



Global
Partnership^{for}
Informal
Transportation

Informal is Global

Benjamin de la Peña for Agile City Partners | June 25, 2021



Paratransit?

Informal Transportation?

Intermediate Public Transportation?

Indigenous Transportation?

Artisanal Transportation?

Popular Transportation?

Pop-Transport?



“The first step to inclusion is to be counted.”

-Shack/Slum Dwellers International



A jeepney in Intramuros, Manila, by Baháfríend



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



A matatu c. 2015, by Joekkk



A red Public Light Bus, by Him9
小巴(LV705)的照片



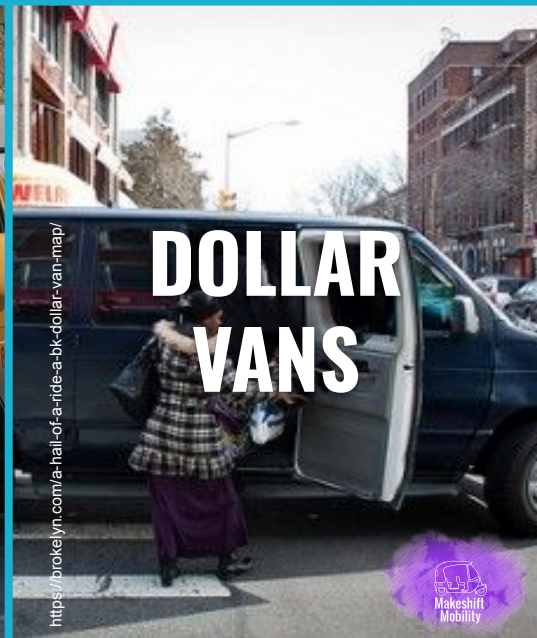
classic "short route" 1969 MB LO1112 colectivo at the Mercedes-Benz Museum in Stuttgart, by @webusubteam-en



A tap tap bus in Haiti



Petrozavodsk traffic microbus GAZelle, by Maa



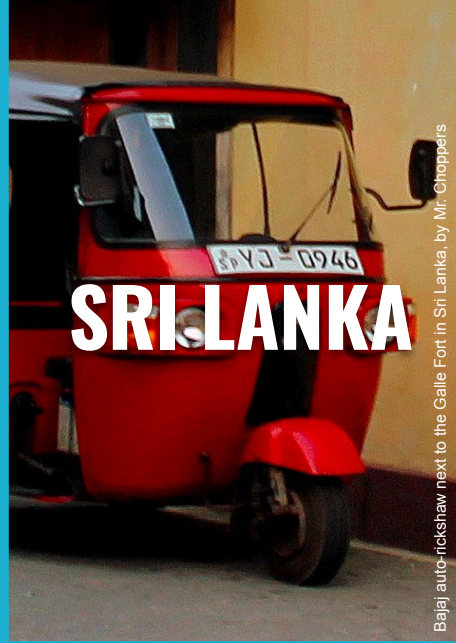
<https://brokelyn.com/a-hall-of-a-ride-a-ride-a-bk-dollar-van-map/>





PAKISTAN

Chingchee (Quinn) in Pakistan, Wikipedia



SRI LANKA

Bajaj auto-rickshaw next to the Galle Fort in Sri Lanka, by Mr. Choppers



THAILAND

From https://www.tripadvisor.co.uk/attractions/attraction_reviews/info/bangkok-thailand-tuk-tuks/



INDIA

CNG-powered auto rickshaw in New Delhi, near the Rashtrapati Bhawan on Rajpath, by Warren Appel



NIGERIA

Photo © leopold from <https://www.shutterstock.com/en/news/tuk-tuks-datas-a-nd-super-high-ways>



EL SALVADOR

Mario Roberto Duran Ortiz - Citywork, Bajar mototaxi in El Salvador



INDONESIA

Natural Gas-fueled Bajaj autorickshaw on Jakarta street, BY Gunawan Kartamanata



PHILIPPINES

Banaue, Philippines: Local Taxi Stand in Banaue Municipal Town, by CEahote-Uwe Aranas



Makeshift Mobility



BODABODAS, OJEKS, OKADAS, MOTOR SAI, MOTO TAXI, XE-OMS, ETC.

