



Addis Ababa
City Government
Plan & Development
Commission



THE LONDON SCHOOL
OF ECONOMICS AND
POLITICAL SCIENCE

LSE Cities

Alfred
Herrhausen
Gesellschaft



Deutsche Gesellschaft
für Internationale
Zusammenarbeit (GIZ) GmbH

Technical Report 2.1 | Transport and Mobility Services

Digital Van Service Demand

Gauging interest in mobility alternatives among current and aspiring car owners in Addis Ababa

A Technical Report commissioned by the Addis Ababa Urban Age Task Force



URBAN AGE

Addis Ababa Urban Age Task Force

The purpose of the Addis Ababa Urban Age Task Force (AAUATF) is to support the City of Addis Ababa in advancing its strategic development agenda. The Task Force's work builds upon the Addis Ababa City Structure Plan (2017–2027), exploring opportunities for compact and well-connected urban growth that can be delivered through integrated city governance.

In addition to advisory activities and capacity building, it identifies strategic pilot projects to address complex urban challenges around housing, urban accessibility, green and blue infrastructure, and urban governance.

The AAUATF is a partnership between the Addis Ababa City Plan and Development Commission (AACPDC), LSE Cities at the London School of Economics and Political Science, the Alfred Herrhausen Gesellschaft, and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH.

urbanagetaskforce.net/addisababa

Addis Ababa Plan and Development Commission
Halle Gebresilasie Avenue
Addis Ababa
Ethiopia

LSE Cities
London School of Economics
and Political Science
Houghton Street
London
WC2A 2AE
United Kingdom

lse.cities@lse.ac.uk
lse.ac.uk/cities

 @LSECities
 LSE Cities
 LSE Cities

This report is intended as a basis for discussion. While every effort has been made to ensure the accuracy of the material in this report, the authors and/or the Addis Ababa Urban Age Task Force will not be liable for any loss or damage incurred through the use of this report.

Published by the Addis Ababa Urban Age Task Force, 2022.

Report Authors

Philipp Rode, Executive Director, LSE Cities and Urban Age, LSE, London, UK

Bethany Mickleburgh, Researcher, LSE Cities, London, UK

Jennifer Chan, Researcher, LSE Cities, London, UK

Rebecca Flynn, Postgraduate Research Fellow for Urban Transport and Mobility, LSE Cities, London, UK

Supported by

Jens Kandt, Associate Professor in Urban Geography and Data Science Centre for Advanced Spatial Analysis, UCL, London, UK

Christian Hoffmann, Professor, University of Applied Sciences, Berlin, Germany

Elleni Ashebir, Cities and Urban Mobility Manager, Ross Centre for Sustainable Cities, WRI Africa, Addis Ababa, Ethiopia

Semere Jelalu Shafi, Deputy General Director, Addis Ababa City Traffic Management Agency, Addis Ababa City Government, Addis Ababa, Ethiopia

Alexandra Gomes, Research Fellow, LSE Cities, London, UK

Alemgena Araya, Managing Director at ALERT Engineering Consultants, Addis Ababa, Ethiopia

Yohannes Legesse, Transport Engineer, Addis Ababa, Ethiopia

Clarisse Linke, Country Director, Brazil, Institute for Transportation and Development Policy (ITDP), Rio de Janeiro, Brazil

AAUATF Working Group

Transport and Mobility Services

Elleni Ashebir, Cities and Urban Mobility Manager, Ross Centre for Sustainable Cities, WRI Africa, Addis Ababa, Ethiopia

Semere Jelalu Shafi, Deputy General Director, Addis Ababa City Traffic Management Agency, Addis Ababa City Government, Addis Ababa, Ethiopia

Clarisse Linke, Country Director, Brazil, Institute for Transportation and Development Policy (ITDP), Rio de Janeiro, Brazil

Philipp Rode, Executive Director, LSE Cities and Urban Age, LSE, London, UK

Production and Design

Elaine Beebe, Copy Editor

Emily Cruz, Project Manager, LSE Cities

Lizzy Garlan, Publication Coordinator, LSE Cities

Yasmin Lennon-Chong, Graphic Design

Atelier Works, Template Design

Image credit (front cover): Charlie Rossier

Contents

1. Introduction	4
2. Overview	4
3. Survey context	5
3.1 Car usage	6
3.2 Bus usage	6
3.3 Light Rail Transit (LRT) usage	6
3.4 Minibus usage	6
3.5 Conventional taxis	6
4. Use of digital vans and ridesharing	7
5. Conclusion	10
Appendix 1: Methodology	11
Appendix 2: Survey Questionnaires, English and Amharic	12

1. Introduction

This report on surveying the potential for digital van service for Addis Ababa, Ethiopia, was commissioned by the Addis Ababa Urban Age Task Force and is based on a collaborative project led by LSE Cities in partnership with the World Resources Institute (WRI), Addis Ababa University and the Institute for Transportation and Development Policy (ITDP). For this project and report, digital van service refers to an on-demand ride share service that would utilise software to pool rides and optimise vehicle routing. Vehicles may transport between five to 20 passengers.

The report presents the results of an initial scoping study that sought to understand current attitudes towards different modes of transport and to inform potential proofs of concepts, scale to test or future rollouts of digital van services in Addis Ababa. It also includes the Amharic and English questionnaire that was developed for this survey and which could be employed for a fuller, representative survey in the future.

From January 2020 to April 2020, a preliminary test survey with 134 respondents, who were either car-owners or were planning to purchase a car, provided insights in a demand-side centred survey on attitudes towards different modes of public and private transport. The goal was to establish a survey platform to be utilised at scale at a later point and to conduct a preliminary assessment of the degree to which a more affluent population would be willing to support alternative modes of public transport, particularly a digital minibus service, and explore how this would fit into the existing transport networks.

2. Overview

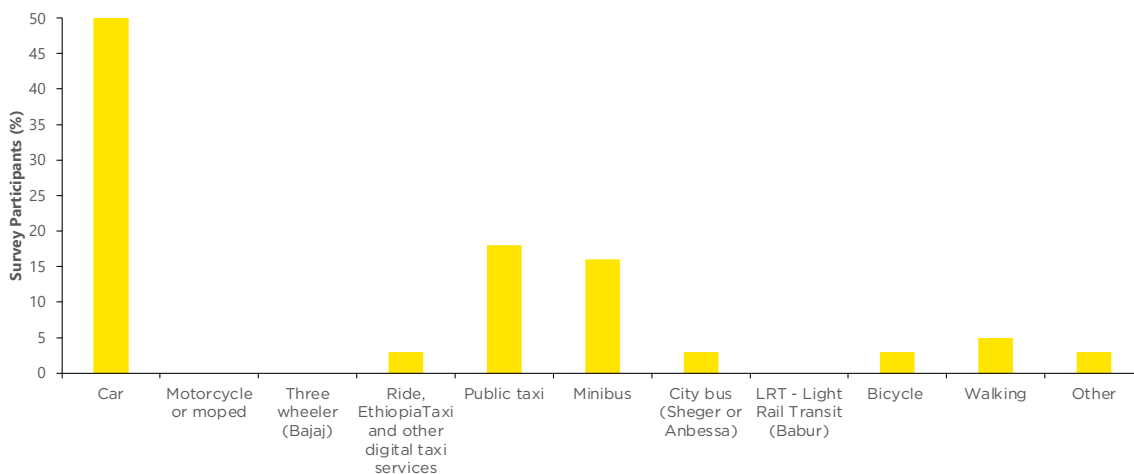
As Addis Ababa aims to build 15 bus rapid transit (BRT) corridors to supplement the existing light rail transit (LRT) system, there is room for additional sustainable mobility goals within the expanding regulatory framework and transport system (Opportunities for digital service in Addis Ababa, 2021, 22). Thus, to support expanding infrastructure, it is of value to understand what would motivate car-owning populations to switch to public transport alternatives.

This report first will set local context and breakdown attitudes towards six modes of transport: car, bus, LRT, minibus, taxis and digital van services. Ultimately, the findings of the scoping survey show that there is a perceived trade-off between flexibility and cost-effectiveness of private ownership of cars versus public transport. A digital van service would address the concern identified as a part of each of the currently available forms of public transport.

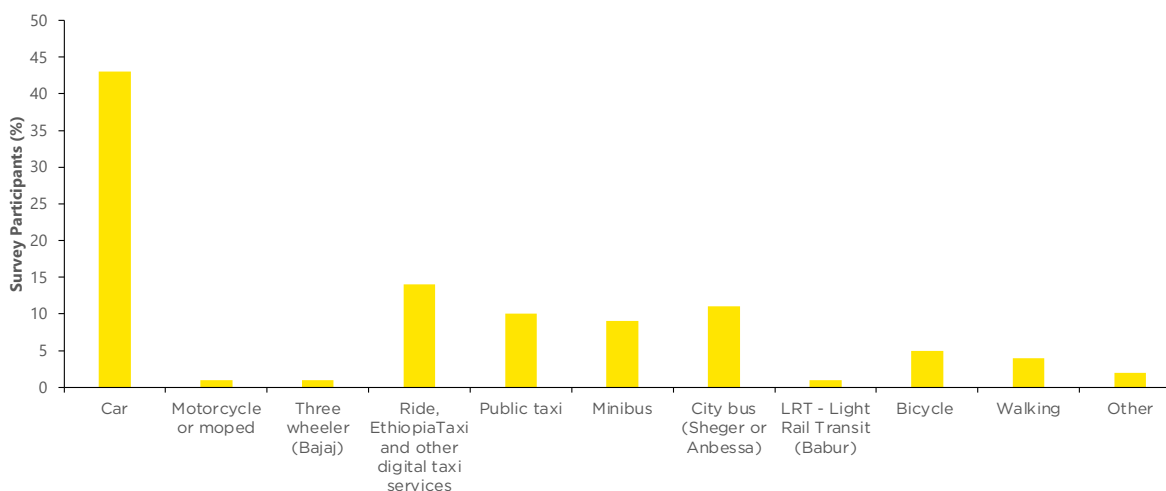
3. Survey context

Walking and public transport are the primary forms of mobility and modes of transport in Addis Ababa (Opportunities for digital service in Addis Ababa, 2021, 1). Before being asked questions about transport preferences, survey respondents were given a list of different forms of transport and asked how often they use each one. For daily usage, 13% of respondents relied on the minibus, making that the most popular form of public transport, while 50% of respondents utilised a private car. None of the surveyed respondents utilised a motorcycle or moped or a three wheeler (bajaj) and few used light rail or bicycles (Figure 1). When asked about their preferences, 43% of participants identified the private car as their preferred mode. Comparatively, the respondents' current mode of transport is similar to their preferences. What is notable is there is a decrease in car as a preferred mode of transport which suggests there is some appetite for a modal shift away from car use. After private cars, two modes of transport that are preferred are digital taxi services and city bus.

