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**A COMPARATIVE STUDY ON THE
ORGANISATION OF PARATRANSIT IN
RIO DE JANEIRO AND DAKAR CITIES**

Summary

- Objectives
- Methodology
- Central features of informal economy
- Cooperatives
- Comparison cooperative (Rio Janeiro) and (Gie) Dakar
- Conclusions

Objectives

Origin

Ignorance of the reality of associations

- how they organize the operation
- how are their relationships with public agencies

have not always been examined in depth,

maybe causing a gap between the aims and proposals for improvement.

Objective

- **understand** the transport service performed by low-capacity vehicles, focusing associative entities originated in this mode of transport.
- **Focusing** organizational structure, administrative framework and modes of operation of the services

METHODOLOGY

core elements

- Some aspects of the social economy
- Urban transportation systems
- Rio de Janeiro and Dakar cities characterization

method

- Literature review
- State of practice: interviews with semi-structured forms

CENTRAL FEATURES OF INFORMAL ECONOMY

- The informal economy
- Is the reflect of a process of ongoing structural changes in society and the economy that focus on redefining the
 - relations of production,
 - forms of integration of the workers in the production,
 - work processes
 - institutions
- and which arise two phenomena associated with the job market:
 - Reformatting of labor relations in the forms of organization of production and labor market in the formal sector of the economy;
 - New ways of working through self-employment and other survival strategies, undertaken by people who have difficulty re-employment or enrollment in the labor market, or by choice.

... The production units of this sector

Differ from other plants

- nano, micro and small enterprises
- relations between capital and labor are not well established.
- the owner plays simultaneously the roles of employer and employee
- there is no clear separation between the activities of management and production.
- employees are frequently hired outside the law.

Due to technology and low productivity, workers are often under unhealthy environment and their journeys are very long

(CACCIAMALI, 2000).

Two categories of workers

Self-employed

- informal employers
- self-employed (stricto sensu)

The market logic

- obtaining an income that ensures the survival of the household
- do not aiming accumulation

They are neither capitalized nor labor organized for that.

Employees without registration

- hired outside the regulation of the labor market
- these workers do not have any of the guarantees provided in the labor legislation

COOPERATIVES

- Organizations with social e economic aims, seeking collectively, products and services that meet the needs of its members or enable their activity.
- Individuals unable to solve their financial situations became aware of its work force, organizing themselves into many mutual aid societies.
- Yield is presented on a small scale using small equipment due to lack of own resources and lack of access to the credit system

The cases

Rio de Janeiro

1. Operators were required to be grouped into cooperatives to organize the service and to keep regulatory standards
2. They didn't have a clear idea about this basis.
3. Therefore, these entities are used to employment.

Dakar

1. Cooperatives were replaced by GIE - *Groupement d'intérêts économiques*
2. Although not identical to a cooperative typically, they operate according to the principles of cooperation
3. They aim to ensure services to gain or to keep the group market however the exploitation of the service is under individual basis.

The paratransit

- There are no fixed hours of operation and routes are set according to demand
- The service is provided by smaller vehicles which have flexibility of use and have privilege on conventional system
- The costs are less than the conventional system due to the breach of labor legislation (pay and working hours)
- The service is characterized by shared ownership of the vehicles. Cervero (1997)
- Service is provided on a small scale by individual operators associated (or not) in cooperatives, which are responsible for coordinating the operation and for legal and politic support

PRODUCTIVE ORGANIZATIONAL MODEL

Rio

- Each cooperative delimits the area in which the operators must act
- Cooperatives bring order to the streets and take care of the operation
- headways are kept between drivers.
- Cooperatives organize and offer support services as vehicle maintenance, discounts or installment purchase of parts or fuel, provided by the partnership with suppliers.

Dakar

- In Senegal cooperation is restricted to operation level.
- Moreover, the lack of coordination between public managers, made a regulation not clearly linked to operators, and it contributed to certain policies fail.
- Government demanded the organization of operators in GIE, so it is expected to be coordination in operation with property lines and frequencies

Human resources, financial and equipment

Rio

- The vehicles are driven by operators, most often identified as owners.
- However, the fleet owned by single owners is not widespread in Brazil
- Therefore, some operators are the owner of a vehicle fleet.
- They employ drivers for hire or lease their vehicles through a daily fixed rate.

Dakar

- Similar to Brazil, some operators choose to invest in this market
- They hire drivers for a salary or by leasing.
- There are places (as Uganda, Kenya) in Senegal in which most operators owns at least four vehicles

(SMITH, 2005).

Operation

- In **Rio de Janeiro** permission allows the exploration of **only one line**, which is visible in the vehicle.
- Some drivers operate **on routes previously fixed**, with loading and unloading outside the breakpoints.
- Itinerary deviations are caused by traffic or to capture demand in space or time when control is absent
- In **Dakar** the permits are **areas** designated by the assignment of line emanating from the decisions of associations.
- The operator chooses its route based on demand and bisect the routes to increase their revenues.
- Fares are fixed by the relevant body, but considered low
- Some operators divert their routes to charge two fares in a row or change based on market conditions.

Operation

Rio

- Vehicles are distributed online and follow fixed routes and semi-fix,
- In downtown, ex-warehouses are used as terminus managed by dispatchers to keep supply and frequencies.
- On route, account pointers control intervals and vehicles
- callers announce destination in order to attract demand

Dakar

- The vehicles are concentrated in the terminals where assistants determine the order in which vehicles must follow in line.
- Old vehicles are not allocated on profitable routes
- In the end, the assistant sets the frequency of service on the demand period.
- Currently, the frequency determined by the national transportation planning is not actually followed, commonly resulting in oversupply

Conclusions

First

1. Organizations in the transport sector do not follow the dictates set by real cooperatives.
2. The labor relationship restricts the application of these values autonomy and participation in activities
3. In both cases they only provide services to vehicle owners. The executors of service as drivers, conductors, dispatchers have no direct relationship with the organizations.

Conclusions

Second

1. Dakar routes, times of operation, fee, etc. are formally established by the Gie but operators produce their service individually with the prospect to maximize results. In off-peak periods, times are not effectively followed.
2. Rio de Janeiro, government decides routes, cooperative defines frequency and establishes a rationale for the production of the service.
Cooperative focus its actions in monitoring the operation.
Possible deviations from routes and withdraw from circulation operators not bound by the cooperative.



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WORLD CONFERENCE ON TRANSPORT RESEARCH
RIO DE JANEIRO, JULY 15-18TH 2013

Welcome to Rio



Betam amesseggina11ehu

Thank you very much
Muito Obrigado

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