

Consultative Forum/Paratransit Engagements for Greater Kampala; Where we are and where we have come from



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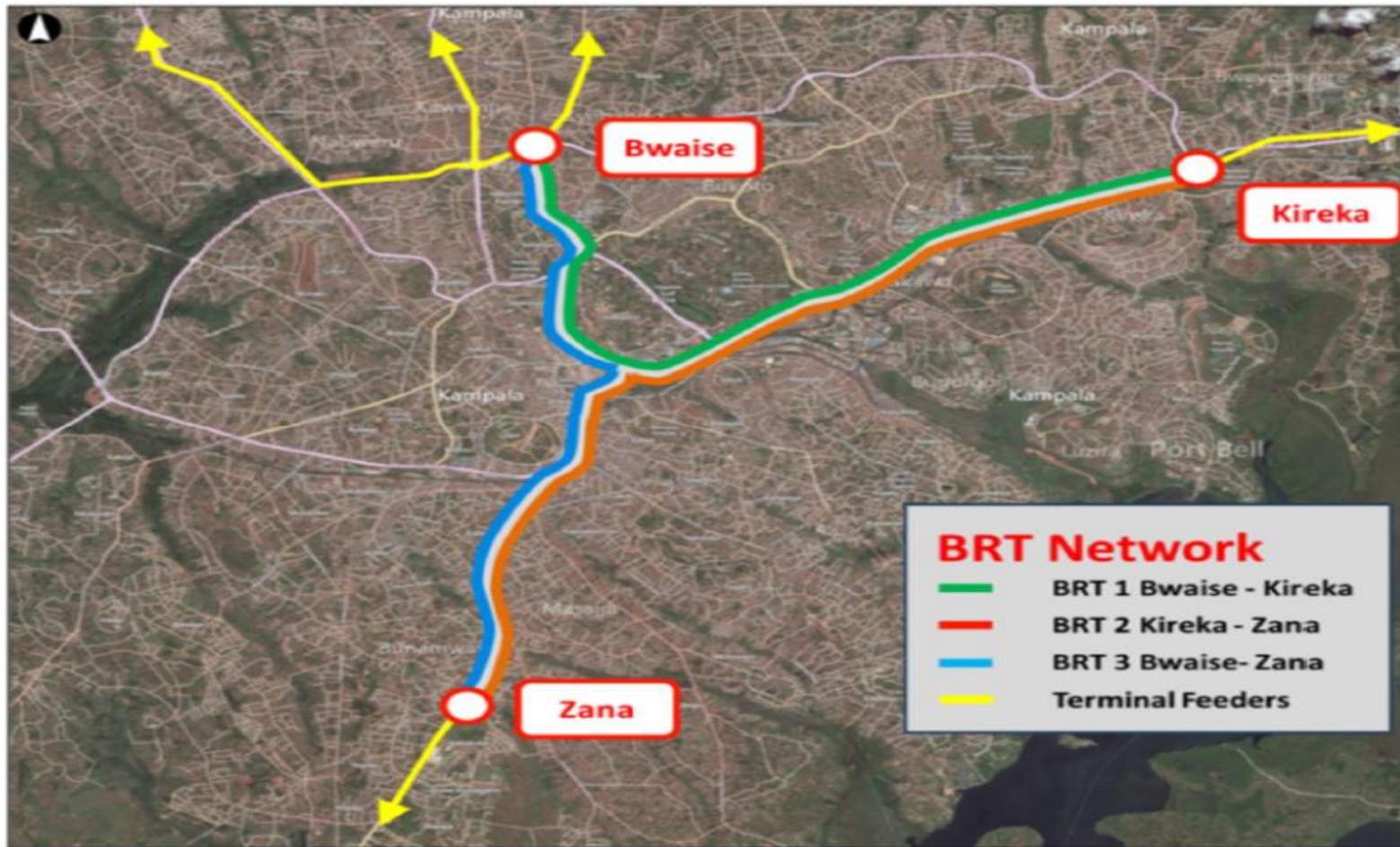
Background-Consultative Forum

1. AFD Supported Project:

- Paratransit and street usage study in view of the planned Bus Rapid Transit pilot project

2. CF Supported by The **Friedrich-Ebert-Stiftung (FES)**; a non-profit German foundation funded by the Government of the Federal Republic of Germany (still on-going)

PILOT BUS RAPID TRANSIT CORRIDOR FOR GREATER KAMPALA METROPOLITAN AREA (25km)



Articulated Bus (18metres long)



Artistic impression – BRT Station



Minibus Taxi Park (OTP)



Where we came from-Stakeholder Expectations

1. Time frame of RBT operations in Uganda
2. Knowing the way forward
3. Unity of the associations
4. Financial support for the transport business
5. *Looking forward to something new*
6. Harmonizing the taxi transport sector
7. To organize public transport



Stakeholder expectations continued

- Operationalizing the bus system and guiding taxis on how to operate alongside the bus system
- Having the operators to travel to benchmark in areas where similar projects were successfully implemented.
- Government to assist in organizing and conducting taxi association elections in order to have one voice in the taxi industry
- Overcoming *fear of change* among the taxi operators
- How municipalities will *coordinate* with Kampala Capital City Authority (KCCA) in delivering the bus transport services and how *revenue will be shared* given that the bus services utilize municipality utilities.



The Consultative Forum (CF) Process

1. Climate Setting-All partners are important
2. CF ToR agreement signed by the MBT Chairpersons
3. Trust Building
4. *'Forging' unity* amidst disunity & mistrust
5. Consistency
6. Transparency
7. Mutual respect
8. Setting out clarity of what both Gov't and MBT ought to do, & stop doing

Parties involved

1. MBT associations-(initially 6 & disunited)
2. Ministry of Works & Transport
3. Kampala Capital City Authority
4. Uganda Railways Corporation
5. Greater Kampala Metropolitan entities (5 of them)
6. Traffic Police



Initial observations

1. BRT is long overdue; stakeholders doubted, still doubt, it will happen.
2. What about other bus ‘talks’; where are they?
3. Lack of desired coordination on the regulatory & planning side
4. Disunity and uncertainty amongst the MBT operators
5. Metropolitan inclusion in the BRT planning process
6. Boda bodas (commercial motorcycles) should be brought on board
7. Road infrastructure condition: where will BRT operate from?
8. Need for capacity building & empowering the parties
9. Categorizing Stakeholder meetings

Outcomes so far:

1. MBT Associations formed an ‘umbrella organization’-UTOF
2. Knowledge & experience sharing: The *magical* Cape Town Study tour
3. Better MBT engagement & involvement by government
4. Observed less fear for ‘buses’ by MBTs
5. Better involvement of the metropolitan entities
6. Boda boda engagements, for Leadership and unity
7. A boda boda interim leadership for KCCA
8. CF is still trusted & needed by all parties



Challenges faced

1. Suspicion amongst stakeholders
2. Lack of transparency
3. Heated Verbal exchanges
4. Lack of timely information sharing by stakeholders
5. The PT user-gap
6. The vehicle/fleet owner fear to join the umbrella organization

The Consultative Process is still going on.....

Thanks to FES for the willingness to continue the facilitation

Nico McLachlan, the neutral expert is doing wonders.



And,

Thanks to the organizers for this.

Thank you ALL FOR YOUR ATTENTION

Let's connect:

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