Figure 1: Methods of transport of respondents: currently most utilised versus preferred
Which method of transportation do you use to complete most of your daily travel?



Which of the following methods of transportation do you personally prefer to use in Addis Ababa?



3.1 Car usage

By comparing the responses and attitudes of car owners to those of respondents who utilise other forms of transport, we can identify the main motivations of both groups and use these insights to develop ways to reduce car use and ownership.

Among car drivers the most agreed-upon statements were:

1. I can reach destinations that are most important to me by car.
2. I feel safe using a car in terms of harassment and crime.
3. I don't have to wait long for bus, taxis or trains.

The most disagreed-upon statement was *"It is important to me that I do not have to share my car with anybody"*. This suggests that privacy or disinterest in public or community transport options is not the primary motivating factor around car ownership.

Among non-car drivers, the most agreed-upon sentiments on car usage were the exact same as car drivers. The fact that both car owners and non-car owners both highly agree on the same attitudinal statements show that they share perceptions about car ownership. *"I can reach destinations that are most important to me by car"* was the most agreed-upon statement in both groups, reinforcing the overall perception that car ownership and usage will provide greater mobility and accessibility. Understanding that this is the priority among both groups suggests that if alternative modes of transport can offer routes linking residents with their desired destinations, this could motivate greater usage of alternatives to cars.

3.2 Bus usage

Various bus networks and companies in Addis Ababa include Higher, Midibus, Anbessa City Bus Service, Sheger Express and public servant buses.

The most agreed-upon statement surrounding buses were:

1. It is cheaper to use city buses than driving by car.
2. The waiting times are very long.
3. It is more environmentally friendly to use city buses.

The most disagreed-upon statement was *"I can organise my day flexibly with city buses"*. This is in line with the feedback on car usage where the most agreed-upon statement speaks to the priority of accessibility, both in terms of mobility and time spent travelling.

3.3 Light Rail Transit (LRT) usage

The LRT with two corridors has been operational since 2015 and transports 120,000 passengers a day (Opportunities for digital service in Addis Ababa, 2021, 9).

Like the attitudes towards bus usage, the agreed-upon statements are:

1. LRT is cheaper than private car.
2. It is more environmentally friendly to use the LRT.
3. I would be very limited if I travelled only by LRT.

The third statement is reinforced by the most disagreed-upon statement, *"I can organise my day flexibly with LRT"*. This matches the attitudes towards buses which once again highlights the prioritisation of individual accessibility and mobility as a constraint in choosing public forms of transport.

3.4 Minibus usage

Carrying nearly 80% of the total transport demand in the city, privately owned minibus taxis have a capacity of 15 and are the dominant form of public transport in Addis Ababa. As of January 2020, according to the Addis Ababa Transport Authority, 8,911 minibus taxis operated in the city (Opportunities for digital service in Addis Ababa, 2021, 1).

The most agreed-upon statements for the minibus are in line with bus and LRT usage:

1. Minibuses are a cheaper alternative to private car.
2. With minibuses I am freed from the necessity of having to drive by myself.
3. I can reach destinations that are important for me with minibuses.

The third finding is significant as it touches on a priority identified in the attitudes to private car, bus and LRT usage while upholding the same positive attitudes for buses and LRT.

3.5 Conventional taxis

Responses to conventional taxi statements are the most similar to the results for car usage. Overall, respondents agree that conventional taxis:

1. Allow one to reach all important destinations;
2. Allow for flexibility;
3. Give time to do something else while travelling.

The proliferation of digital taxi services in Addis Ababa shows that there is a demand for this convenient mobility option. The primary concerns in relation to taxis are issues of affordability and of lower capacity, which contributes to congestion and associated implications such as pollution and crashes.

4. Use of digital vans and ridesharing

Digital vans and ridesharing services are an underexplored mode of transport with similar benefits to taxis and cars while offering increased passenger capacity, lower space consumption and lower carbon emissions. They also serve as a communal form of public transport.

While the statements for all other modes of transport are written in the present tense, the statements for digital vans and ridesharing are posed with the modal verb “may”. 69% of respondents agreed that it “*may be something I could enjoy*”. Sixty percent of respondents also believe that it “*may be easy for me*”. Positive attitudes expressed towards usage of digital van service suggest potential demand for the services, compounded by the fact that most non-car owners are dissatisfied with their daily transport (Figure 6).

Plausibility

The survey shows that amongst car-owners and those considering car ownership there is a perceived trade-off between the flexibility of car ownership and its cost as compared with public transport.

Among car owners, 65% said they would consider testing digital van services, and this number drops to 47% for non-car owners (Figure 2). This may suggest that non-car owners maintain an idealised view of car ownership and see that as the priority over alternative modes of transport, while car owners may be more cognisant of personal car costs and more open to hybridising their transport.

Moreover, in comparing car owners to non-car owners, there is a clear difference in their budgets for transport. When asked “*What percentage of your net income are you willing to spend on transport?*” most car owners said they

would spend up to 5 to 10 percent of their net income, while most non-car owners were willing to spend up to 5 percent (Figure 3). This suggests that car owners are open to spending more due to the higher costs of owning a car, altering their perception of the costs of public transport. More non-car owners were open to spending more than 25 percent of net income on transport.

Most respondents who are car owners would not sell their cars, for reasons that are in line with the most agreed-upon statement for car usage, which was “*I can reach destinations that are most important to me by car*” (Figure 4). These respondents show interest in using the digital van service for specific trips while relying on their cars for other trips. This reaffirms accessibility and freedom as the core reasons for why individuals would continue to keep their private cars and suggests that if other modes of transport, specifically digital van services, could satisfy these demands, it could prevail as the primary mode of transport amongst both car owners and non-car owners.

Prospective passengers’ access to a smart device and connection to a mobile service or Wi-Fi is necessary for a digital van service to take off. Of the respondents, 98% own a smart device, of whom 49% utilise mobile data. When asked about the potential introduction of more mobility services such as Ride and EthiopiaTaxi, 70% of respondents said they would use the service. Another trend noted throughout the survey was the consistent importance of environmental friendliness of public transport, which is significant considering that transport emissions are responsible for 68% of the city’s greenhouse gas emissions. Consequently, both stated motivation and existing resources align with the growth of digital van service as a viable alternative to car driving.

Figure 2: Car owners versus non-car owners’ response to considering digital van services
If such digital vans were trialled in Addis Ababa, would you consider testing them for your daily journeys?

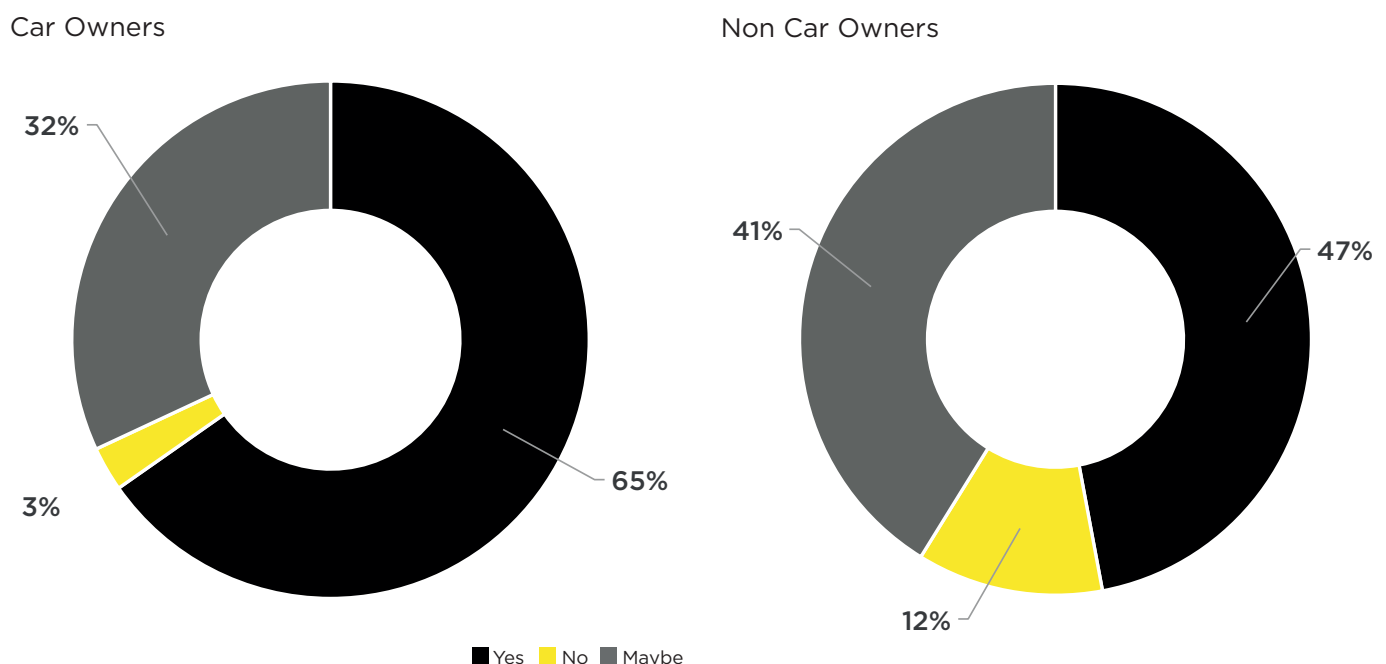


Figure 3: Comparing willingness to spend on transport as percentages of net income of car owners to non-car owners.

What percentage of your net income are you willing to spend on transport?