Ojeks (motorcycle taxis) in Indonesia, by Serenur.

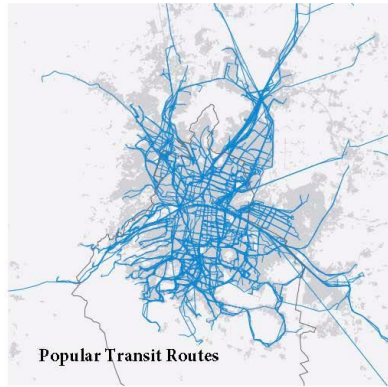
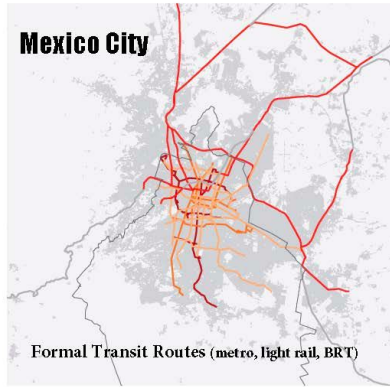
Okadas in Lagos, Nigeria, by Akimble.

Transport courant à Tabatinga et Leticia Goellette, Cardabela.

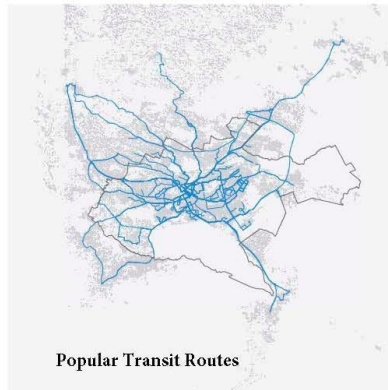
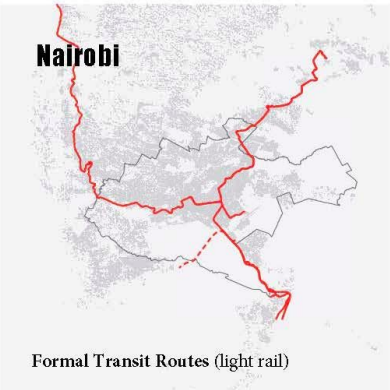


Informal transportation comes by many names: *matatus*, *trotros*, *camionetas*, *colectivos*, *jeepneys*, *auto rickshaws*, *trisikads*, *minibuses*, *mega taxis*, *boda bodas*, *tuk tuks*, *okadas*, *ojeks*, —two wheels, three wheels, or four; human powered or engine powered—informal transportation very likely moves and employs more people than all the city trains, buses, and taxis around the world. They dominate the cities of the Global South. They provide affordable mobility for the poor and middle-class and livelihoods for mostly low-income households.

Mexico City



Nairobi



“...formal mass transit routes (red) only cover a relatively limited urban area, whereas informal routes (blue) reach far more people and are often the only access to motorised transport for low-income urban dwellers. Small, privately operated minibuses are one of the most important informal modes: **In Nairobi, 70% of commuters rely on privately run ‘matatus’ to get to work, while 74% of all public transport trips in Mexico City are completed on ‘colectivos.’** In addition to the vital role these services play in getting people to work, informal transit is itself an important employer. In Kenya, the informal transport sector and associated services are estimated to employ nearly **half a million people.**”

from **Mobility for the Masses: The essential role of informal transport in the COVID-19 recovery**
by Talia Calnek-Sugin and Catarina Heeckt
London School of Economics

