

Embracing Informal Transport: A New Paradigm for Urban Mobility

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INFORMAL PUBLIC TRANSPORT IN AFRICA



Example of minibus-taxi, photographed in Lagos, Nigeria.



Example of midibus, photographed in Dakar, Senegal.



Example of sedan shared-taxi, photographed in Dakar, Senegal.



Example of motorcycle-taxi, photographed in Lagos, Nigeria.

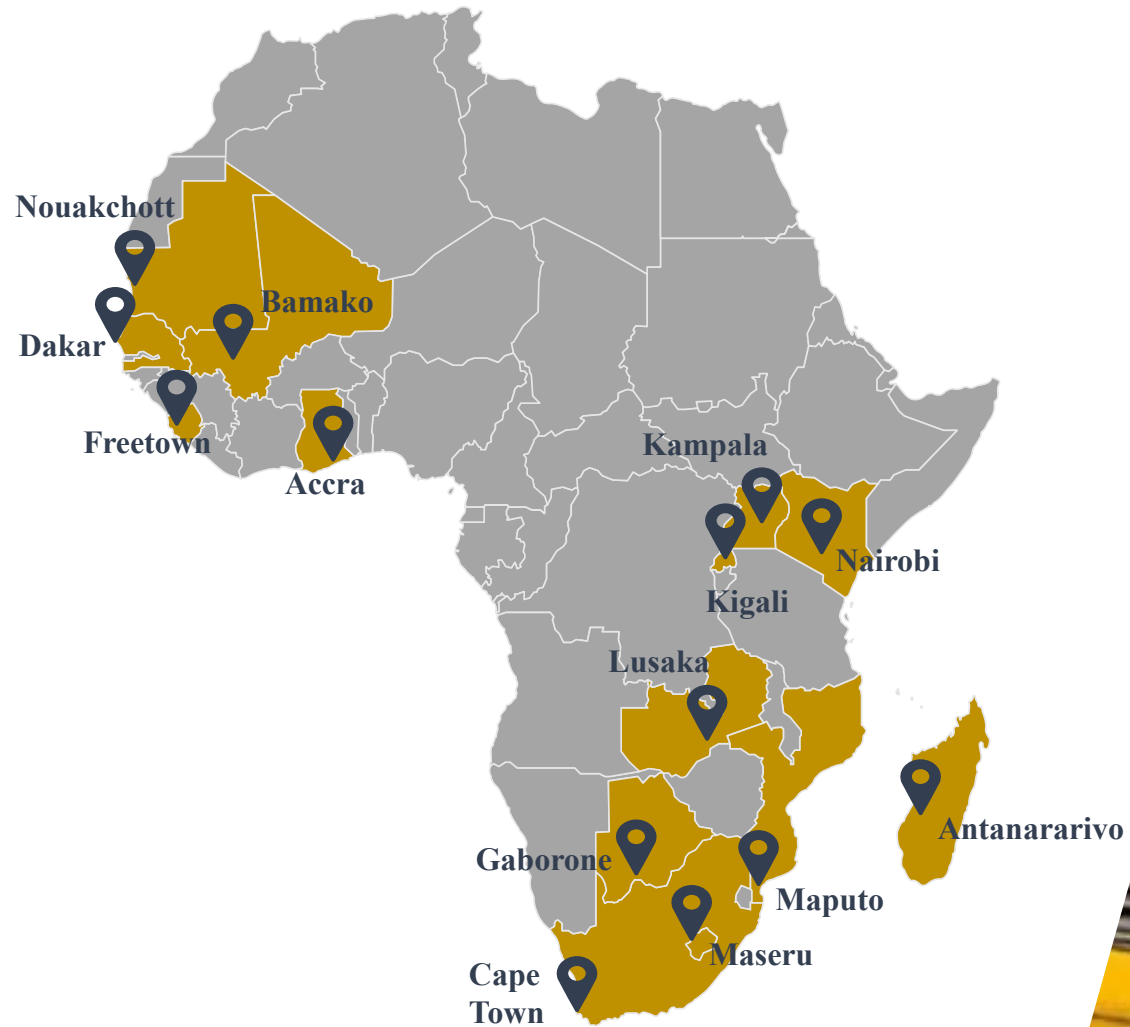
- 70-90% of PT trips
- IPT will remain dominant for decades to come

A CHANGE OF PARADIGM IS NEEDED

1. Do we truly understand IPT well enough in Sub-Saharan African cities?
2. What practical experiences—across Sub-Saharan Africa and beyond—show how IPT can be enhanced, and what can we learn from them?
3. So what does a realistic, actionable way forward look like?



