal of the motor vehicle fleet of public road hauliers whose induced effects are strengthening road safety and combating pollution through greenhouse gas (GHG) emissions, damaging to population health and climate balance:
 - To equip the Sotra with new buses (500 before end 2017 and 2000 to end 2020),
 - To equip the circulation of a BRT system

Planned projects of Ministry of Transport

- Revision of the regulatory texts to take into account:
 - A system of gasoline/natural gas bifueling vehicle (an authorisation of an experimental phase by the collaboration Petroci-Sotra and Petroci-FDTR is expected);
 - An inter-ministerial order setting maximum emission limit values for air pollutants by motor vehicles and motorcycles (a decree on the quality of air in development);
 - Decree authorizing the use of gaseous fuels in Côte d'Ivoire (after the experimental phase BiFuel system).

➤ **THANK YOU
FOR YOUR
ATTENTION.**