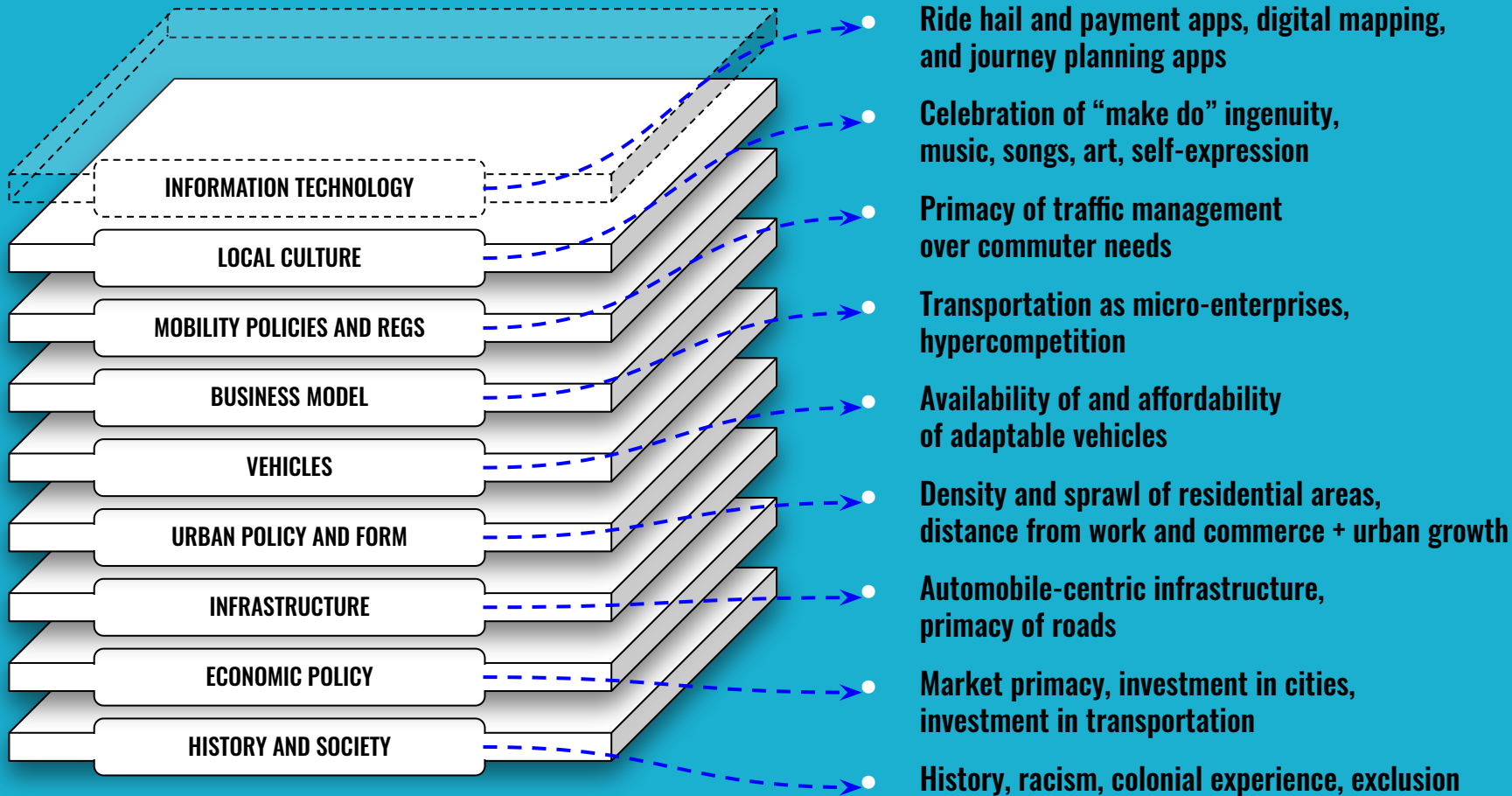


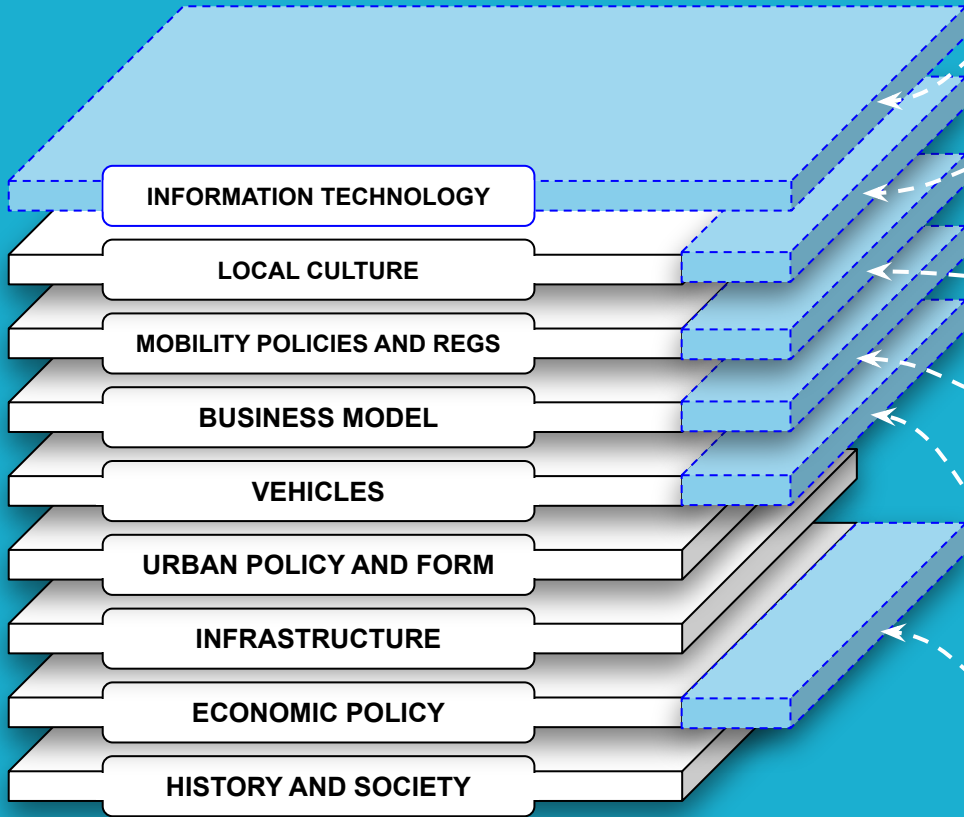
Golden Phantom Minibus serving the Ongata route in Nairobi. Photo from Nairobi Buzz.



Minitabus in Nairobi. Photo from www.nairobi.kenya.com

INGENUITY + ARTISTRY





- **Cashless Fare Collection, VLS, Digital Real Time Route Permits**
- **Local arts and design awards**
- **Prioritizing people movement**
- **Service contracting, fleet management services**
- **Incentivizing self-assembled “kit of parts” approaches to vehicles**
- **Paying for transit through specific taxes or levies**



**Informal transportation is a truly global phenomena
and yet, it always seems to be treated as a local problem.
Emphasis on “problem” rather than asset.**

Informal transportation:

1. is **innovative** and **resilient**;
2. is **ubiquitous** in the global south;
3. is **ignored** in policy and investments;
4. is **despised** in planning; and,
5. represents a **powerful lever to decarbonizing** the transportation sector **through a Just Transition**.



Global
Partnership^{for}
Informal
Transportation

Our Mission



Work hand-in-hand with informal urban transportation systems of the Global South to **advance innovation, improve services, and change business models.**

By leveraging **new technology and innovative policies**, we believe these informal networks can confront climate change and make our cities work for everyone.