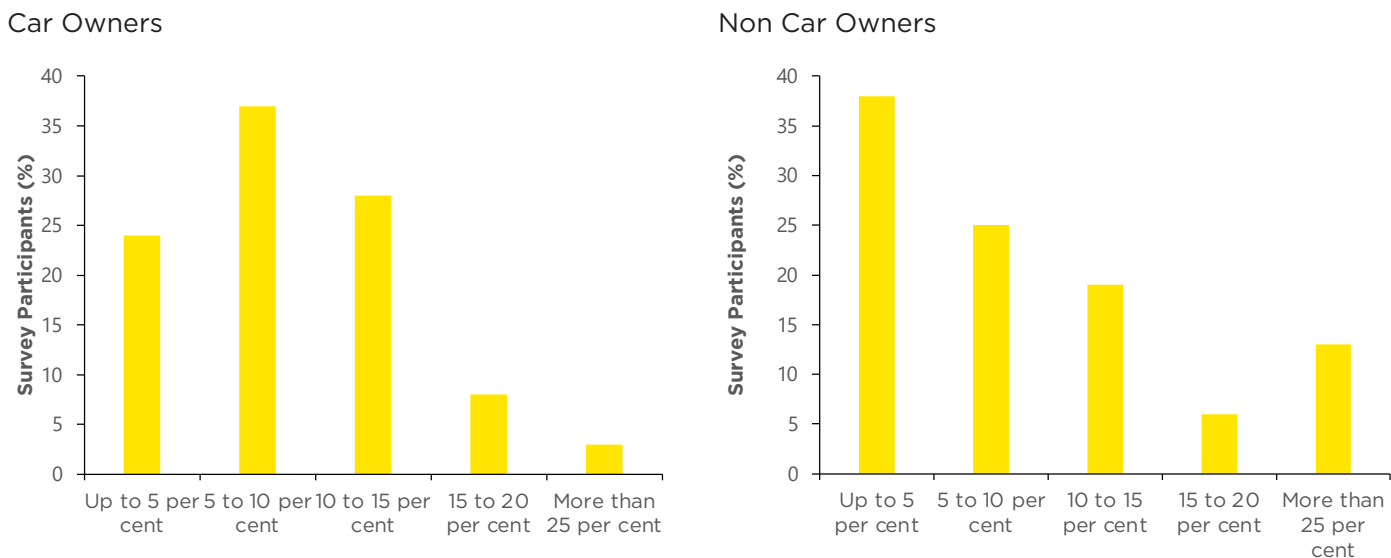
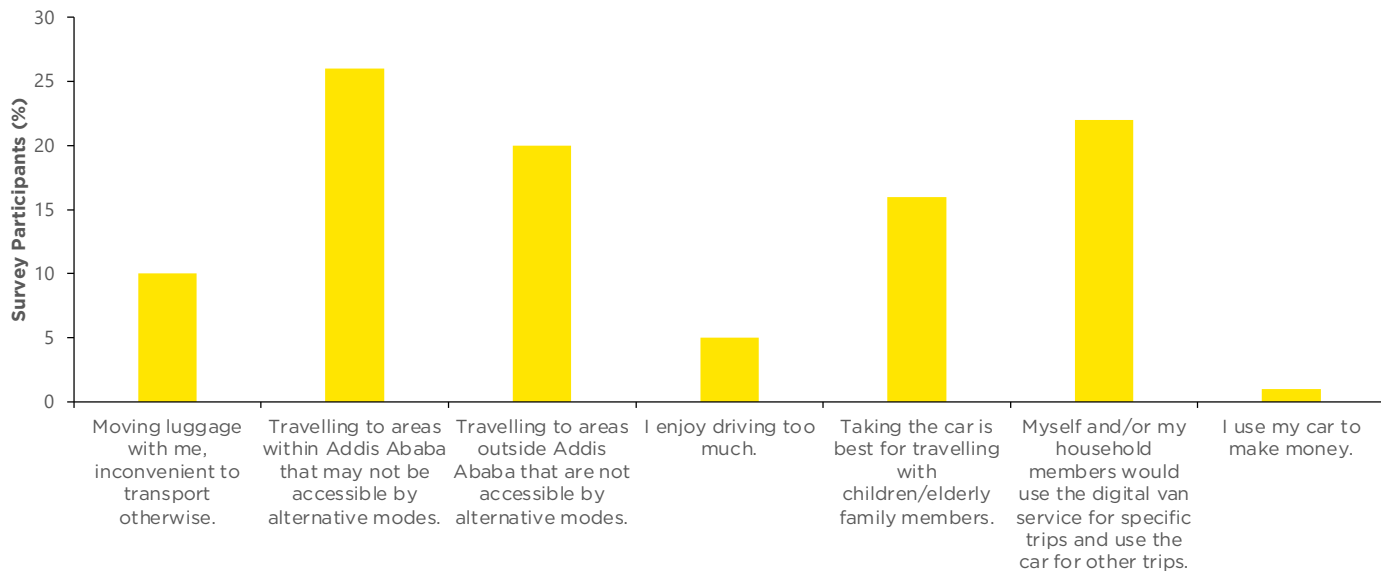


Figure 4: Main reasons behind hesitancy to sell car to use alternative modes of transport. If no, what may be the main reasons?



The primary issue in Addis Ababa surrounding public transport is insufficient supply, leading to prolonged intervals and routing that result in long queues during peak hours. Additionally, more than 20% of the population cannot afford buses while 40% of the population cannot afford minibus taxis (Opportunities for digital service in Addis Ababa, 2021). Even among car owners and non-car owners, a majority report dissatisfaction in accessing daily destinations by their current mode of transport (Figure 6). Many of the efforts to improve existing infrastructure focus on public investment and urban planning overhauls such as changing the location of mass transport terminals, addressing the lack of terminals and shelters and focusing

on last-mile access to public transport. Structurally, there has been a lack of integration between land-use policies and the presence of frequent public transport services.

Digitising services could contribute to and necessitate creative solutions to existing technical hurdles and inconsistent mobile internet access. There is a gap in transport options and a clear demand for transport options that are flexible, affordable and sustainable and allow individuals to reach their desired destinations. There is clear space in the transport ecosystem for digital van services and an opportunity to create an accompanying regulatory framework to contribute to the city’s sustainable mobility goals.

Figure 5: Ability to utilise future digital mobility services, comparing car owners to non-car owners

Some providers are planning the introduction of more mobility services like Ride and EthiopiaTaxi. Would you use your mobile phone or other digital devices for bookings, travel information and payment?

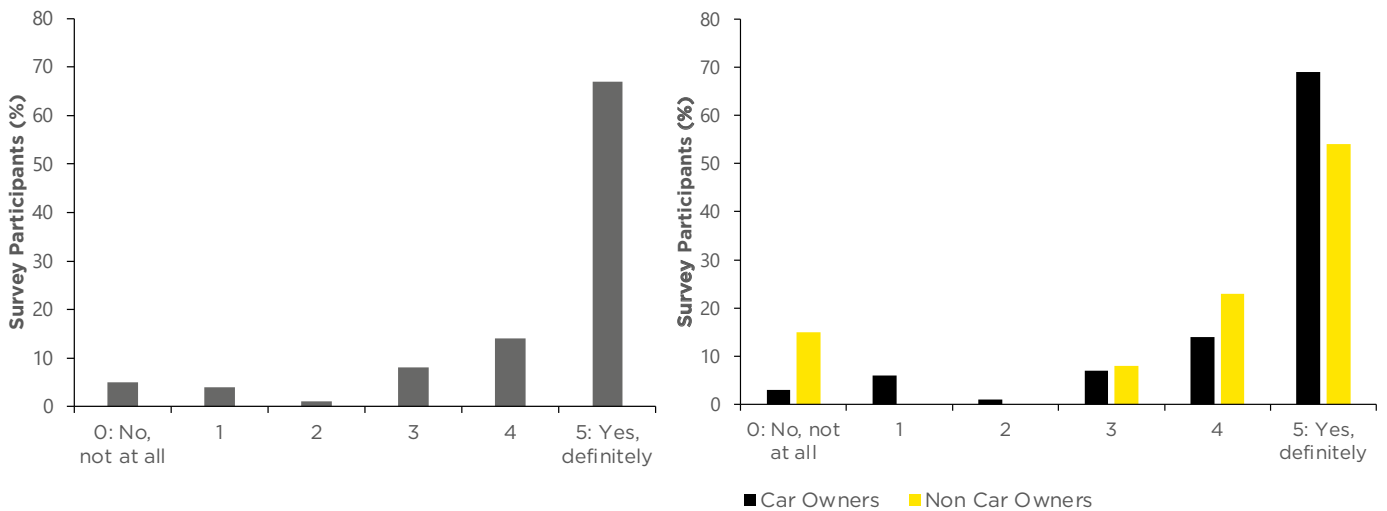
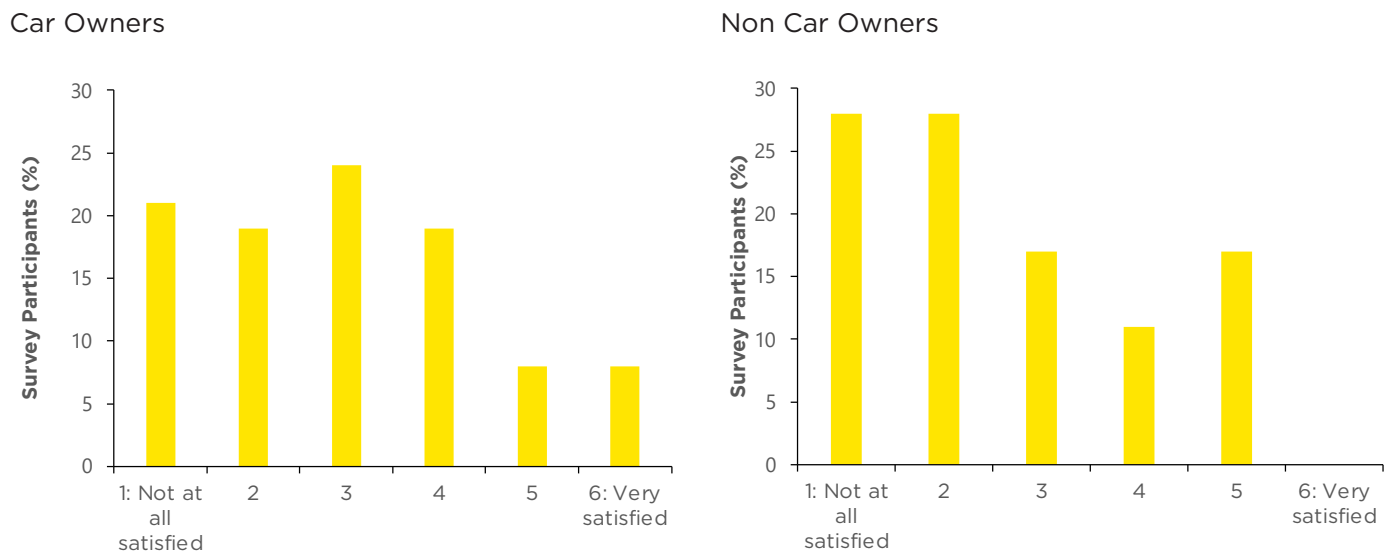


Figure 6: Satisfaction of car owners and non car owners in accessing daily destinations by transport

How satisfied are you with accessing your daily destinations by transport?



5. Conclusion

This digital van service survey was developed to conduct an initial scoping exercise and to establish a resource and template for future research on transport attitudes and demand in Addis Ababa. The survey was distributed prior to COVID-19 and almost all responses were recorded in January, February and early March 2020, before any recorded cases in Ethiopia. Consequently a follow-up, in-depth survey to reinforce findings would presumably be impacted by current understandings about public health and safety, particularly on public transport.

