Making Sense of Makeshift Mobility

A global and systems view of informal transportation

Benjamin de la Peña | Founder/Director Agile City Partners
- www.agilecity.co a boutique global consulting firm
- makeshiftmobility.substack.com a fortnightly newsletter tracking innovations in informal transportation
- seattleinfoinfra.net a strategic plan for a DOT to manage transportation information
- newmobilityseattle.info a strategic playbook on new mobility
- Catalyzing the New Mobility in Cities a primer on innovations in informal transportation
- BRT Standard, Informal City Dialogues, CityCamp, TransportationCamp
Ask executives to list traits of great leaders and they will probably name vision, honesty, or the ability to execute change. Rarely mentioned is one critical capability that leaders need most in turbulent times: **sensemaking**, the ability to create and update maps of a complex environment in order to act more effectively in it.
Informal transportation is a global phenomena...
From https://www.thailanddiscovery.info/bangkok-thailand-tuk-tuks/
Bajaj auto-rickshaw next to the Galle Fort in Sri Lanka, by Mr. Choppers
CNG-powered auto rickshaw in New Delhi, near the Rashtrapati Bhawan on Raj Path, by Warren Apel
Chingchee (Quingqi) in Pakistan. Wikipedia
Mariordo (Mario Roberto Durán Ortiz) - Own work. Bajaj mototaxi in El Salvador
Banaue, Philippines: Local Taxi Stand in Banaue Municipal Town, by CEphoto, Uwe Aranas
Natural Gas-fuelled Bajaj autorickshaw on Jakarta street, BY Gunawan Kartapranata
NIGERIA
PAKISTAN
SRI LANKA
THAILAND
INDIA
NIGERIA
EL SALVADOR
INDONESIA
PHILIPPINES
Petrozavodsk traffic microbus GAZelle, by MaSii

A tap tap bus in Haiti

https://brokelyn.com/a-hail-of-a-ride-a-bk-dollar-van-map/


Songthaew in Udon Thani, Isaan Province, Thailand, by Philipp L. Wesche.

A jeepney in Intramuros, Manila, by Bahnfrend

A matatu c. 2015, by Jociku

A red Public Light Bus, by Him9

小巴 LV3705

JEEPNEY
SONGTHAEW
MATATU
VAN JÁI
COLLECTIVO
TAP TAP
MARSHRUTKA
DOLLAR VANS
BODABODAS, OJEKS, OKADAS, MOTOR SAI, MOTO TAXI, XE-OMS, ETC.
Informal transportation is a global phenomena... and yet we treat it as a local problem.
We need to understand the system that generates informal transportation.
HISTORY AND SOCIETY
- History, racism, colonial experience, exclusion

ECONOMIC POLICY
- Market primacy, investment in cities, investment in transportation

INFRASTRUCTURE
- Automobile-centric infrastructure, primacy of roads

URBAN POLICY AND FORM
- Density and sprawl of residential areas, distance from work and commerce

VEHICLES
- Availability of and affordability of adaptable vehicles

BUSINESS MODEL
- Transportation as micro-enterprises, hypercompetition

MOBILITY POLICIES AND REGS
- Primacy of traffic management over commuter needs

LOCAL CULTURE
- Celebration of “make do” ingenuity, music, songs, art, self-expression

INFORMATION TECHNOLOGY
- Ride hail and payment apps, digital mapping, and journey planning apps

The diagram illustrates the interconnection of various factors affecting urban mobility and infrastructure, including historical and societal influences, economic policies, infrastructure design, urban planning, vehicle availability, business models, mobility policies, and cultural expressions.
INFORMAL TRANSPORTATION RUNS ON A VEHICLE RENT SYSTEM AND A CASH ECONOMY
Sources: London School of Economics, "Mobility for the Masses: The essential role of informal transport in the COVID-19 recovery (2020)."
- Paying for transit through specific taxes or levies
- Incentivizing self-assembled “kit of parts” approaches to vehicles
- Prioritizing people movement
- Service contracting, fleet management services
- Local arts and design awards
- Cashless Fare Collection, VLS, Digital Real Time Route Permits
WE CAN’T TRANSFORM INFORMAL TRANSPORTATION IF WE FOCUS ON VEHICLES ALONE, OR TRAFFIC MANAGEMENT ALONE, OR REGULATION ALONE.
QUEUES AND STATIONS

TEXT A RIDE

CALL CENTERS

RIDING HAIL APPS

MESSAGING APPS

Two motorcycles parked at an ojek stand in Jakarta. Photo: Doreen Lee, 2013. From www.ijurr.org

The roof of a new auto-rickshaw in Rajkot, India. Photo by EMBARQ India. From thecityfix.com

From blogs.reuters.com/india/2015/02/03/
HOW DO WE DEFINE SUCCESS?
Thank you.

Benjamin de la Peña | Founder/Director Agile City Partners

makeshiftmobility.substack.com
www.agilecity.co
@benjiedp | www.linkedin.com/in/bdelapena/