UNDERSTANDING INFORMAL TRANSPORT IN SUB SAHARAN AFRICA



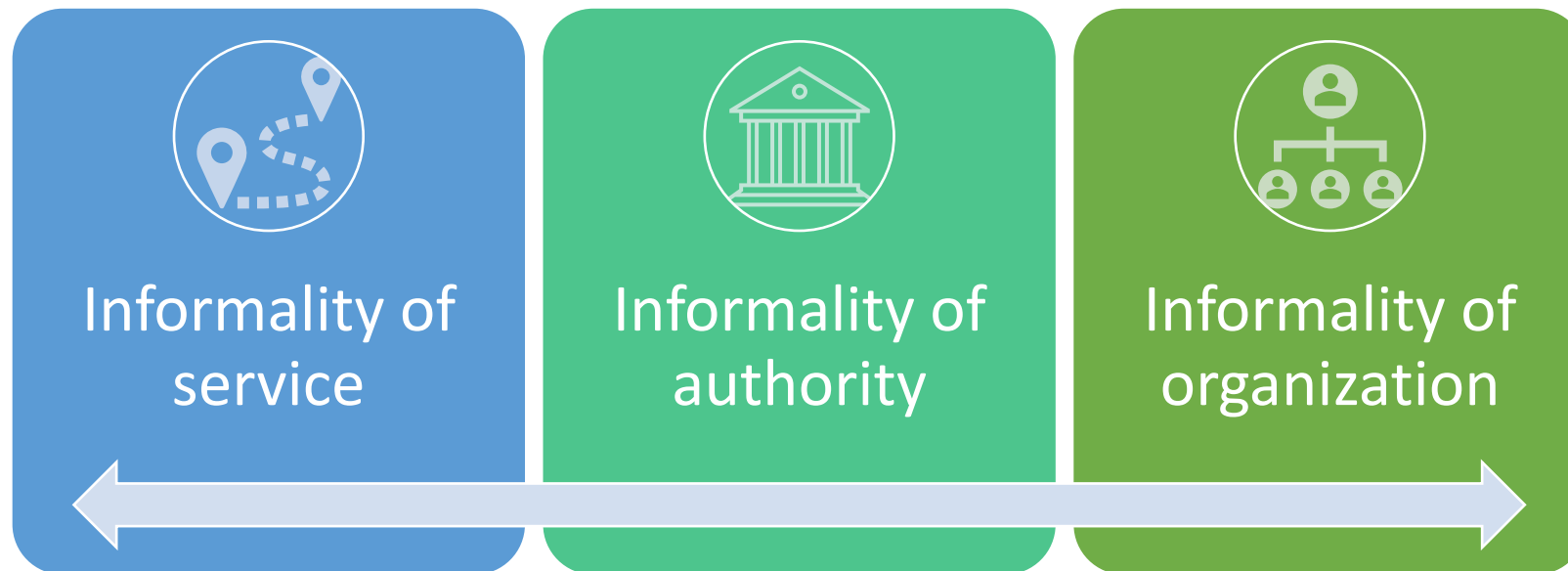
INFORMAL PUBLIC TRANSPORT IS THE BACKBONE OF MOBILITY IN AFRICAN CITIES

| City | Formal Passenger Transport | | | Informal Passenger Transport | | |
|--------------|----------------------------|-----------------|--------------|------------------------------|-------------------|------------------------|
| | Commuter Rail | BRT | Formal Bus | Minibus | Shared sedan Taxi | Moto-taxi |
| Accra | No | No | Yes | Yes, primary | Yes | Yes, but not permitted |
| Antananarivo | No | No | No | Yes, primary | Yes | Yes, not permitted |
| Bamako | No | No | No | Yes, primary | Yes | Yes, not permitted |
| Cape Town | Yes | Yes | Yes | Yes, primary | Yes | No |
| Dakar | Yes | Yes | Yes | Yes, primary | Yes | Yes |
| Freetown | No | No | Yes | Yes, primary | Yes | Yes |
| Gaborone | Yes (intercity) | No | Yes | Yes, primary | Yes | No |
| Kampala | No | No | Yes | Yes, primary | Yes | Yes |
| Kigali | No | No | Yes, primary | Not permitted in the city | No | Yes |
| Lusaka | No | No | Yes | Yes, primary | Yes | Yes |
| Maputo | Yes | In development | Yes | Yes, primary | No | Yes, not permitted |
| Maseru | No | No | Yes | Yes, primary | Yes | No |
| Nairobi | Yes | In construction | Yes | Yes, primary | No | Yes |
| Nouakchott | No | No | Yes | Yes | Yes, primary | Yes |