The survey results show a current dissatisfaction with public and private transport options, and a considerable demand for digital van services both amongst existing car owners and potential car owners. Reflecting on these sentiments and identifying areas of action, digital van services could cover areas with increasing affluent populations, a high potential for urban, mixed-use and higher density living in order to avoid a rapid increase in car ownership and parking requirements. It may potentially also be a service that could also be subsidised by new real estate developments forgoing the need for expensive parking facilities and instead offering mobility services (see AA UATF report on the Addis Ababa City Block). More generally, digital van service could combine the benefits of taxis and minibuses to serve the demand for reliable, eco-friendly, cost-effective transport, flexible to the needs of those living in Addis Ababa.

The survey transcript in both English and Amharic are included in Appendix 2.

Appendix 1: Methodology

Survey design

The 20-minute survey was conducted on the Qualtrics online platform between January and April 2020. Respondents were sampled through a snowballing approach via the participants of the Urban Age Addis Ababa conference. The survey link was circulated with options to answer in either English or Amharic.

Survey respondents were asked first about their current mobility habits and preferences. They then were asked to answer a series of Likert scale questions on their attitudes to a range of different transport options in the city against a set of statements – private cars, city buses, the Light Rail system (LRT), public minibuses, taxis and digital taxis. The statements assessed attitudes related to stress, flexibility, enjoyment, amusement, environmental friendliness, privacy, cost, time savings and perceptions of social acceptability. These statements were automatically randomised to avoid order bias.

The next section of the survey was designed to assess potential consumer demand for the introduction of digital vans in the city. To give context, respondents were shown a two-minute video from the 2017 TechCrunch conference in Berlin introducing one example of a digital van service. Respondents were told that this example was for illustrative purposes only, and not an endorsement of any particular service. A text definition of digital van services also was shown.

Respondents then were asked to answer Likert scale questions on their potential attitudes to digital vans against statements in line with those shown in the previous section. Respondents were asked would they consider testing these vans if they were trialled in Addis Ababa, and if they were available for daily travel, would they consider selling their household car. If they said no, they were asked to give reasons for the answer.

To assess whether respondents had the digital access to avail of these services, they were asked whether they owned smart devices, how they accessed internet data, and whether they would use these devices for bookings, travel information and payment.

Finally, respondents were asked about their satisfaction towards accessing their daily destinations by transport and towards their residential location before some demographic and household questions. These were designed so that variations in attitudes could be analysed against these factors.

All answers in the survey were optional and 134 respondents were counted in the final sample.

Potential factors influencing results

Several factors potentially could have influenced the survey results to a certain extent. The most significant factor is the COVID-19 pandemic, which began to impact Ethiopia shortly after the majority of survey results were collected. COVID-19 may have influenced attitudes towards public forms of transportation, and by extension, willingness to trial digital van services.

Another influencing factor may have been the way in which respondents were sampled. Snowball sampling through the existing Urban Age network ensured a large response pool and a higher response rate than might have been the case with representative sampling. However, this did mean that the sample is not representative of Addis Ababa society, and could be skewed towards residents with higher incomes and more educational qualifications than average. Significantly, it also could have meant that respondents engaged in urban issues and transportation were more likely to have answered the survey, potentially impacting the representativeness of the results.

Finally, it is important to note that any form of multimedia shown to respondents during a survey can potentially impact on responses. In this instance, the video introducing the digital van service was designed for a tech conference in Berlin and presented an idealised version of the transport mode. This was intended to familiarise respondents with the main features of the service, but the setting and attractiveness of the digital van shown in the video could also have influenced their attitudes and willingness to trial the service.

Appendix 2: Survey Questionnaires, English and Amharic

English transcript

Q1 Do you have a driver's licence?

- Yes
- No

Q2 How many cars are there in your household?

- None at all and no plans to buy one
- None at all but soon planning to buy one
- One
- Two
- Three or more

Q3 How often do you use...?

[travel options randomised]

	(Almost) Always	Occasionally	Rarely	Never
A car as the driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A car as passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A public taxi as passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A private taxi as passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q4 Which method of transportation do you use to complete most of your daily travel?

- Car
 - Motorcycle or moped
 - Three-wheeler (Bajaj)
 - Ride, EthiopiaTaxi and other digital taxis services
 - Public taxi
 - Minibus
 - City bus (Sheger or Anbessa)
 - LRT - Light Rail Transit (Babur)
 - Bicycle
 - Walking
- Other, specify: _____

Q5 Please tell us how often you use each of the following means of transportation.

[Travel options randomised]

	Daily or almost daily	One to three days per week	Once every two weeks	One to three days per month	Less than monthly	Never or almost never
Walking distances longer than 5 minutes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ride, EthiopiaTaxi and other digital taxis services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car as the driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car as the passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minibus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
City bus (Sheger or Anbessa)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LRT - Light Rail Transit (Babur)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scooter/moped/motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Three wheelers (Bajaj)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The bus if I need to go out of Addis Ababa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q6 Which of the following methods of transportation do you personally prefer to use in Addis Ababa?

[Travel options randomised]

- Car
- Motorcycle or moped
- Three-wheeler (Bajaj)
- Ride, EthiopiaTaxi and other digital taxis services
- Public taxi
- Minibus
- City bus (Sheger or Anbessa)
- LRT - Light Rail Transit (Babur)
- Bicycle
- Walking
- Other, specify: _____

Q7 Next follow some statements about driving a car. Even if you do not drive yourself, you will likely still have an opinion about it. Please tell us in each case to what extent you agree. A 0 means that you do not agree at all. A 5, that you agree fully. You can grade your response using the numbers in between.

In case you don't use a car often enough to have an opinion, please go to the next question.

[Statements randomised]

	0: Completely disagree	1	2	3	4	5: Agree fully
Driving is stressful for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driving is an easy way for me of getting around.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driving is especially fun for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I feel safe using a car in terms of harassment and crime.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I feel safe using a car in terms of likelihood and potential impact of a crash.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
My family and friends like it when I drive the car.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Without the car I could not cope with my everyday life.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driving a car is not environmentally friendly.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It is important to me that I do not have to share my car with anybody.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I can reach destinations that are important to me with the car.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Using a car is too expensive.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I don't have to wait for long times for buses, taxis or trains.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q8a Now we have some similar statements about the use of city buses (Sheger or Anbessa). In case you don't use city buses often enough to have an opinion, please go to the next question.

[Statements randomised]

	0: Completely disagree	1	2	3	4	5: Agree fully
I can organise my day flexibly with city buses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would be very limited if I travelled only by city buses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It's more environmentally friendly to use city buses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I can reach destinations that are important for me with city buses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It's cheaper to use city buses than driving by private car.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
My family and friends like it when I use city buses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of city buses is easy for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I feel safe using a city bus in terms of harassment and crime.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I feel safe using a city bus in terms of likelihood and potential impact of a crash.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I reach my destination without stress using city buses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
With city buses I am freed from the necessity of having to drive myself.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of city buses is fun.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The waiting times are very long.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q8b Now we have some similar statements about the use of LRT. In case you don't use LRT often enough to have an opinion, please go to the next question.

[Statements randomised]

	0: Completely disagree	1	2	3	4	5: Agree fully
I can organise my day flexibly with LRT.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would be very limited if I travelled only by LRT.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It's more environmentally friendly to use LRT.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I can reach destinations that are important for me with LRT.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It's cheaper to use city buses than driving by private car.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
My family and friends like it when I use LRT.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of LRT is easy for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I feel safe using LRT in terms of harassment and crime.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I feel safe using LRT in terms of likelihood and potential impact of a crash.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I reach my destination without stress using LRT.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
With LRT I am freed from the necessity of having to drive myself.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of LRT is fun.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The waiting times are very long.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q9 And regarding public minibuses:

In case you don't use minibuses often enough to have an opinion, please go to the next question.

[Statements randomised]

	0: Completely disagree	1	2	3	4	5: Agree fully
I can organise my day flexibly with minibuses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would be very limited if I travelled only by minibuses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It's more environmentally friendly to use minibuses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I can reach destinations that are important for me with minibuses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It's cheaper to use minibuses than driving by private car.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
My family and friends like it when I use minibuses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of minibuses is easy for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I feel safe using minibuses in terms of harassment and crime.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I feel safe using minibuses in terms of likelihood and potential impact of a crash.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I reach my destination without stress using minibuses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
With minibuses I am freed from the necessity of having to drive myself.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of minibuses is fun.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The waiting times are very long.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q10a The next questions are about conventional taxis (blue/yellow cars). Again, we have prepared a number of statements to which I would like to ask for a valuation - again between 0 and 5 for the degree of your agreement.

In case you don't use conventional taxis often enough to have an opinion, please go to the next question.

The use of conventional taxis...

[Statements randomised]

	0: Completely disagree	1	2	3	4	5: Agree fully
Is primarily associated with stress for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allows me to reach all my important destinations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allows me more flexibility to move around.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is easy for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is something I enjoy.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
My family and friends like it when I use conventional taxis.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is cheaper than driving by private car.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gives me time to do something else while travelling such as work/read/etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allows me to feel safe using conventional taxis in terms of harassment and crime.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allows me to feel safe using conventional taxis in terms of likelihood and potential impact of a crash.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allows me to have more space to carry luggage/kids with me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is associated with very long waiting times for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q10b The next questions are about digital taxis (services such as Ride and EthiopiaTaxi, which can be booked and paid online). Again, we have prepared a number of statements to which I would like to ask for a valuation - again between 0 and 5 for the degree of your agreement.

In case you don't use digital taxis often enough to have an opinion, please go to the next question.

	0: Completely disagree	1	2	3	4	5: Agree fully
Is primarily associated with stress for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allows me to reach all my important destinations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allows me more flexibility to move around.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is easy for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is something I enjoy.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
My family and friends like it when I use digital taxis.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is cheaper than driving by private car.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gives me time to do something else while travelling such as work/read/etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allows me to feel safe using digital taxis in terms of harassment and crime.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allows me to feel safe using digital taxis in terms of likelihood and potential impact of a crash.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Allows me to have more space to carry luggage/kids with me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is associated with very long waiting times for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q11 The next questions are about the potential introduction of digital van service (also referred to as vanpooling or ridesharing) to Addis Ababa. The following photos and video from the 2017 TechCrunch conference in Berlin give a brief introduction to one example of such a service. (Please note that this example is used for illustrative purposes only and that we are not endorsing any particular mobility service.) [Respondents were shown this video and this photograph.]

By digital van service, we mean a transport service in which a passenger travels in a comfortable van for up to 20 passengers. Routes and seats can be booked and paid through a website or mobile app. The routing of this service is flexible and adjusts to the request of passengers. Each passenger has a guaranteed seat and you also can travel with family members, kids and friends with discounts and pre-booked seats.

