

Driving Change: The Vital Role of Paratransit in Sustainable Urban Mobility

10th October 2024



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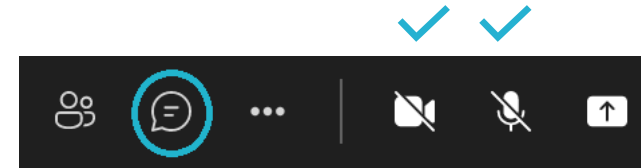
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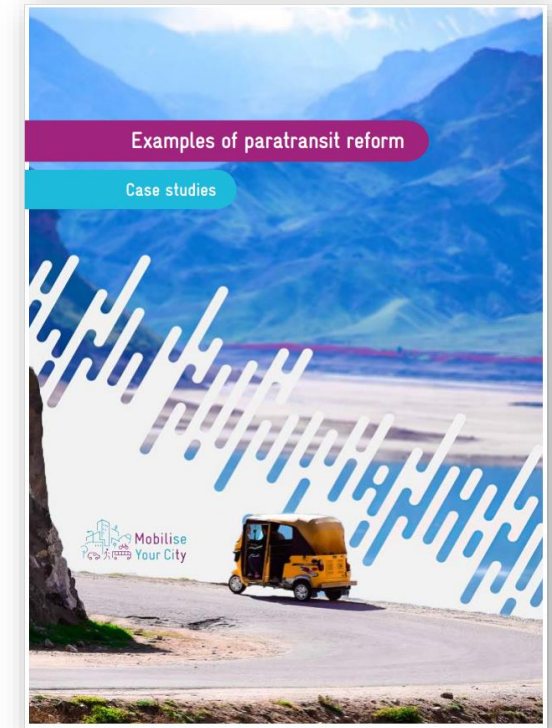
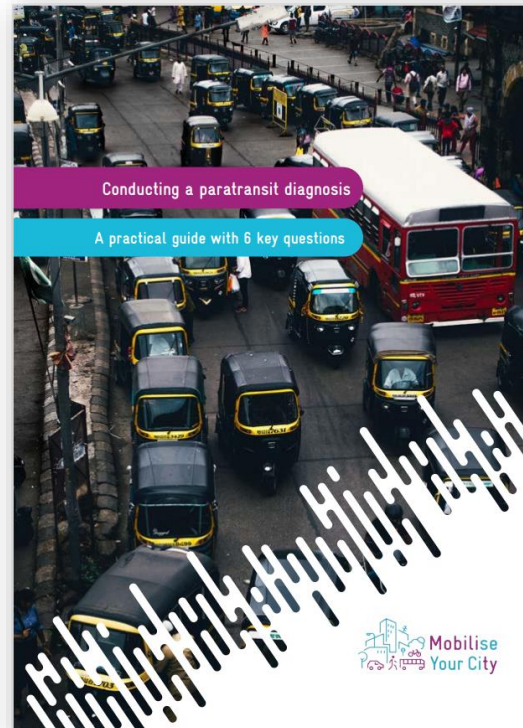
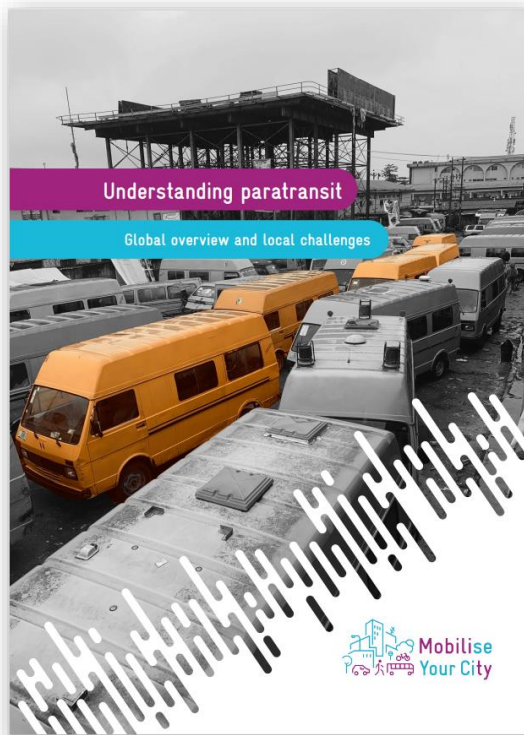


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Include your questions in the chat, we will pose them in the Q&A at the end of the session

Launch of the Paratransit Toolkit series



Webinar series on Paratransit



Driving Change:
The Vital Role of
Paratransit in
Sustainable Urban
Mobility

10th October 2024



Driving change:
Paratransit
reforms in Lagos
and Kumasi

17th October 2024



Driving change:
Hands on the
MobiliseYourCity
Paratransit Toolkit

24th October 2024

Learning objectives

- Identify different types of paratransit reforms and their specific objectives, especially in Africa.
- Learn about the importance of paratransit for climate action and job creation.
- Understand how formalisation and professionalisation processes are needed to enable electrification and enhancement of labour conditions.