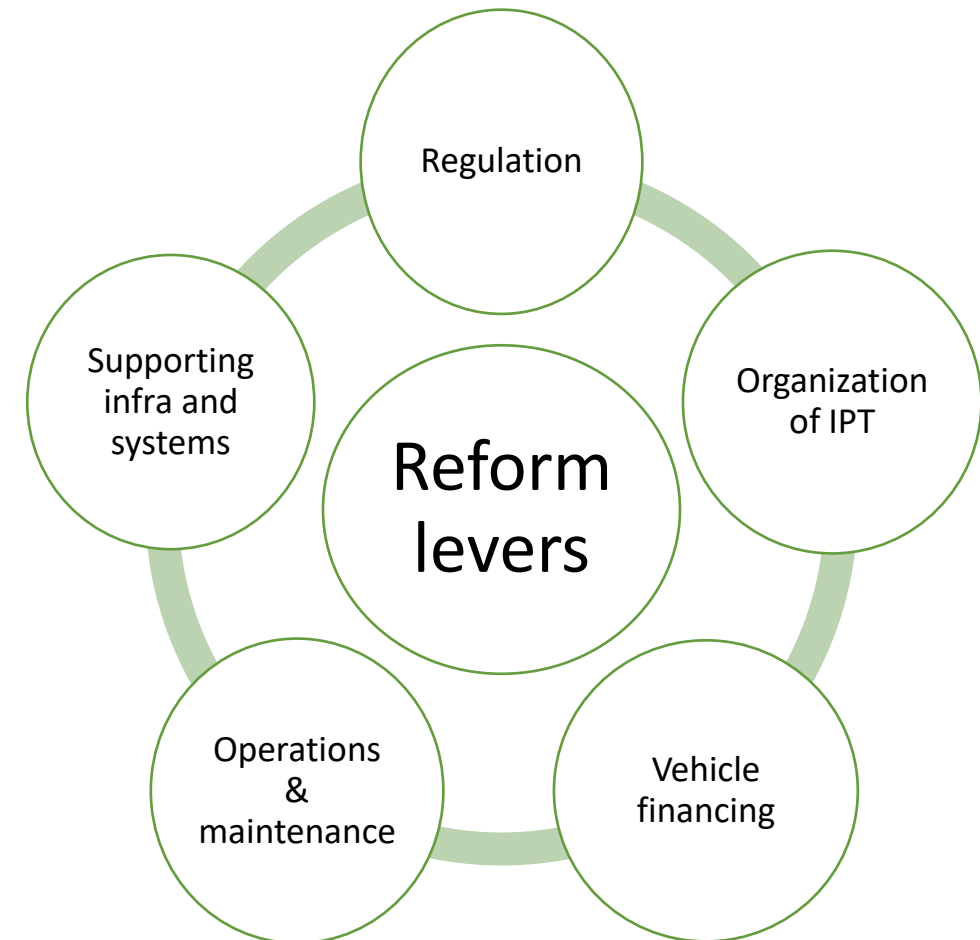
Legend Yes, primary mode Yes Under development/ construction No

