




Public transport reforms in SSA: main challenges



Mustapha Benmaamar, SSATP
for
WB-Transport forum, March 2005



Contents

- Organisation of bus transport services in SSA: today's situation and how did we get their
 - Recommendations and Action plans
 - Implementation experiences: main challenges
- 



Today's Situation:

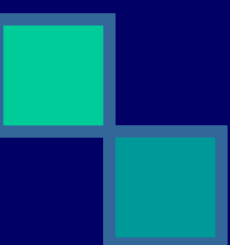

- 1 - An over-supply of old and non-roadworthy minibuses
- 2 - Inefficient use of vehicles and space
- 3 - High involvement of minibuses in fatal accidents
- 4 - High congestion and pollution costs



Kampala bus park



How did we get there?

- 
- 1 - Unregulated access to transport activity
 - 2 - No planning or regulatory framework
 - 3 - A monopolistic situation: transport associations control entry to the market
- 

Available Options: Professionalisation of the informal sector

- Put an age limit for vehicle imports
 - Set up a support framework for vehicle financing
- Introduce a compulsory bus driving license
 - Provide bus drivers training schools
- Introduce effective vehicle inspections
 - Provision of training and technical assistance

Available Options II : Set up a sound regulatory body

- Enforce transport regulations effectively
 - Set up an independent transport regulatory body
- Allocate bus routes on the basis of transport needs and introduce route licensing
 - Technical advice to the Ministry of Transport
- Introduce transparency
 - Provision and Management of bus terminals using PPP schemes (contract out the management of bus terminals to a third party)

Kenya Experience: Professionalisation through enforcement of basic regulation measures

- Introduced a compulsory driving license and testing
- No overloading is permitted
- Issue of legal work contracts to drivers
- Technical control of vehicles
- Seat belt, drivers uniforms, route identification and numbering
- Enforced traffic and safety regulations

Kenya: Achievements

- Significant reduction in accidents (by 75%)
- Elimination of unqualified drivers and illegal and unroadworthy vehicles
- Reduction of the monopolistic power of the Matatus associations
- Better participation of private sector (Insurance Co. and genuine operators)
- Improved level of service
- Reduction in congestion cost

Public transport authority: Dakar experience

- CETUD (1997), organisation and regulation of the provision of urban transport services
- Reorganisation of the public transport network and Route licensing
- Management of bus terminals under PPP arrangements
- Professionalisation of the informal sector

Public transport authority: Dakar experience II

- There is progress (e.g. management of bus terminals) but slow
- Professionalisation; a prerequisite for sound reforms but strong resistance from syndicates
- Organisation needs: strong leadership, real autonomy (sustainable funding), capacity building and Political support

Lessons

- Experiences show that implementation of urban transport reforms is possible whenever there is a political will
- Enforcement of basic traffic safety regulations can indirectly lead to professionalisation and limit vehicle oversupply
- A comprehensive approach including both technical and institutional measures is required to improve efficiency
- Many of these measures are controversial and require a broader level of sensitisation and information sharing to win critical support from relevant stakeholders

A way forward

- Implementation of the agreed strategies is a long term process and requires :
- Sensitisation and capacity building
- A strong political will and a Champion
- Donors' support



THANK YOU