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paratransit sector

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reform through a Just
Transition lens

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Types of paratransit reforms
in Africa

Speakers



Solène Baffi

Moderator –
CODATU



Sasank Vemuri

Head of MobiliseyourCity –
GIZ



Simon Saddier

Urban Mobility Pillar Lead –
SSATP



Anne Chassauvoine

Task Team leader, Mobility
and Transport Division – AFD

Warm Up

Let us know...

Where are you from?

What kind of paratransit mode is most present in your city?



1

Understanding paratransit reform through a Just Transition lens

Sasank Vemuri,
Head of the MobiliseYourCity Secretariat

giz Deutsche Gesellschaft
für Internationale
Zusammenarbeit (GIZ) GmbH



Just Transition

Background & Definition

- Just Transition calls for the **transition to climate-friendly economies and policies while emphasising a range of social interventions**, most importantly worker's rights
- Roots back to a framework developed by the US trade union movement
- Framework has been adopted by several institutions and organisations
 - EU level: Implementation of the Just Transition Fund to target the transition of deindustrialising regions towards sustainable and regenerative economies
 - Further: International Labour Organisation, 2015 Paris Agreement, COP24, IndustriALL



Just Transition in the context of Paratransit

MobiliseYourCity identifies **5 lenses** through which the just transition framework can be applied to Paratransit.

- 1 Workers' rights
- 2 Users' rights
- 3 Local citizens' rights
- 4 Climate justice
- 5 Power perspective

Just Transition in the context of Paratransit

1) Worker's rights

- Fair and decent work
- Ensure voice and representation
- Support to change jobs
- Incorporate local solutions





Just Transition in the context of Paratransit

2) User's rights

- Safe
- Accessible
- Affordable
- Reliable
- Inclusive
- Voice and representation

Just Transition in the context of Paratransit

3) Local citizens' rights

- Consider whole system costs and benefits
- Local pollution
- Road safety
- Voice and representation





Just Transition in the context of Paratransit

4) Climate justice

- Decarbonisation
- Fleet renewal
- Adaptation to climate change impacts

Just Transition in the context of Paratransit

5) Power Perspective

- Understand and respond to local and international power imbalances
- Use government power to safeguard / set standards
- Establish and maintain trust



Resources

- [Inforegio - Toolkits - Just Transition Fund \(europa.eu\)](#)
- [ITCU Frontlines Climate Change report](#)
- [The Just Transition Mechanism - European Commission \(europa.eu\)](#)
- [Part One: The scope and background of 'just transitions' - Just Transitions: a comparative perspective - gov.scot \(www.gov.scot\)](#)

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Questions, Feedback and Farewell

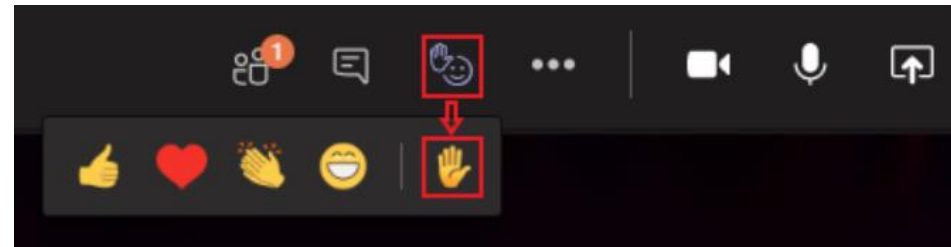
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Speak

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The vital role of Paratransit in Sustainable Urban Mobility

AFD support to paratransit sector

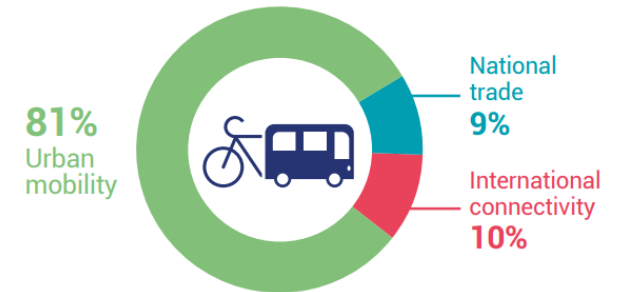
Anne Chassauvoine

Task Team leader Mobility and Transport
Division, AFD



AFD's support to sustainable urban mobility

- Sustainable and low-carbon **urban mobility is the core of AFD support to transport globally**:
 - about 650 MEUR allocated to urban mobility projects in 2023
 - 4 priority goals for AFD financing to support sector, in alignment with global SDG