A SPECTRUM OF INFORMAL PUBLIC TRANSPORT

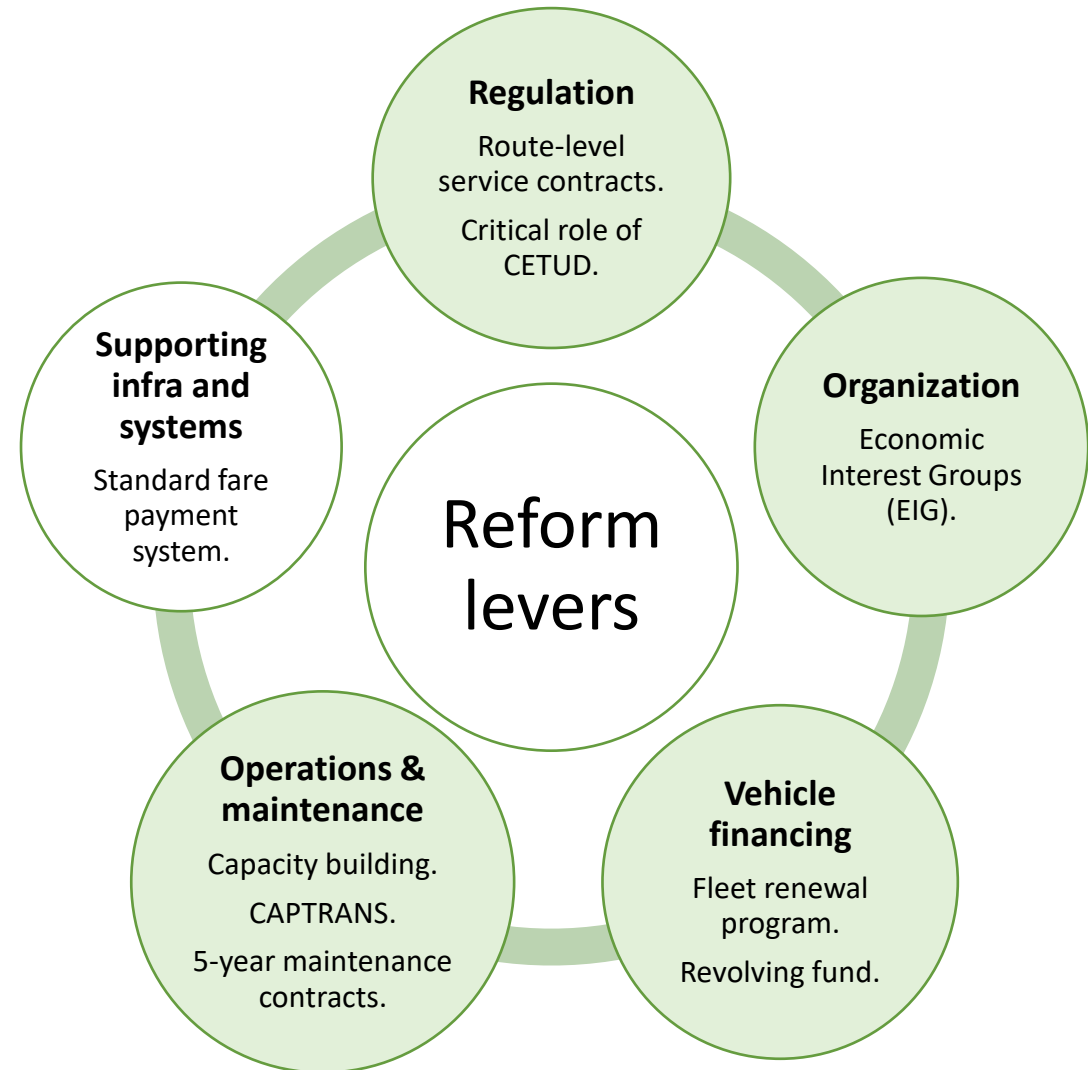
There is not a binary distinction between informal and formal