Again, we have prepared a number of statements to which I would like to ask for a valuation - again between 0 and 5 for the degree of your agreement.

The use of digital vans / ridesharing...

[Statements randomised]

	0: Completely disagree	1	2	3	4	5: Agree fully
Is potentially associated with stress for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May allow me to reach all my important destinations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May allow me more flexibility to move around.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May be easy for me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May be something I could enjoy.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
My family and friends may like it if I use such digital vans.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May allow me to meet people.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May give me time to do something else while travelling such as work/read/etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May make me feel safer in terms of harassment and crime.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May make me feel safe in terms of likelihood and potential impact of a crash.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May not offer enough space for me to take luggage/kids with me.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
May have very long waiting times.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q12a If such digital vans were trialed in Addis Ababa, would you consider testing them for your daily journeys?

- Yes
- No
- Maybe

Q12b If such digital vans were available for your daily travel needs, would you/your household consider selling your car?

- Yes
- No
- Maybe

Q12c If no, what may be the main reasons?

Tick all that apply.

- Moving luggage with me, inconvenient to transport otherwise.
- Travelling to areas within Addis Ababa that may not be accessible by alternative modes.
- Travelling to areas outside Addis Ababa that are not accessible by alternative modes.
- I enjoy driving too much.
- Taking the car is best for travelling with children/elderly family members.
- I and/or my household members would use the digital van service for specific trips and use the car for other trips.
- I use my car to make money.

Q13a Do you own a mobile phone, tablet or netbook with which you can go online, send emails and download apps - a so-called smartphone or smart device?

- Yes
- No

Q14 Some providers are planning the introduction of more mobility services like Ride and EthiopiaTaxi. Would you use your mobile phone or other digital devices for bookings, travel information and payment?

Select again between 0 and 5.

- 0: No, not at all
- 1
- 2
- 3
- 4
- 5: Yes, definitely

Q15b And how satisfied are you with your current residential location?

- 1: Not at all satisfied
- 2
- 3
- 4
- 5
- 6: Very satisfied

Q17 Which of the following characterisations describes you best?

- Public Sector Worker
- Private Sector Worker
- NGO Sector Worker
- Housekeeper
- Politician
- Academic
- Student
- Unemployed
- Pensioner
- Foreign National working for international organisation

Q13b If so, how do you access data?

Tick all that apply.

- Via home or work Wi-Fi only
- All accessible Wi-Fi
- Mobile data (3G)

Q15a Now, briefly regarding your satisfaction with two things - expressed on a scale of 1 not satisfied at all to 6 very satisfied?

How satisfied are you with accessing your daily destinations by transport?

- 1: Not at all satisfied
- 2
- 3
- 4
- 5
- 6: Very satisfied

Q16a The geographical classification is very important for the success of the study. We would like to be able to classify the general location where you live.

Would you therefore please tell me the name of the administrative area/neighbourhood where you live?

Q16b And what is the name of the administrative area/ neighbourhood of your workplace or your school, college or training provider?

Q18 How old are you?

- Under 20 years old
- 20-29 years old
- 30-39 years old
- 40-49 years old
- 50-59 years old
- 60-69 years old
- 70 years old and older

Q19 What gender are you?

- Male
- Female

Q20a How many people live in your household, including yourself? The number of persons (including yourself)

Q20b Of those, how many are children below the age of 15?

Q21a What is the highest educational qualification that you have?

- Primary school/elementary school without completed education
- Primary school/elementary school with a completed education
- Secondary / technical / business school without school leaving examination
- School leaving examination / qualification
- Completed academic studies (university, technical college, academy)
- No qualifications
- Other qualifications

Q22 How high is the monthly net income of your entire household - all net incomes in the household calculated together?

- Up to 3,000 Birr
- 3,001 to 5,000 Birr
- 5,001 to 10,000 Birr
- 10,001 to 15,000 Birr
- 15,001 to 20,000 Birr
- 20,001 to 25,000 Birr
- More than 25,000 Birr

Q23 What percentage of your net income are you willing to spend on transport?

- Up to 5 per cent
- 5 to 10 per cent
- 10 to 15 per cent
- 15 to 20 per cent
- More than 25 per cent

Amharic Transcript

Q1 የመንጃ ፈቃድ አሎት?

- አዎ
- የለኝም
- ምንም የለም እናም ለመግዛትም አላማ የለንም
- ምንም የለም ግን በቅርቡ ለመግዛት አላማ አለን

Q2 ምን ያህል መኪና እቤታቹ አለ?

- አንድ
- ሁለት
- ሶስት እና ከዛ በላይ

Q3 ምን ያህል ግዜ ይጠቀማሉ?

Q4 በአብዛኛው የቀን ጉዞው የትኛውን የትራንስፖርት መጓጓዣ

የጠቀማሉ?

	ሁሌም	አንዳንዴ	አልፎ	መቼም
መኪና እንደ ነጂ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
መኪና እንደ ተሳፋሪ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የህዝብ ታክሲ እንደ ተሳፋሪ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የግል ታክሲ እንደ ተሳፋሪ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- መኪና
- ሞተርሳይክል
- ባጃጅ
- ራይድ ፣ ኢትዮጵያ ታክሲ (ላዳ) ፣ ዲጂታል ታክሲ አግልግሎት
- የህዝብ ታክሲ
- ሚኒባስ
- የከተማ አውቶቢስ (ሽገር ወይም አንበሳ)
- ባቡር
- ብስክሌት
- በእግር መጓዣ
- ሌላ አይነት እዚላይ ያልተጠቀሰ

Q5 የተለያዩ አይነት የትራንስፖርት መጓጓዣ አጠቃቀም ምን ያህል ግዜ አዘውትረው እንደሚጠቀሙ ይግጹ

[Statements randomised]

	በየቀኑ ቀናት በሰዎች ውስጥ	ከአንድ እስከ ሶስት ሰዎች ሰዎች	በሁለት ሳምንት አንዴ	ከአንድ እስከ ሶስት ቀናት በወር ውስጥ	በወር አንዴ ያነሰ ውስጥ	መቼም
ከ5 ደቂቃ በላይ በእግር እጓዥለው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
በብስክሌት እጓዥለው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ራይድ ፣ ኢትዮጵያ ታክሲ (ላዳ) ፣ ዲጂታል ታክሲ አግልግሎት	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የህዝብ ታክሲ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
መኪና እንደ ነጂ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
መኪና እንደ ተሳፋሪ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ሚኒባስ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የከተማ አውቶቢስ (ሽገር ወይም አንበሳ)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባቡር	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ስኩተር ፣ ሞፕድ ወይም ሞተርሳይክል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባጃጅ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ከአዲስ አበባ ለመውጣት ስፈልግ ባስ እጠቀማለው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q6 በአጠቃላይ አሁን ባለበት ሁኔታ የትኛውን የትራንስፖርት መጓጓዣ አይነት ይመርጣሉ አዲስ አበባ ውስጥ ለመጠቀም?

- መኪና
- ሞተርሳይክል
- ባጃጅ
- ራይድ ፣ ኢትዮጵያ ታክሲ (ላዳ) ፣ ዲጂታል ታክሲ አግልግሎት
- የህዝብ ታክሲ
- ሚኒባስ
- የከተማ አውቶቢስ (ሽገር ወይም አንበሳ)
- ባቡር
- ብስክሌት
- በእግር መጓዝ
- ሌላ አይነት እዚላይ ያልተጠቀሰ

Q7 በመቀጠል ከዚህታች የተዕፋት አረፍተነገሮች በማንበብ ሰለመኪና አነዳድ ያሉትን ሃሳብ ያካፍሉን። ምንም እንኳን መኪና ባይነዳድም የሚሰማዎትን አስተያየት ይግለጹ።

እባኩን ለሁሉም አረፍተነገሮች በምን ያህል እንደሚስማሙ ይንገሩን። 0 ማለት በፍጹም አልስማማም ሲሆን 5 ደግሞ ሙሉላሙሉ እስማማለሁ ነው። በመሃል ያለውን ቁጥር በመጠቀም መልሶችን ደረጃ መስጠት ይችላሉ።

አስተያየቶን ለመስጠት የሚያበቃ የመኪና የመጠቀም ልምድ ከሌሎች እባኩን ወደቀጣይ ጥያቄ ይለፉ።

በዘፈቀደ የተጠቀሱ ሃሳቦች

[Statements randomised]

	0: በፍጹም	1	2	3	4	5: ሙሉላሙሉ እስማማለሁ
ለኔ መንዳት አስጨናቂ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
መንዳት ለኔ ከቦታ ቦታ ለመንቀሳቀስ ቀላሉ መንገድ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ለኔ መንዳት አዝናኝ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
መኪና ስጠቀም ደህንነት ይሰማኛል ለምሳሌ ከተለያዩ ትንኮሳ እና ወንጀል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
መኪና ስጠቀም ሊደርስብኝ ከሚችል የግጭት አደጋ ደህንነት ይሰማኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
መኪና ስነዳ በቤተሰቦቼ እና በጓደኞች ተወዳጅነትን አገኛለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ያለመኪና የቀን ተቀን ህይወቴን በአግባቡ መወጣት ይከብደኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
መኪና መንዳት ለአካባቢ ተስማሚ አይደለም	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
መኪናዬን ከሌላ ሰው ጋር መጋራት አልፈልግም	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
መኪና በመጠቀም ምፈልግበት ቦታ በቀላሉ መድረስ እችላለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
መኪና መጠቀም በጣም ውድ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባስ ፣ ታክሲ እና ባቡር ለመጠቀም ረጅም ሳዐት መጠበቅ አይጠበቅብኝም	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q8a አሁን በመቀጠል ያሉ አረፍተ ነገሮች ደግሞ ስለከተማ አውቶብሶች (ሽገር ወይም አንበሳ) አጠቃቀም ይሆናሉ አስተያየቶን ለመስጠት የሚያበቃ የከተማ አውቶብሶች የመጠቀም ልምድ ከሌሎች እባካትን ወደቀጣይ ጥያቄ ይለፉ። በዘፈቀደ የተጠቀሱ ሃሳቦች