Our Partners



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Alegre



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Araya



Roger
Behrens



Aniruddha
Dasgupta



Mohamed
Mezghani



Henrik
Nolmark



Mimi
Sheller



Heather
Thompson



Jinhua
Zhao



Martha
Chen



Aishwarya
Raman

Our projects



A horizontal banner with a colorful, wavy background in shades of yellow, red, and green. On the left, there is a cartoon illustration of a woman driving a small, white, three-wheeled vehicle with a canopy. The vehicle has a logo on the canopy. To the right of the illustration, there is a row of logos: British Embassy San José, Global Partnership for Informal Transportation, SOSTENIBILIDAD URBANA, Agile City Partners, dpu Development Planning Unit, and UCL THE BARTLETT. On the far right, a red box contains the text "DATATÓN Transporte Informal 6 al 13 de Marzo" in white.



POP TRANSPORT

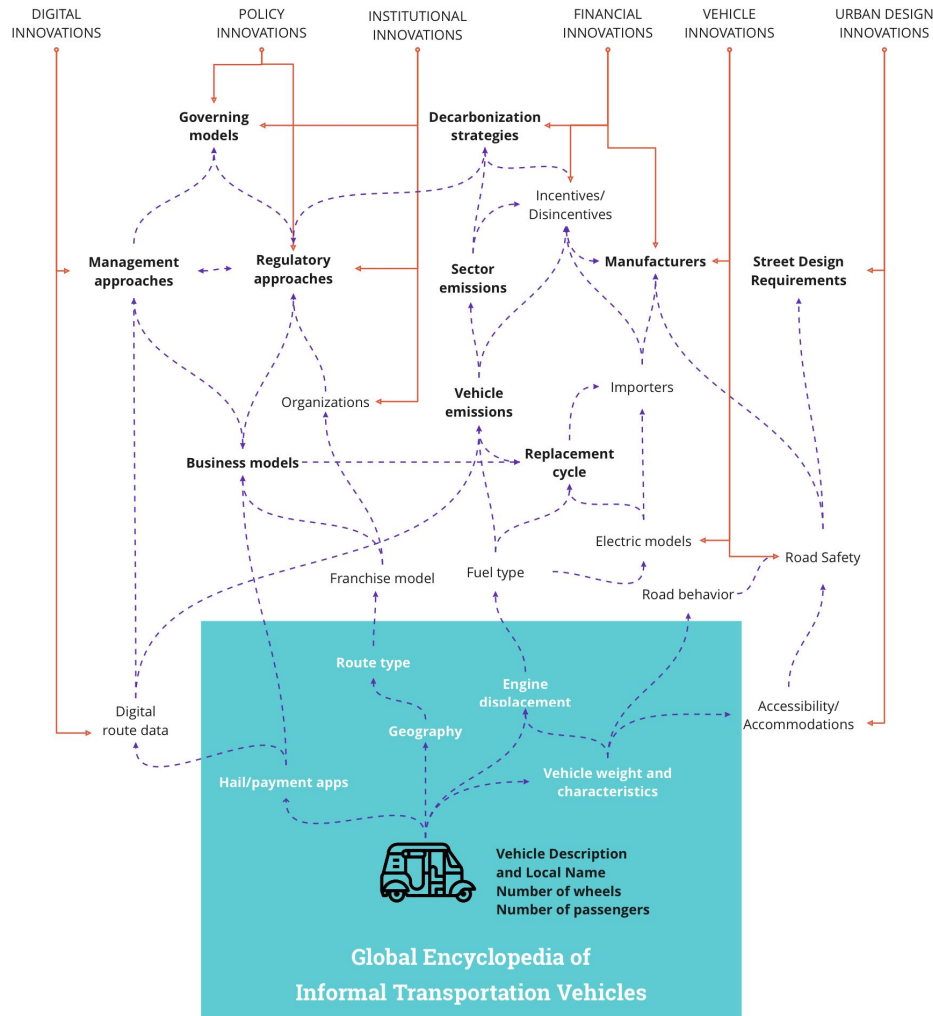
The fortnightly newsletter of the Global Partnership for Informal Transportation

gpitransportation.substack.com



The Global Encyclopedia of Informal Transportation Vehicles

A project of the Global Partnership for Informal Transportation





“The aspiration to such uniformity and order alerts us to the fact that modern statecraft is largely a project of internal colonization, often glossed, as it is in its imperial rhetoric, as a 'civilizing mission'.”

