

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

Sub-Saharan Africa



Accra
2008



Cape Town
2013



Dar es Salaam
2006

Mediterranean Region



Alexandria
2014



Casablanca
2008

0%

Tunis
2013

Latin America



Caracas
2007



Lima
2005



0%

Sao Paulo
2012

3 Transforming paratransit services using BRT-type systems

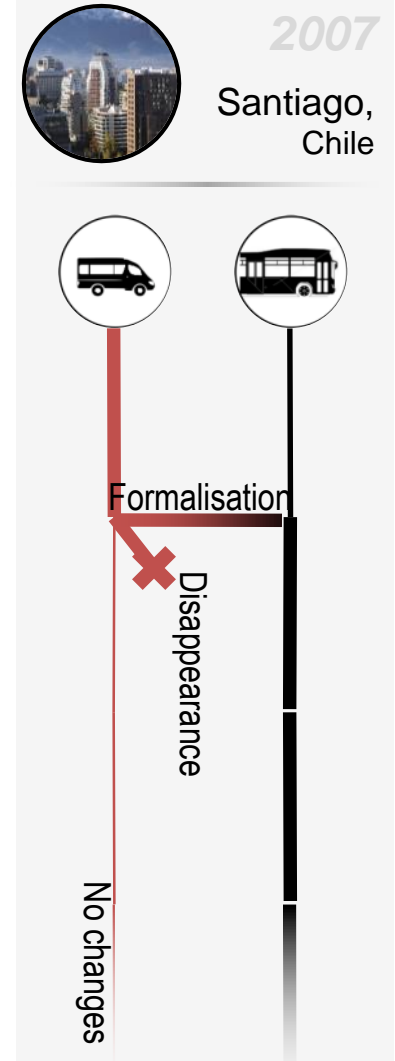
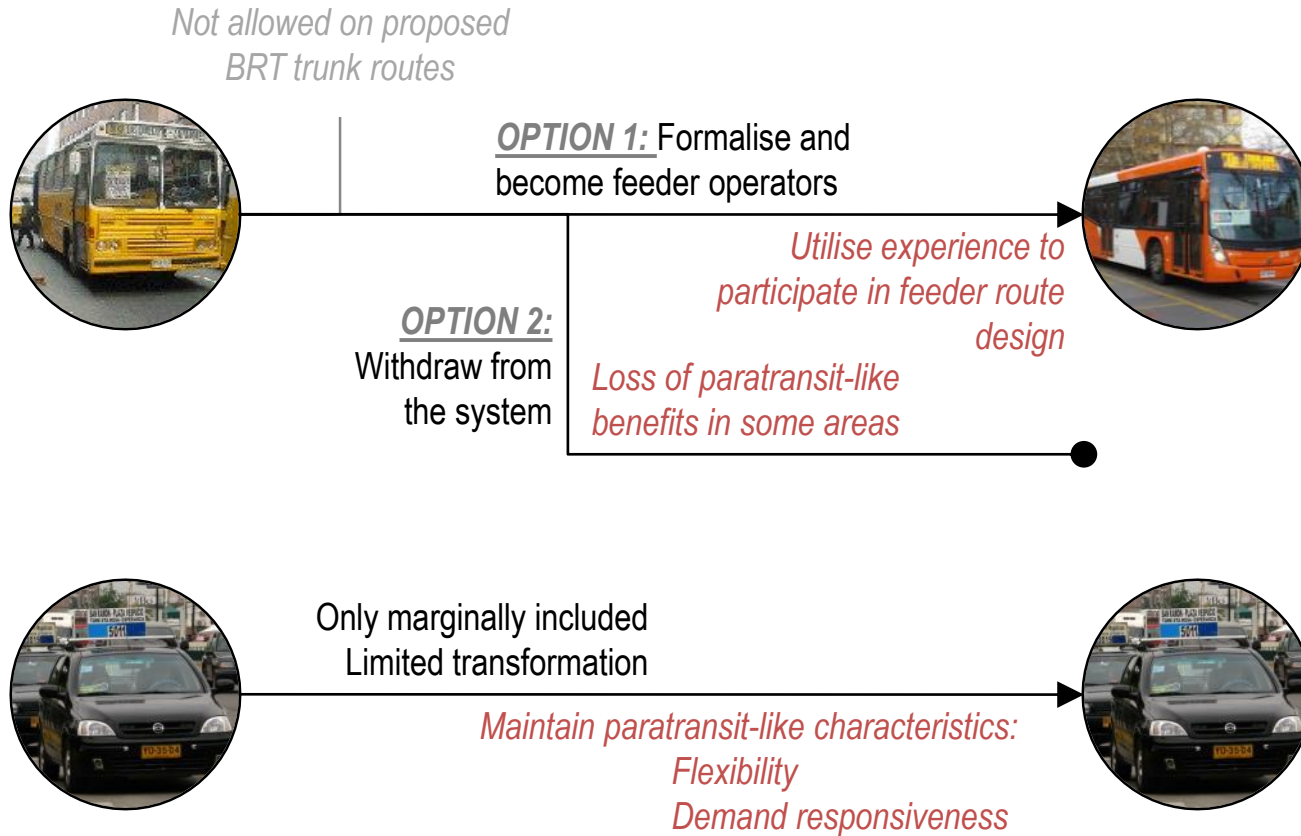