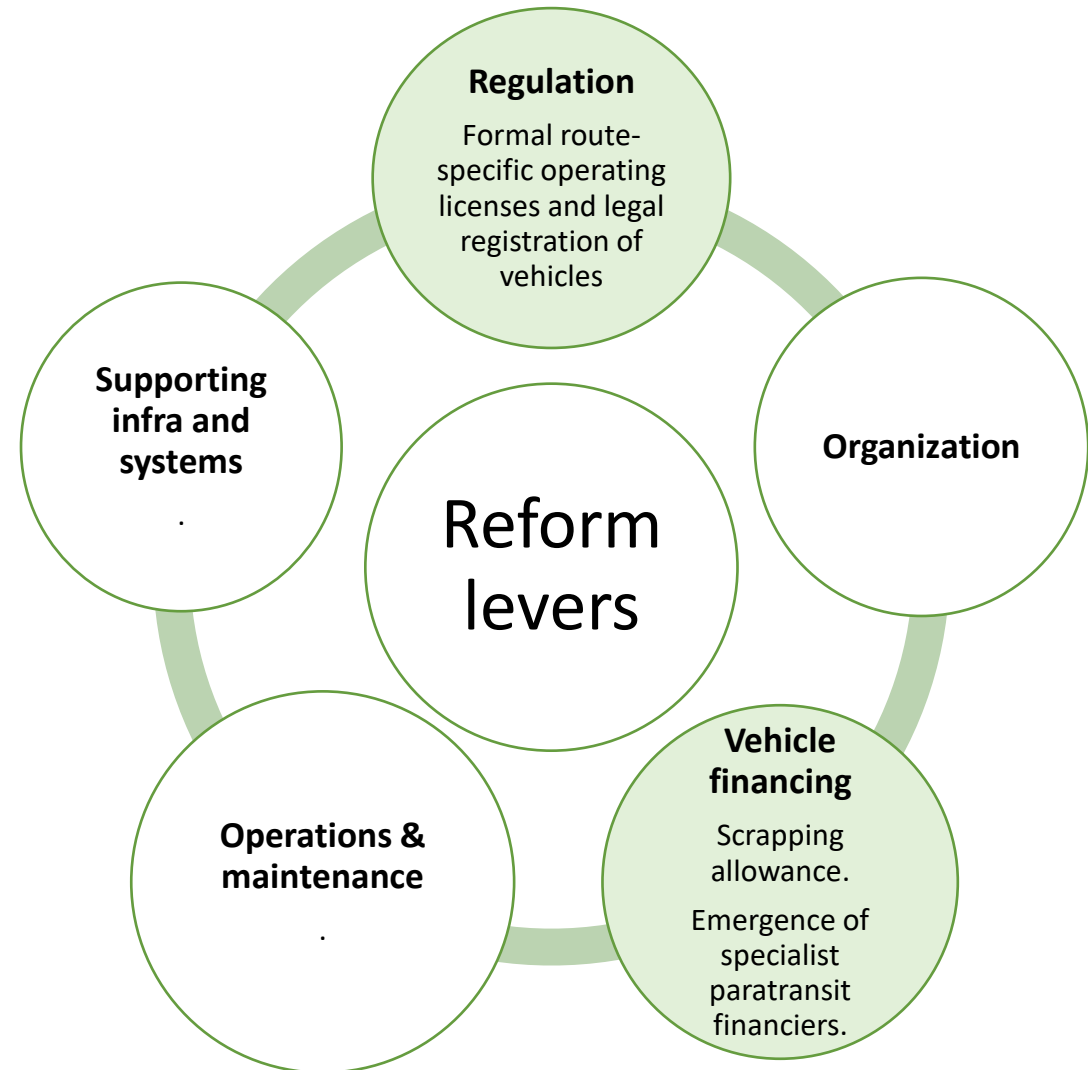
PRACTICAL EXPERIENCES OF IPT ENHANCEMENT



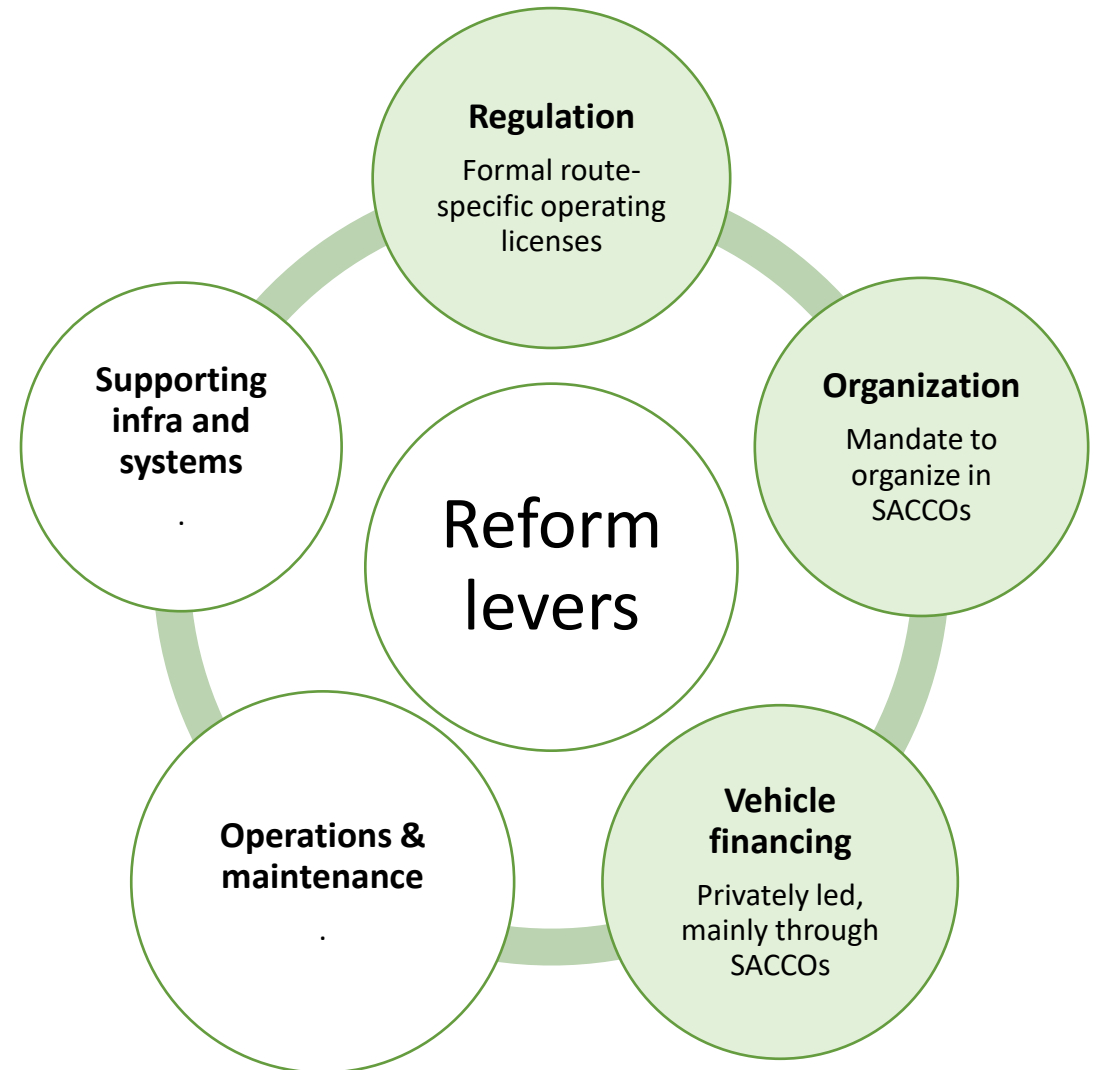
EFFORTS TO ENHANCE INFORMAL TRANSPORT IN SENEGAL



THE TAXI RECAPITALIZATION PROGRAM IN SOUTH AFRICA



EFFORTS TO ENHANCE INFORMAL TRANSPORT IN KENYA



EFFORTS TO ENHANCE INFORMAL TRANSPORT IN MOZAMBIQUE



LESSONS LEARNED

1. Reforms that permit a more differentiated and incremental approach are likely to better integrate and enhance IPT
2. Business models, viability and margins of the various stakeholders need to be adequately considered. Access to affordable vehicle financing.