[Statements randomised]	0: በፍጹም አልሰማማም	1	2	3	4	5: ሙሉላሙሉ እስማማለሁ
የከተማ አውቶብሶች በመጠቀም የቀን ውሎየን በነጻነት አሳካለው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የከተማ አውቶብሶች ብቻ የምጠቀም ከሆነ በቀላሉ ከቦታ ቦታ ለመዘዋወር ያዳግተኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የከተማ አውቶብሶች መጠቀም ለአካባቢ የተሻለ ተስማሚ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
በከተማ አውቶብሶች የምፈልግበት ቦታ በቀላሉ መድረስ እችላለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የግል መኪና ከመንዳት የከተማ አውቶብሶችን መጠቀም እርከሽ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የከተማ አውቶብሶችን ስጠቀም በቤተሰቦቼ እና በጓደኞች ተወዳጅነትን አገኛለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የከተማ አውቶብሶችን መጠቀም ለኔ ቀላል ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የከተማ አውቶብሶችን ስጠቀም ደህንነት ይሰማኛል ለምሳሌ ከተለያዩ ትንኮሳ እና ወንጀል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የከተማ አውቶብሶችን ስጠቀም ሊደርስብኝ ከሚችል የግጭት አደጋ ደህንነት ይሰማኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የከተማ አውቶብሶችን በመጠቀም ምፈልግበት ቦታ ሳልጨናነቅ መድረስ እችላለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የከተማ አውቶብሶችን ስተቀም እራሴ ከማሸከርከር ነጻ አወጣለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የከተማ አውቶብሶችን መጠቀም ያዝናናል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የከተማ አውቶብሶች ረጅም ሳዐት ያስጠብቃሉ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q8b አሁን በመቀጠል ያሉ አረፍተ ነገሮች ደግሞ ባቡር አጠቃቀም ይሆናሉ አስተያየቶን ለመስጠት የሚያበቃ ባቡር የመጠቀም ልምድ ከሌሎች እባካትን ወደቀጣይ ጥያቄ ይለፉ። በዘፈቀደ የተጠቀሱ ሃሳቦች

[Statements randomised]	0: በፍጹም አልሰማማም	1	2	3	4	5: ሙሉላሙሉ እስማማለሁ
ባቡር በመጠቀም የቀን ውሎየን በነጻነት አሳካለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባቡር ብቻ የምጠቀም ከሆነ በቀላሉ ከቦታ ቦታ ለመዘዋወር ያዳግተኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባቡር መጠቀም ለአካባቢ የተሻለ ተስማሚ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባቡር በመጠቀም የምፈልግበት ቦታ በቀላሉ መድረስ እችላለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የግል መኪና ከመንዳት ባቡር መጠቀም እርከሽ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባቡር ስጠቀም በቤተሰቦቼ እና በጓደኞች ተወዳጅነትን አገኛለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባቡር መጠቀም ለኔ ቀላል ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባቡር ስጠቀም ደህንነት ይሰማኛል ለምሳሌ ከተለያዩ ትንኮሳ እና ወንጀል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባቡር ስጠቀም ሊደርስብኝ ከሚችል የግጭት አደጋ ደህንነት ይሰማኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባቡር በመጠቀም ምፈልግበት ቦታ ሳልጨናነቅ መድረስ እችላለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባቡር ስተቀም እራሴ ከማሸከርከር ነጻ አወጣለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባቡር መጠቀም ያዝናናል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ባቡር መጠቀም ያዝናናል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q9 የከተማውን የህዝብ ሚኒ ባሳ ታክሲዎችን አስመልክቶ አስተያየቶችን ለመስጠት የሚያበቃ የህዝብ ሚኒ ባሳ ታክሲዎችን የመጠቀም ልምድ ከሌሎች እባኮችን ወደቀጣይ ጥያቄ ይለፉ። በዘፈቀደ የተጠቀሱ ሃሳቦች

[Statements randomised]

	0: በፍጹም	1	2	3	4	5: ሙሉላሙሉ እስማማለሁ
የህዝብ ሚኒ ባሳ ታክሲዎችን በመጠቀም የቀን ውሎዎን በነጻነት አሳካለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የህዝብ ሚኒ ባሳ ታክሲዎችን ብቻ የምጠቀም ከሆነ በቀላሉ ከቦታ ቦታ ለመዘዋውር ያዳግተኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የህዝብ ሚኒ ባሳ ታክሲዎችን መጠቀም ለአካባቢ የተሻለ ተስማሚ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የህዝብ ሚኒ ባሳ ታክሲዎችን በመጠቀም የምፈልግበት ቦታ በቀላሉ መድረስ እችላለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የግል መኪና ከመንዳት የህዝብ ሚኒ ባሳ ታክሲዎችን መጠቀም እርካሽ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የህዝብ ሚኒ ባሳ ታክሲዎችን ስጠቀም በቤተሰቦቼ እና በጓደኞች ተወዳጅነትን አገኛለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የህዝብ ሚኒ ባሳ ታክሲዎችን መጠቀም ለኔ ቀላል ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የህዝብ ሚኒ ባሳ ታክሲዎችን ስጠቀም ደህንነት ይሰማኛል ለምሳሌ ከተለያዩ ትንኮሳ እና ወንጀል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የህዝብ ሚኒ ባሳ ታክሲዎችን ስጠቀም ሊደርስብኝ ከሚችል የግጭት አደጋ ደህንነት ይሰማኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የህዝብ ሚኒ ባሳ ታክሲዎችን በመጠቀም ምፈልግበት ቦታ ሳልጨናነቅ መድረስ እችላለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q10a የሚቀጥሉት ጥያቄዎች በመደበኛ ታክሲዎች (ሰማያዊ ላዳ እና ቢጫ መኪናዎች) ላይ የተኩራል ከዚህ ቀደምት እንዳይረጋገጥ ለሚቀጥሉት አረፍተነገሮች ከ0 እስከ 5 ደረጃ በመስጠት ስምምነትን ያስቀምጡ። በመደበኛ ታክሲዎች (ሰማያዊ ላዳ እና ቢጫ መኪናዎች) መጠቀም አስተያየቶችን ለመስጠት የሚያበቃ በመደበኛ ታክሲዎች (ሰማያዊ ላዳ እና ቢጫ መኪናዎች) የመጠቀም ልምድ ከሌሎች እባኮችን ወደቀጣይ ጥያቄ ይለፉ።

[Statements randomised]

	0: በፍጹም አልስማማም	1	2	3	4	5: ሙሉላሙሉ እስማማለሁ
ለኔ በቋሚነት ከጭንቀት ጋር የተቆራኘ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የምፈልግበት ቦታ በቀላሉ ለመድረስ ያስችለኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የቀን ውሎዎን በነጻነት እንዳሳካ ያስችለኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ለኔ ቀላል ነው መድረስ እችላለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የሚያዘናኝ ነገር ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
በመደበኛ ታክሲዎችን (ሰማያዊ ላዳ እና ቢጫ መኪናዎች) ስጠቀም በቤተሰቦቼ እና በጓደኞች ተወዳጅነትን አገኛለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የግል መኪና ከመንዳት መደበኛ ታክሲዎችን (ሰማያዊ ላዳ እና ቢጫ መኪናዎች) መጠቀም እርካሽ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
በመደበኛ ታክሲዎችን (ሰማያዊ ላዳ እና ቢጫ መኪናዎች) በመጓዝ ላይ እያለሁ እንዳይነብኝ ስራዎን እንደሰራ እና የመሳሰሉትን ነገሮች እንዳይከናወኑ ያስችለኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የመደበኛ ታክሲዎችን (ሰማያዊ ላዳ እና ቢጫ መኪናዎች) ስጠቀም ደህንነት ይሰማኛል ለምሳሌ ከተለያዩ ትንኮሳ እና ወንጀል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የመደበኛ ታክሲዎችን (ሰማያዊ ላዳ እና ቢጫ መኪናዎች) ስጠቀም ሊደርስብኝ ከሚችል የግጭት አደጋ ደህንነት ይሰማኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ልጆቼን እና እቃዎችን ለመያዝ ያስችለኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ረጅም ሳዐት ያስጠብቃሉ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q10b የሚቀጥሉት ጥያቄዎች ዲጂታል ታክሲዎች (ለምሳሌ ራይድ ፣ ኢትዮጵያ ታክሲ አግልግሎቶች በኢንተርኔት የምንጠቀማቸው) ላይ የተኩራሉ ከዚህ ቀደምት እንዳይረገገው ለሚቀጥሉት አረፍተነገሮች ከ0 እስከ 5 ደረጃ በመስጠት ስምምነቶን ያስቀምጡ ዲጂታል ታክሲዎች መጠቀም አስተያየቶን ለመስጠት የሚያበቃ ዲጂታል ታክሲዎች የመጠቀም ልምድ ከሌሎች እባክትን ወደቀጣይ ጥያቄ ይለፉ።

[Statements randomized]	0: በፍጹም አልስማማም	1	2	3	4	5: ሙሉላሙሉ እስማማለሁ
ለኔ በቋሚነት ከጭንቀት ጋር የተቆራኘ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የምፈልግበት ቦታ በቀላሉ ለመድረስ ያስችለኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የቀን ውሎዩን በነፃነት እንዳሳካ ያስችለኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ለኔ ቀላል ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የሚያዘናኝ ነገር ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ዲጂታል ታክሲዎችን ስጠቀም በቤተሰቦቼ እና በጓደኞች ተወዳጅነትን አገኛለሁ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የግል መኪና ከመንገዳት ዲጂታል ታክሲዎችን መጠቀም እርካክ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
በዲጂታል ታክሲዎችን በመጓዝ ላይ እያለሁ እንዳነብ፣ስራዬን እንደሰራ እና የመሳሰሉትን ነገሮች እንዳከናውን ያስችለኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ዲጂታል ታክሲዎችን ስጠቀም ደህንነት ይሰማኛል ለምሳሌ ከተለያዩ ትንኮሳ እና ወንጀል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ዲጂታል ታክሲዎችን ስጠቀም ሊደርስብኝ ከሚችል የግጭት አደጋ ደህንነት ይሰማኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ልጆቼን እና እቃዎችን ለመያዝ ያስችለኛል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ረጅም ሳዐት ያስጠብቃሉ	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q11 የሚቀጥለው ጥያቄ የሚያተኩረው ለአዲስ አበባ የዲጂታል ቫን (በሌላ ስሙ ቫንፑል ወይም ራይድ ሼሪንግ) ስለማስተዋወቅ ነው። ከስር ያሉት ፎቶዎች እና ቪዲዮዎች የተወሰዱት በ2017 በበርሊን ከተካሄደው ቴክክራንች ኮንፍረንስ ላይ ከቀረቡት ምሳሌዎች አንዱ ነው። ይህን ምሳሌ የተጠቀምነው እንደማሳያ በቻ እንጂ እንደመፍትሄ አላቀረብንም።