A myriad of approaches:
**from radical changes to progressive
 evolution of operators**

| Citywide (relatively immediate) transformation | Progressive corridor-by-corridor implementation | Citywide gradual services' reorganisation |
|---|---|---|
| |  Quito, 2006 |  Accra, (on-going) |
| |  Quito, 2002  Cape Town, 2012 |  Dakar, 2000 |
| |  Bogota, 2000  Lagos, 2008 | |
|  Curitiba, 1970s | | |
|  Santiago, 2007 | | |
| |  Quito, 1995 | |

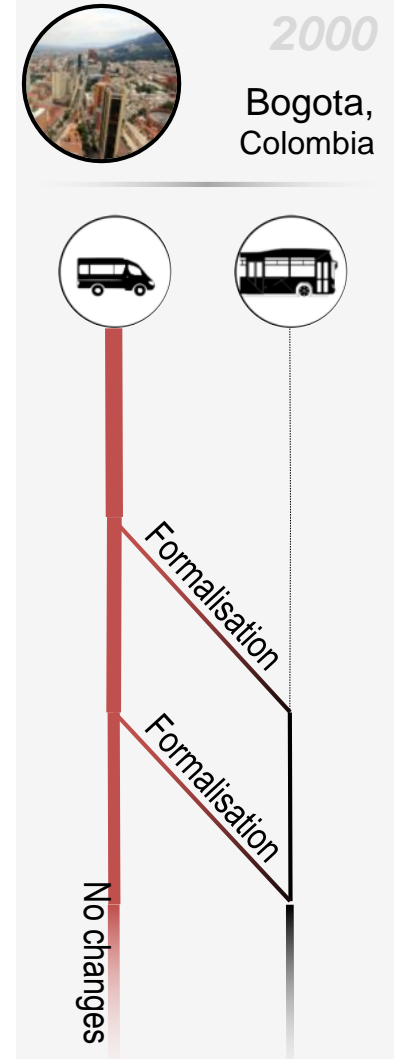
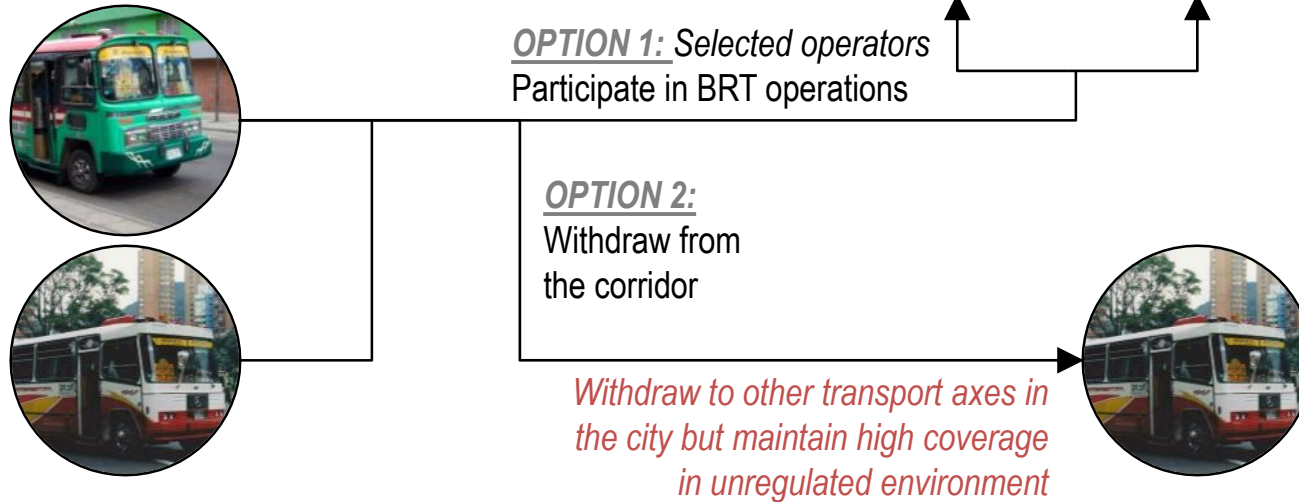
Increasingly more forceful approaches to paratransit reform

4 Example 1: Santiago



4 Example 2: Bogota

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



4 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

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



2000

Dakar,
Senegal



Corporatisation

No changes



The challenge of finding a role for paratransit services

Flexibility
Demand responsiveness

Loss of advantages in the urban context

Fragmentation / Atomisation
Disorganisation

An acknowledged need to reform

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



The challenge of finding a role for paratransit services

Relatively less expensive for authorities
Resistant to environmental concerns

Loss of advantages in the urban context

Climate change concerns
Energy efficiency concerns

An acknowledged need to reform

Need for operational complementarity between formal and paratransit services