3. Government actors must give direction and enable or drive implementation. Opportunities of bottom-up approaches
4. Sustained trust and communication are essential in the process of IPT reform
5. Importance and need for capacity building



THE WAY FORWARD

1

A clear purpose and required outcomes: defining the role of IPT in urban transport policy and planning

2

Strategies for implementing reforms: a **programmatic view of IPT enhancement**

3

Moving from Strategy to Practical Measures: A **Reform Levers Toolkit**



1

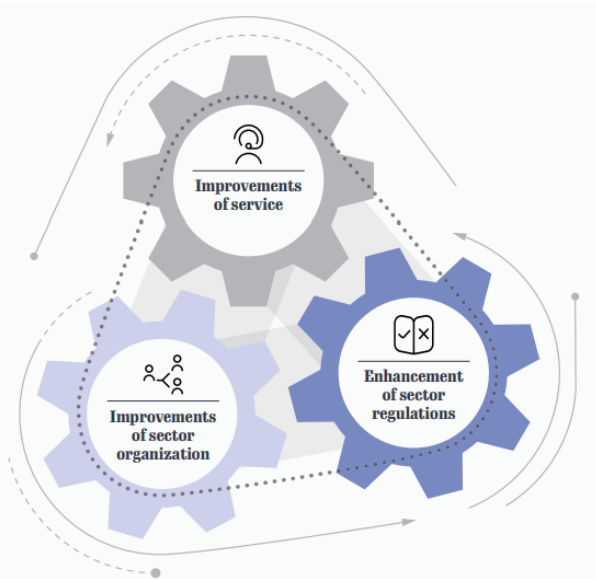
A clear purpose and required outcomes: **defining the role of IPT in urban transport policy and planning**

