A GLOBAL MEMBERSHIP

1,400
MEMBER COMPANIES

16,000
CONTACT MEMBERS

MEMBERS FROM
96
COUNTRIES

16
LIAISON AND REGIONAL OFFICES ACROSS THE GLOBE

UITP members by sector of activity

- Operations: 44%
- Industry: 32%
- Authorities: 11%
- Associations: 7%
- Other: 6%

UITP members in the world

- Europe: 65%
- Asia Pacific: 11%
- N. America: 10%
- Middle East & N. Africa: 4%
- Latin America: 4%
- Australia - New Zealand: 3%
- Eurasia: 2%
- Africa: 1%

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MENA CITIES - COMMON THEMES

- Continued growth
- Sharp rise in traffic congestion
  - Increasing dependence on cars
  - Uncompetitive public transport
- Fragmented responsibilities
  - Local vs national authorities
- Insufficient financing (vs. affordability)
- Emerging public involvement
- Negative impacts
  - socio-economic, political, environmental, health, etc
- High-tech youth especially
DIAGNOSTICS

• Lack of planning?
  • Would argue NO

• More relevant factors
  • Political/ legislative/ institutional/ organizational
  • Pressure from fast growth
  • Capacity to carry out plans
  • Competing priorities
  • Social participation/ inclusion/ awareness/ …
LAND-USE & TRANSPORT?
DUBAI
CASE OF AMMAN

Amman 1920s  Amman 1950s

Amman 1960s  Amman 1990s
TRANSPORT & MOBILITY MASTER PLAN

• Comprehensive plan to address current and future mobility needs
• Builds on Amman Master Plan
  • Visionary urban plan
  • Sets sustainability as priority
  • PT/land-use at the core
• Core targets
  • PT Mode Share of 40% (from 14%)
  • Reduce journey time by public transport to 30 min
  • 60% of HH with access to PT
  • 40% of jobs within 2 km of a major transport node
TRANSPORT & MOBILITY
MASTER PLAN – KEY OUTCOMES

- Mobility intelligence
  - Mobility database
  - Analytical framework
- Organizational restructuring
  - A more comprehensive transport focus (away from usual public works)
  - Linked land-use and transport decisions through process re-mapping
- Core policies
  - Align development with transport corridors
  - Optimize existing infrastructure
- Core PT projects
SPATIAL CHARACTERISTICS

Population

Workplace
AMMAN BRT

Project
- 25 km on two car oriented corridors (potential shift)
- Construction well underway

Catalyst for upgrading public transport system
- Introduce smart technologies
- Payment systems
- Information systems
- Integrate (feeder services)
AMMAN BRT
CONCLUDING THOUGHTS

Integration
- Within the organization
- Must reach out beyond borders

Organizational capacity
- Human capital
- Streamline processes (e.g., development permits)

Public awareness and involvement
- Key to sustaining mega projects
- Can’t hold development – offer Plan B
- Must have at least one success story
THANK YOU

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