The challenge of finding a role for paratransit services in the Global South

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1 Definition of paratransit services

Paratransit services
*Transport collectif artisanal*
Informal / Illegal transport

Formal services
*Transport institutionnel*
Planned transport

2 Importance of paratransit services

<table>
<thead>
<tr>
<th>Region</th>
<th>Sub-Saharan Africa</th>
<th>Mediterranean Region</th>
<th>Latin America</th>
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<tbody>
<tr>
<td>Accra</td>
<td>90%</td>
<td>59%</td>
<td>53%</td>
</tr>
<tr>
<td>Cape Town</td>
<td>44%</td>
<td>44%</td>
<td>90%</td>
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<tr>
<td>Dar es Salaam</td>
<td>97%</td>
<td>0%</td>
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<tr>
<td>Alexandria</td>
<td>59%</td>
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<td>Casablanca</td>
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<tr>
<td>Tunis</td>
<td>0%</td>
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Caracas 2007
Lima 2005
Sao Paulo 2012
A myriad of approaches: from radical changes to progressive evolution of operators

<table>
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<tr>
<th>Citywide (relatively immediate) transformation</th>
<th>Progressive corridor-by-corridor implementation</th>
<th>Citywide gradual services’ reorganisation</th>
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<td>Curitiba, 1970s</td>
<td>Quito, 2006</td>
<td>Accra, (on-going)</td>
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<td>Santiago, 2007</td>
<td>Quito, 2006</td>
<td>Cape Town, 2012</td>
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<td>Quito, 2002</td>
<td>Cape Town, 2012</td>
<td>Dakar, 2000</td>
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Increasingly more forceful approaches to paratransit reform
Example 1: Santiago

- Not allowed on proposed BRT trunk routes

**OPTION 1:** Formalise and become feeder operators
- Utilise experience to participate in feeder route design

**OPTION 2:** Withdraw from the system
- Loss of paratransit-like benefits in some areas

- Only marginally included
- Limited transformation

- Maintain paratransit-like characteristics:
  - Flexibility
  - Demand responsiveness

- Formalisation
- Disappearance
- No changes

Santiago, Chile

2007
For each new corridor:
Affected operators were either included, either marginalised from reform initiatives

Option 1: Selected operators
Participate in BRT operations

Option 2: Withdraw from the corridor
Withdraw to other transport axes in the city but maintain high coverage in unregulated environment

Creation of trunk companies and feeder companies
**Example 3: Dakar**

**Fleet renewal project:**
Fleet renewal initiative that also included the introduction of new regulatory measures to the system.

- **Improved efficiency (vehicles):**
  - but -
  Regulation still weak

- **Renewed services**

- **Limited inclusion**

- **Unchanged services**

- **Unregulated services providing required services**

- **Not included in the current reform initiative**

- **Services are competitive in the current context, but officials consider them a problematic element of the system**

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**Dakar, Senegal**

- **No changes**

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**Corporatisation**
Conclusions

The challenge of finding a role for paratransit services

- Flexibility
- Demand responsiveness
- Fragmentation / Atomisation
- Disorganisation
- Loss of advantages in the urban context
- An acknowledged need to reform

Trade-off between **operational advantages** of formalisation and loss of **paratransit-like benefits** (coverage, flexibility)
Conclusions

The challenge of finding a role for paratransit services

- Relatively less expensive for authorities
- Resistant to environmental concerns

- Climate change concerns
- Energy efficiency concerns

Loss of advantages in the urban context

An acknowledged need to reform

Need for operational complementarity between formal and paratransit services