- IPT: from invisible to become much more central to urban transport policy and planning
- Urban transport policy in SSA should follow two tracks:
 - One to develop the formal modes
 - Other to raise the standard of IPT



2

Strategies for implementing reforms: a **programmatic view of IPT enhancement**



THE WAY FORWARD

3

Moving from Strategy to Practical Measures: A Reform Levers Toolkit



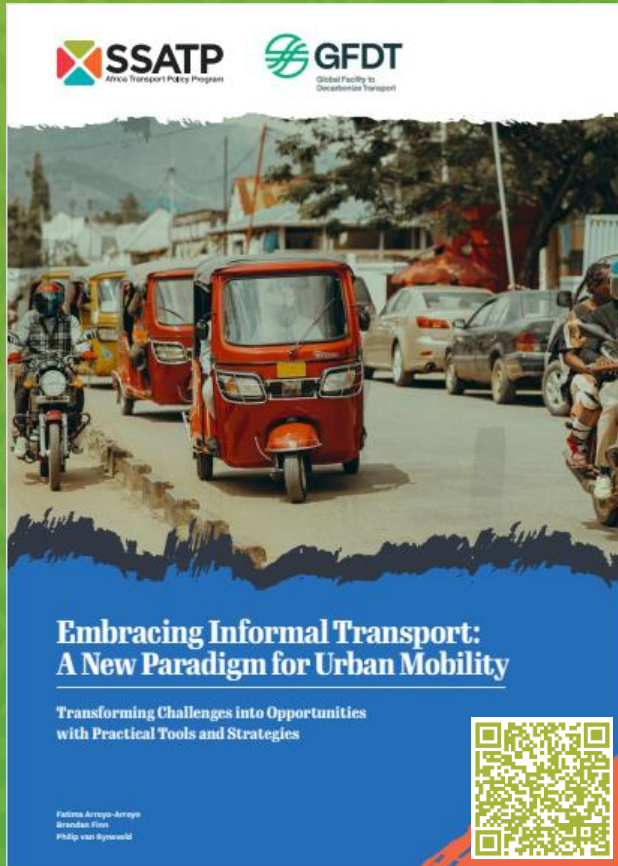
TABLE 2. Toolbox of reform levers for minibus-based IPT observed in practice

| Category | Available reform levers |
|--|--|
| Regulation | <ul style="list-style-type: none"> • Introduce route-based licenses • Strengthen contracts/service agreements • Align permit numbers with actual need, but avoid creating an illegal market for permits • Effectively enforce operations and vehicles • Root out corruption • Strengthen the capacity of transport authorities (or establish them, if needed) |
| Organization of the IPT sector | <ul style="list-style-type: none"> • Change the corporate form of IPT groupings • Strengthen the business model with organizational and operational capability • Professionalize the people, processes, and systems • Establish standards, with incentives to achieve them (positive and negative) • Move to centralize revenues • Move workers onto employee contracts |
| Vehicle financing | <ul style="list-style-type: none"> • Develop vehicle purchase schemes, including versions with revolving funds • Develop vehicle scrappage schemes • Implement operating lease schemes, with maintenance, and asset transfer after time • Shift to larger, newer vehicles |
| Operations and maintenance | <ul style="list-style-type: none"> • Optimize resources and consolidate • Reduce over-supply and idle time • Reduce fuel consumption through better driving and vehicle maintenance • Provide/improve basic maintenance facilities, in particular more preventive maintenance, less run-to-fail |
| Supporting infrastructure and systems | <ul style="list-style-type: none"> • Develop/improve terminals, customer, and staff facilities • Manage activities for better flow • Improve road conditions, traffic management, and enforcement, alleviate congestion, including providing prioritization infrastructure for public transport • Map and quantify services, routes, terminals, stops • Measure demand/supply patterns to assist in service planning and resource optimization • Use IT, ITS for data gathering, tracking, customer information, etc • Implement cashless payment systems, including smart cards, mobile phones, apps, etc. |

CONCLUSIONS

- Need to change the paradigm of IPT
- SSA experiences are a source of inspiration for other cities in Africa
- Emerging toolbox of reform levels





<https://www.ssatp.org/sites/default/files/publication/Embracing-IPT.pdf>



https://www.ssatp.org/sites/default/files/publication/senegal_Minibus_web_single.pdf



Thank you!