ዲጂታል ቫን ስንል እስከ 20 የሚደርሱ ተሳፋሪዎች በምቼ ቫን የትራንስፖርት አገልግሎት ማጓጓዣ ማለት ነው። መነሻ እና መድረሻ እንዲሁም መቀመጫን ሞባይል ስልክን እና ድረ ገጽ በመተቀም በቀላሉ አገልግሎት ማግኘት ነው። መነሻ እና መድረሻው ከተሳፋሪው ፍላጎት ጋር እንዲጣጣም ይደረጋል። ሁሉም ተሳፋሪ የራሱ የሆነ መቀመጫ ያገኛል በተጨማሪም ከድመው መቀመጫ በመያዝ ከቤተሰብ ፣ ከልጆች እንዲሁም ከጓደኞች ጋር ሲጓዙ ቅናሽ ይኖረዋል ከዚህ ቀደምት እንዳይረገገው ለሚቀጥሉት አረፍተነገሮች ከ0 እስከ 5 ደረጃ በመስጠት ስምምነቶን ያስቀምጡ ዲጂታል ቫን ወይም ራይድ ሼሪንግ መጠቀም

[Statements randomized]	0: በፍጹም አልስማማም	1	2	3	4	5: ሙሉላሙሉ እስማማለሁ
ለኔ በቋሚነት ከጭንቀት ጋር የተቆራኘ ነው	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የምፈልግበት ቦታ በቀላሉ ለመድረስ ያስችለኝ የሆኖል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የቀን ውሎዩን በነፃነት እንዳሳካ ያስችለኝ የሆኖል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ለኔ ቀላል ሊሆን ይችላል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
የሚያዘናኝ ነገር ሊሆን ይችላል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ዲጂታል ቫንን ስጠቀም በቤተሰቦቼ እና በጓደኞች ተወዳጅነትን ሊያስገኝልኝ ይችላል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
አዳዲስ ሰዎችን እንድተዋወቅ ሊያስችለኝ ይችላል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
በዲጂታል ቫን በመጓዝ ላይ እያለሁ እንዳነብ፣ስራዬን እንደሰራ እና የመሳሰሉትን ነገሮች እንዳከናውን ሊያስችለኝ ይችላል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ዲጂታል ቫንን ስጠቀም ደህንነት ሊያሰማኝ ይችላል ለምሳሌ ከተለያዩ ትንኮሳ እና ወንጀል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ዲጂታል ቫንን ስጠቀም ሊደርስብኝ ከሚችል የግጭት አደጋ ደህንነት ሊያሰማኝ ይችላል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ልጆቼን እና እቃዎችን ለመያዝ ሊያስችለኝ ይችላል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ረጅም ሳዐት ሊያስጠብቀኝ ይችላል	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q12a እንደዚህ አይነት ዲጂታል ቫን አዲስ አበባ ላይ ቢጀመር የቀን ጉዞት ላይ ለመሞከር ፈቃደኝ ናት?

- አዎ
- አይ
- ምን አልባት

Q12c መልሶ አይ ከሆነ ምክንያቱ ምንድን ነው? የሚስማሙበትን የምረጡ

- እቃ ይዞ መጓጓዣ ምቹ ስላልሆነ
- በሌላ የመጓጓዣ አማራጮች የማይደረስባቸው አካባቢዎች አዲስ አበባ ውስጥ ስላሉ
- ከአዲስ አበባ ውጪ ለመጓጓዣ በሌላ በሌላ የመጓጓዣ አማራጮች የማይደረስባቸው አካባቢዎች ስላሉ
- መንዳት በጣም ስለሚያስደስተኝ
- በመኪና ከልጆች ከአዛውንት ቤተሰቦቹ አባላት ጋር ለመጓጓዣ በጣም ምቹ ስለሆነ
- እኔ እና የቤተሰቦቹ አባላት ዲጂታል ቫን አገልግሎት ለተወሰነ ጉዞዎች እንጠቀማለን መኪናችንን ደግሞ ለሌላ ጉዞ እንጠቀማለን
- ገንዘብ ለማግኘት መኪናን እጠቀማለሁ

Q14 አንዳንድ ተመሳሳይ አገልግሎት ሰጪ ድርጅቶች አዳዲስ የመጓጓዣ አይነቶች ለማስተዋወቅ እያሰቡ ነው። ተንቀሳቃሽ ስልኮችን በመጠቀም ወይም በሌላዲጂታል መሳሪያዎችን በመጠቀም የጉዞ ክፍያ እና የጉዞ መረጃዎችን ለማከናወን ፈቃደኛ ናት? አሁንም ከ 0 እስከ 5 ባለው መሃል ይምረጡ

- 0) አይ በፈጹም
- 1
- 2
- 3
- 4
- 5) አዎ በርግጠኝነት

Q15b

2) ምን ያህል ደስተኛ ናት አሁን በሚኖሩበት የመኖሪያ ቤቶች አካባቢ

- 1) በፍጹም ደስተኛ አይደለሁም
- 2
- 3
- 4
- 5
- 6) በጣም ደስተኛ ነኝ

Q12b እንደዚህ አይነት ምቹ ዲጂታል ቫን ቤኖር መኪናዎችን ሸጠው ለመጠቀም ፈቃደኝ ይሆናሉ?

- አዎ
- አይ
- ምን አልባት

Q13a ኦንላይን ኢሜል አፕ ዳውንሎድ ለማድረግ የሚያስችል የተንቀሳቃሽ ስልክ ፣ ታብሌት ፣ ኖትቡክ አሎት በሌላ አባባል ስማርትፎን እና ስማርት መሳሪያዎች

- አዎ
- አይ

Q13b መልሶ አዎ ከሆነ ከየት ነው ኢንተርኔት ዳታ የሚያገኙት የሚስማሙበትን የምረጡ

- ከቤት ወይም ከስራቦታ ካለ ዋይፋይ በቻ
- ከሁሉም ከተገኘው ዋይፋይ
- የስልክ ዳታ (3ጂ)

Q15a አሁን ደስተኛነትን በሁለት ነገር የገልጹልናል 1 አልተደሰትኩም እና 6 በጣም ተደስቻለሁ ሲሆኑ በመካከል ያሉትን ቁጥሮችም በመምረጥ አስተያየትን ይስጡን

1) ምን ያህል ደስተኛ ናት አሁን ባለው በቀን ተቀን ከቦታ ቦታ የመጓጓዣ አይነቶች?

- 1) በፍጹም ደስተኛ አይደለሁም
- 2
- 3
- 4
- 5
- 6) በጣም ደስተኛ ነኝ

Q16a ለዚህ ጥናት ስኬት ጥቅል አድራሻ ማወቅ አስፈላጊ ነው። ስለዚህ የት ሰፈር እና አካባቢ እንደሚኖሩ ሊነግሩን ይችላሉ?

Q16b የት አካባቢ ነው ስራ የሚሰሩት ወይም የሚማሩት?

Q17 ከተዘረዘሩት የትኛው እርሶን በደንብ ይገልጻል

- የመንግስት ሰራተኛ
- የገል መስራቤት ሰራተኛ
- የእርዳታ ሰጪ ድርጅቶች ውስጥ ሰራተኛ
- የቤት እመቤት
- ፖለቲከኛ
- አስተማሪ
- ተማሪ
- ሰራ የሌለው
- ጡረተኛ
- የውጭ አገር ድርጅቶች ውስጥ ሰራተኛ

Q20a እርሶን ጨምሮ እቤቶች ውስጥ ስንት ሰው ይኖራል? የሰው ብዛት

Q21 የትምህርት ደረጃዎችን ይገነጥን

- የመጀመሪያ ደረጃ ትምህርት ያጠናቀቀ ግን ትምህርት ያልጨረሰ
- የመጀመሪያ ደረጃ ትምህርት ያጠናቀቀ ሙሉ ትምህርት የጨረሰ
- ሁለተኛ ደረጃ ፣ ቴክኒክ እና ሙያ ፣ ቢዝነስ ትምህርት የተማረ
- ማትሪክ ተፈትኖ ያለፈ
- ዩኒቨርሲቲ ያጠናቀቀ
- ምንም ያልተማረ
- ከዚህ ያልተጠቀሰ ሌሎች ደረጃዎች

Q22b ከደሞዝ ምን ያህል ፕሮሰንቱን ትራንስፖርት ላይ ለማዋል ፈቃደኛ ናት

- እስከ 5 %
- ከ5% እስከ 10%
- ከ10% እስከ 15%
- ከ15% እስከ 20%
- ከ25% በላይ

Q25 ለወደፊት በምን እንድናገኛት ይፈልጋሉ

- በመስመር ስልኬ
- በተንቀሳቃሽ ስልኬ
- በኢሜል አድራሻዬ

Q18 እድሜዎት ስንት ነው?

- የ20አመት በታች
- ከ20 እስከ 29 አመት
- ከ30 እስከ 39 አመት
- ከ40 እስከ 49 አመት
- ከ50 እስከ 59 አመት
- ከ60 እስከ 69 አመት
- ከ70 አመት እና ከዛ በላይ

Q19 ጾታ

- ወንድ
- ሴት

Q20b ከ15 አመት በታች እድሜ ያላቸው ልጆች ካልዎት ስንት ናችው?

Q22a የርሶ እና እቤቶች ያሉሰዎች የወር ገቢ ተደምሮ ስንት ይሆናል

- እስከ 3000 ብር
- ከ3001 እስከ 5000 ብር
- ከ5001 እስከ 10000 ብር
- ከ10001 እስከ 15000 ብር
- ከ15001 እስከ 20000 ብር
- ከ20001 እስከ 25000 ብር
- ከ25000 ብር በላይ

Q24 አሁን ወደመጨረሻው ላይ እንገኛለን ፤ ስለትብብሮት ለናመሰኞች እንወዳለን። በሚቀጥለው ወር ከዚህ የሚቀጥል ጥናት ይኖረናል ፤ እንደዚህ ባሉ ተከታታይ ቃለመጠይቆች ወይም የዳሰሳ ጥናቶች ላይ ለመሳተፍ ፈቃደኛ ናት

- አዎ ለሁለተኛ ዙር ጥናት ላይ ለመሳተፍ ፈቃደኛ ነኝ
- አይ ለሁለተኛ ዙር ጥናት ላይ ለመሳተፍ ፈቃደኛ አይደለሁም

Q26 እባኮትን ኢሜሎን ይጻፉ

Q27 እባኮትን ስልኮትን ይጻፉ

Q28 ወደፊት በሌላ ጥናት እንደናገሮት ተንቀሳቃሽ ስልኮችን እና ኢሜል አድራሻዎችን መመዝገብ እንፈልጋለን። በመጀመሪያ ግን ፈቃደኞችን ማወቅ እንፈልጋለን። የእርሶ የአድራሻ መረጃ ከተሰበሰበው መረጃ የሚያዝ ሲሆን ለገበያ ጥናት ብቻ ነው የምንጠቀምበት ፤ በፈጹም ለሶስተኛ አካል ተላልፎ አይሰጥም። ያስገቡት መረጃ ሚስጥራዊ በሆነ መንገድ በቻ ነው የሚተነተነው። ፈቃደኝነቶ ሁሌም ቢሆን በእርሶ የሚወሰን ሲሆን በፈለጉበት ጊዜ ፈቃደኝነቶን ሊያቋርጡ ይችላሉ። በዚ ይስማማሉ?