— from **Seeing Like a State** by **James C. Scott**



Vice President Binay used this green electronic jeepney (e-Jeepney) that was labeled "B-Jeep" during the inaugural rites on June 30, 2011. Carmela Lapeña



Electric Jeepney (e-Jeepney) plying on the streets of metro Manila

The e-jeepney project from ICSC.NGO





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Karnataka's e-Bhoomi

A cautionary tale



Revenue Maps Online

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REVENUE MAPS

District Taluk Hobli Map Types

Enter Village Name:

District	Taluk	Hobli	Village	KMZ File
BANGALORE URBAN	Anekal	KASABA	A MEDIHALLI	
BANGALORE URBAN	BANGALORE-NORTH	YASHAVANTAPURA1	ABBAGERE	
BANGALORE URBAN	BANGALORE-NORTH	DASANAPURA1	ADAKAMARANAHALLI	
BANGALORE URBAN	Bangalore North(Additional)	HESARUGHATTA2	ADDEVISHVANATHAPURA	
BANGALORE URBAN	Bangalore North(Additional)	HESARUGHATTA2	ADDIGANAHALLI	
BANGALORE URBAN	Anekal	SARJAPURA2	ADIGARAKALLAHALLI	
BANGALORE URBAN	Anekal	ATTIBELE1	ADIGONDANA HALLI	
BANGALORE URBAN	bangalore-South	BEGURU - 1	ADUGODI	
BANGALORE URBAN	Anekal	KASABA	ADURU	
BANGALORE URBAN	Bangalore-East	BIDARAHALLI2	ADURU	
BANGALORE URBAN	bangalore-South	BEGURU - 1	AGARA	
BANGALORE URBAN	bangalore-South	KENGERI - 3	AGARA	
BANGALORE URBAN	Anekal	KASABA	AGASATIMMANAHALLI	

What did digitalization do?



KEY FINDING #4

“Subsidizes big business especially large real estate developers and IT firms. The Bhoomi program is facilitating very large land developers catering to a global IT Market. Earlier, these firms would have to compete with smaller land developers who often would provide a better price to land owners. Also, the public land acquisition process uses eminent domain via the Industrial acts (KIADB) to notify large consolidated land parcels in favor of big business that in effect disadvantages smaller firms with less capital and far less lobbying powers. Thus, what would have been illegal in previous times was from 1998 onwards, facilitated legally!”

Bhoomi: ‘E-Governance’, or an Anti-Politics Machine Necessary to Globalize Bangalore? (January 2006)

Dr. Solomon Benjamin, R Bhuvaneshwari, P. Rajan, Manjunatha

<https://casumm.files.wordpress.com/2008/09/bhoomi-e-governance.pdf>



Informal Transportation

“Problems”

“To be solved”

“To be controlled”

“Disorganized”

“Old and decrepit”

VS

Technology

“Solutions”

“To be deployed”

“To be adapted”

“Optimization”

“Innovative and new”



**Aggregating information
also aggregates power.**

**What are the existing power
relationships? How will they shift?**

**When we make a system legible,
who gets better vision?**



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“We believe informal urban transportation systems can be powerful engines for economic mobility and for creating more sustainable and inclusive cities.”



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www.gpitransportation.org
gpitransportation.substack.com
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makeshiftmobility.substack.com
agilecity.co