- አዎ እስማማለው
- አይ አልስማማም

Q29 ለወደፊት ለመገናኘት እንዲረዳን እባኩን ስሞት ወይም ቅጽል ስሞትን ይጻፉ።

Addis Ababa Urban Age Task Force Reports

Theme 1 | Urban Housing and Retrofitting

Policy Brief 1 | *The Addis Ababa City Block: a high-density, mixed-use and inclusive housing solution for the urban core*

Technical Report 1.1 | *The Addis Ababa City Block: inclusion and livelihood through the horizontal-above-vertical concept*, by Elias Yitbarek Alemayehu

Technical Report 1.2 | *Finding Housing Affordability: cost estimates and affordability paths for the Addis Ababa City Block*, by Jacus Pienaar

Technical Report 1.3 | *Sustainable Building Materials: exploring green construction options for new housing in Addis Ababa*, by Hannah Langmaack, Peter Scheibstock and Thomas Kraubitz (Buro Happold)

Theme 2 | Transport and Mobility Services

Policy Brief 2 | *Beyond Car Growth: digital van service as alternative to private car use in Addis Ababa*

Technical Report 2.1 | *Digital Van Service Demand: gauging interest in mobility alternatives among current and aspiring car owners in Addis Ababa*, by Philipp Rode, Bethany Mickleburgh, Jennifer Chan and Rebecca Flynn

Technical Report 2.2 | *Digital Van Service for Addis Ababa: understanding the transport landscape and the potential for digital bus aggregation in Ethiopia's capital* by Chris Kost and Gashaw Aberra (Institute for Transportation and Development Policy (ITDP))

Theme 3 | Green and Blue Infrastructure

Policy Brief 3 | *Working with Nature: next generation green and blue infrastructure for Addis Ababa*

Technical Report 3.1 | *Green and Blue Infrastructure in Addis Ababa: a review of challenges and response strategies*, by Hailu Worku

Technical Report 3.2 | *The Social Functions of Green and Blue Infrastructure: international case studies and insights for Addis Ababa*, by Santiago del Hierro, David Jácome and Tigist Kassahun Temesgen

Theme 4 | Urban Governance and Planning

Policy Brief 4 | *Urban Governance and Strategic Planning: how Addis Ababa could benefit from human-centred, inclusive design, participatory pilot projects and improved data management*

Technical Report 4.1 | *Participatory City Making: polycentric governance and human-centred, inclusive urban design*, by Meinolf Spiekermann and Marc Steinlin

Technical Report 4.2 | *Urban Knowledge Management: solutions for the Addis Ababa City Administration*, by Bersisa Berri

Technical Report 4.3 | *International Building Exhibitions (IBA): an approach to innovative city making in Addis Ababa* by Efrem A. Tesfaunegn, Anka Derichs and Michael von der Mühlen

Technical Report 4.4 | *Addis Ababa Spatial Compendium: mapping and urban analytics for Ethiopia's capital*, by Alexandra Gomes and Philipp Rode (LSE Cities)

Addis Ababa Urban Age Task Force

Founding Partners

The Task Force is a partnership between the Addis Ababa City Administration Plan & Development Commission (AAPDCo), LSE Cities at the London School of Economics and Political Science, the Alfred Herrhausen Gesellschaft, and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH.

Members

Dereje Fekadu (Co-Chair), Commissioner, Plan and Development Commission (2018-2020), Special Chief of Staff, Mayor's Office, Addis Ababa City Administration, Addis Ababa, Ethiopia

Philipp Rode (Co-Chair), Executive Director, LSE Cities and Urban Age, LSE, London, UK

Elias Yitbarek Alemayehu, Architect and Associate Professor, EiABC, Addis Ababa University, Addis Ababa, Ethiopia

Eleni Ashebir, Cities and Urban Mobility Manager, Ross Centre for Sustainable Cities, WRI Africa, Addis Ababa, Ethiopia

Ricky Burdett, Director, LSE Cities and Urban Age, LSE, London, UK

Anka Derichs, Senior Strategic Urban Development Advisor, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH, Eschborn, Germany

Timnit Eshetu, CEO, Construction Enterprise, Addis Ababa City Administration (2019-2021), Addis Ababa, Ethiopia

Brett Herron, Former Member of the Mayoral Committee: Transport and Urban Development, Cape Town, South Africa

Olusola Ikuforiji, Environmental Specialist, African Development Bank, Abidjan, Côte d'Ivoire

Clarisse Linke, Country Director, Brazil, Institute for Transportation and Development Policy (ITDP), Rio de Janeiro, Brazil

Elisabeth Mansfeld, Cities Project Area, Alfred Herrhausen Gesellschaft, Berlin, Germany

Michael von der Muehlen, Former State Secretary and Participant of International Building Exhibition (IBA) "Emscher Park", Dortmund, Germany

Jennifer Semakula Musisi, First City Leader in Residence, Bloomberg Harvard City Leadership Initiative, Harvard Kennedy School, Cambridge, USA, Executive Director, Kampala Capital City Authority (2011-2018), Kampala, Uganda

Henk Ovink, Special Envoy for International Water Affairs, Kingdom of the Netherlands, and Sherpa to the High Level Panel on Water, United Nations, The Hague, Netherlands

Kecia Rust, Executive Director and Founder, Centre for Affordable Housing Finance in Africa, Johannesburg, South Africa

Semere Jelalu Shafi, Deputy General Director, Addis Ababa City Traffic Management Agency, Addis Ababa City Government, Addis Ababa, Ethiopia

Jagan Shah, Senior Infrastructure Adviser, Department for International Development (DFID), British High Commission, New Delhi, India

Marc Steinlin, Managing Director, Complex(c)ity Ltd., Helsinki, Finland and Basel, Switzerland

Zelege Teferi, Department Head, Catchment Management and Water Quality Control, Addis Ababa Water & Sewerage Authority, Addis Ababa, Ethiopia

Cecilia Vaca Jones, Executive Director, Bernard van Leer Foundation, The Hague, Netherlands and Quito, Ecuador

Hailu Worku, Chair of Environmental Planning and Landscape Design and Deputy Scientific Director of EiABC, Addis Ababa University, Addis Ababa, Ethiopia

Governing Board

Dereje Fekadu (Co-Chair), Commissioner, Plan and Development Commission (2018-2020), Special Chief of Staff, Mayor's Office, Addis Ababa City Administration, Addis Ababa, Ethiopia

Anna Herrhausen (Co-Chair), Executive Director, Alfred Herrhausen Gesellschaft, Berlin, Germany

Ricky Burdett, Director, LSE Cities and Urban Age, LSE, London, UK

Anka Derichs, Senior Strategic Urban Development Advisor, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH, Eschborn, Germany

Timnit Eshetu, CEO, Construction Enterprise, Addis Ababa City Administration, Addis Ababa, Ethiopia

Philipp Rode, Executive Director, LSE Cities and Urban Age, LSE, London, UK

Partner Co-ordinators

Emily Cruz, Outreach Manager, LSE Cities, London, UK

Anka Derichs, Senior Strategic Urban Development Advisor, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH, Eschborn, Germany

Elisabeth Mansfeld, Cities Project Area, Alfred Herrhausen Gesellschaft, Berlin, Germany

Moges Tadesse, Chief Resilience Officer, Addis Ababa City Resilience Project Office, Addis Ababa, Ethiopia

An initiative by

URBAN AGE

Urban Age

The Urban Age Programme, jointly organised with and supported by the Alfred Herrhausen Gesellschaft, is an international investigation of the spatial and social dynamics of cities. The programme consists of conferences, research initiatives, task forces and publications. Since 2005, 17 conferences have been held in rapidly urbanising regions in Africa and Asia, as well as in mature urban regions in the Americas and Europe.

urbanage.LSECities.net
[@UrbanAge](https://twitter.com/UrbanAge)

Addis Ababa Plan Commission

Addis Ababa City Plan and Development Commission is committed and fully dedicated to preparing research-based city-wide short, medium and long term strategic development plans (both socio-economic and spatial) in order to transform the city to one among the middle-income cities in the world; create a liveable city for the citizen; and make Addis Ababa the best destination for investment in Africa. The commission is accountable to promote urban economy and jobs; deliver urban renewal and housing for citizens; improve urban environment and quality of life; and support policy decisions that will register accelerated, sustainable and equitable economic growth and a climate resilient green economy.

The Alfred Herrhausen Gesellschaft

The Alfred Herrhausen Gesellschaft promotes a free and open society and its cohesion. Democracy, the social market economy and sustainability are the foundations of such a society. Our work is based on the values of Alfred Herrhausen: on freedom and responsibility, on competition and compassion. Alfred Herrhausen thought and acted with the aim of crossing and overcoming boundaries. In his memory, the Alfred Herrhausen Gesellschaft creates platforms for discussions to enrich relevant discourses during selected events, and in publications and other media.

alfred-herrhausen-gesellschaft.de
[@AHG_Berlin](https://twitter.com/AHG_Berlin)

Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)

As a service provider in the field of international cooperation for sustainable development and international education work, GIZ is dedicated to shaping a future worth living around the world. GIZ has more than 50 years of experience in a wide variety of areas, including economic development and employment promotion, energy and the environment, and peace and security. We work with businesses, civil society actors and research institutions, fostering successful interaction between development policy and other policy fields and areas of activity. Our main commissioning party is the German Federal Ministry for Economic Cooperation and Development (BMZ).

GIZ.de
[@giz_gmbh](https://twitter.com/giz_gmbh)

LSE Cities

LSE Cities is an international centre at the London School of Economics and Political Science that carries out research, conferences, graduate and executive education and outreach activities in London and abroad. It studies how people and cities interact in a rapidly urbanising world, focusing on how the physical form and design of cities impacts on society, culture and the environment. Extending LSE's century-old commitment to the understanding of urban society, LSE Cities investigates how complex urban systems are responding to the pressures of growth, change and globalisation with new infrastructures of design and governance that both complement and threaten social and environmental equity.

LSE.ac.uk/cities
[@LSECities](https://twitter.com/LSECities)



Addis Ababa
City Government
Plan & Development
Commission



THE LONDON SCHOOL
OF ECONOMICS AND
POLITICAL SCIENCE ■

LSE Cities

Alfred
Herrhausen
Gesellschaft



Deutsche Gesellschaft
für Internationale
Zusammenarbeit (GIZ) GmbH