Efficient, effective, and sustainable mobility systems

AFD Group ensures the long-term sustainability of projects by optimizing technical decisions and sectoral governance, balancing financial health of operators, and implementing durable models for operation and maintenance.



Inclusive mobility systems

AFD Group promotes mobility systems that facilitate social ties and "access for all"; this includes transport connections for remote areas, inclusion of vulnerable people, user consultation and training.



Green and low-carbon mobility systems

AFD Group supports green and low-carbon mobility systems designed to heighten their positive impact and avoid or reduce local pollution.



Safe mobility systems for all

AFD Group finances mobility systems that are safe for all. "Safety" here can refer to both the safety of complex systems (e.g., air, maritime, and rail transport) and to security for women in public spaces, including public transport.

- A renewed support to **MobiliseYourCity** with 5 additional MEUR allocated in 2023



AFD's support to paratransit sector

- Why shall donors finance support to paratransit sector ?

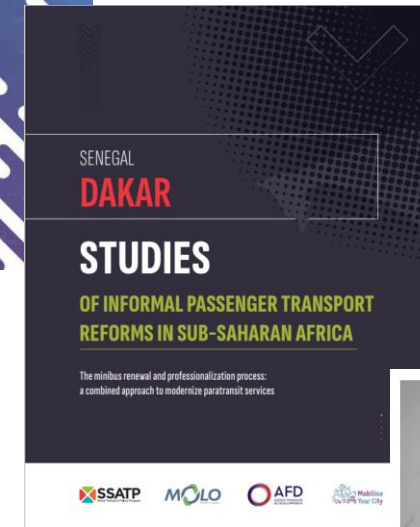
- in Global South cities, paratransit is the dominant transport mode – often with walking –
- in many Global South cities, paratransit sector is a major source of jobs

→ paratransit as a major enabler of the just transition of urban mobility sector



AFD's support to paratransit sector

- **How** can donors finance support to paratransit sector?
 - ...through funding for **strategic planning, studies, advocacy...**
 - ...as a **component of a larger urban mobility project**, such as a BRT
 - ...as a **transport sector policy loan**
 - ...in a **specific project targeting paratransit sector**

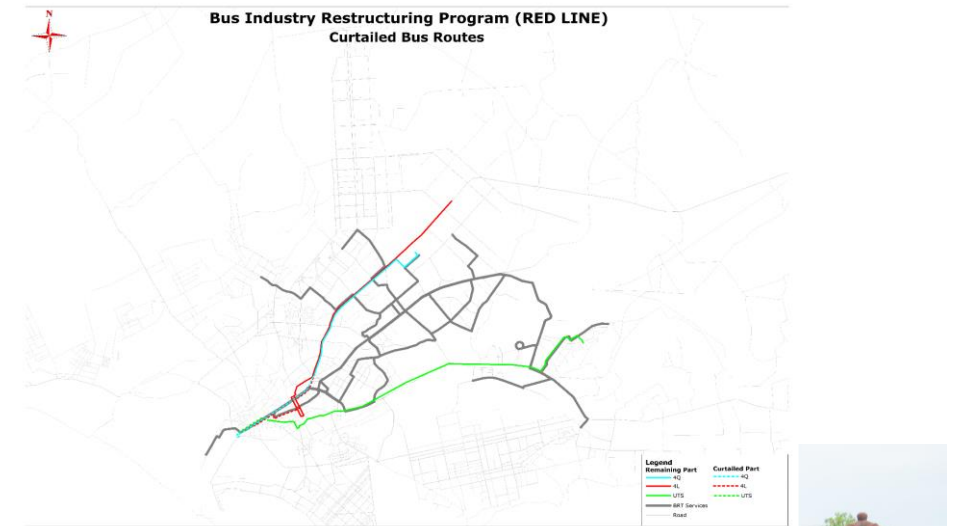


AFD's support to paratransit sector

Karachi BRT case study

- Paratransit transition plan as part of Karachi BRT project:

- definition of a restructured paratransit network, in articulation with BRT network
- priority recruitment for **paratransit workers** for BRT operation job positions (~2000), with formal contracts
- two options for **paratransit vehicles owners** :
 - getting a license to operate on the restructured paratransit network
 - selling their vehicles to BRT operator + 12 months revenues compensation
- a total budget of 15 MUSD dedicated to paratransit transition plan



AFD's support to paratransit sector

Dominican Republic Transport Sector policy loan

- a 500 MUSD **policy loan** co-financed by AFD and IDB, with 3 priority topics : freight transport, road safety, urban mobility.
- **urban mobility targets** defined building on Santo Domingo SUMP analysis :
 - update of **paratransit legal framework** :
 - to with new prerequisite for licenses delivery encouraging operators to merge into structured companies and improving jobs condition
 - to define new standards for vehicles
 - delivery of **training program** for operators and workers of paratransit sector
 - set up of a **fund (FIMOVIT)** for urban mobility sector, with resources from petrol tax and public transport revenues, to finance inter alia rolling stock renewal scheme with incentives for low-carbon vehicles
 - signature of **concession contract on 3 priority corridors** with new buses and upgraded jobs conditions for workers



AFD's support to paratransit sector

Yaoundé paratransit reform

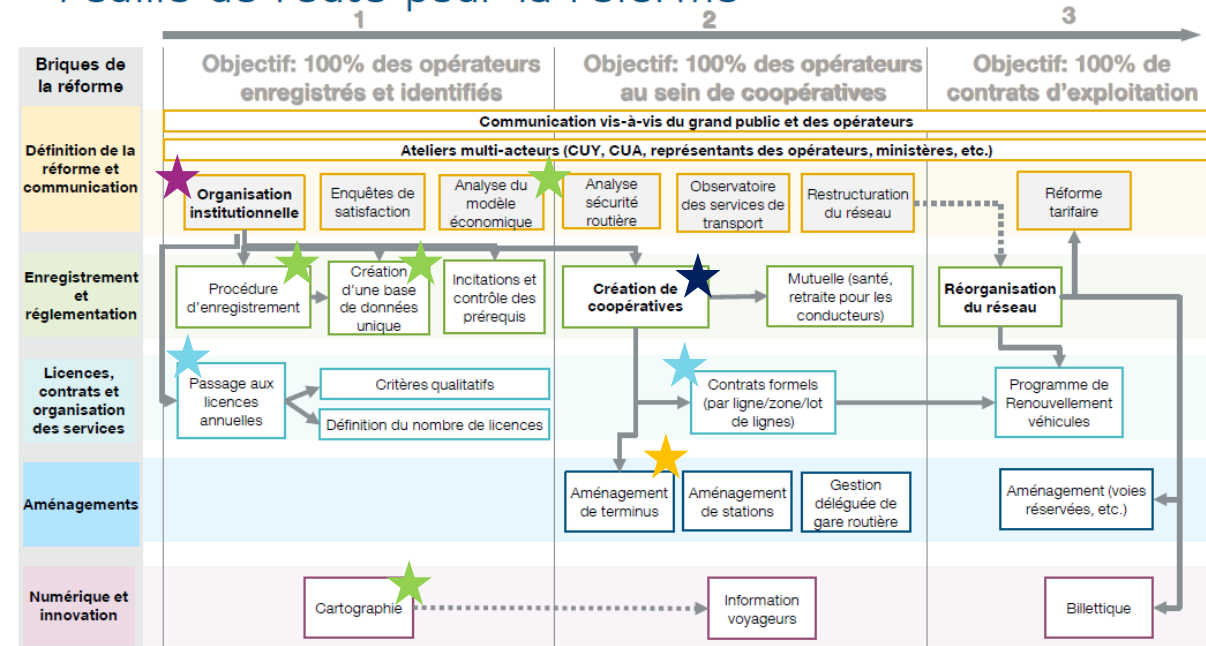
- Mostly unregulated “**Taxis jaunes**” as the dominant transport mode (40%)
- **SUMP** adopted in 2019, **paratransit road map** adopted in 2021
- Yaoundé Cœur de Ville project launched in 2022 (AFD) + MoVe Yaoundé project launched in 2024 (EU-GiZ-AFD)



Road map implementation :

- set up of a specific mobility department within Yaoundé City in 2020
- signature of first operation contract between a cooperative of paratransit operators and Yaoundé city in 2023
- quantitative and qualitative census of paratransit operators
- support operators cooperatives set up and renewed license delivery scheme, with incentives
- upgrade of paratransit stops

Feuille de route pour la réforme



Questions, Feedback and Farewell

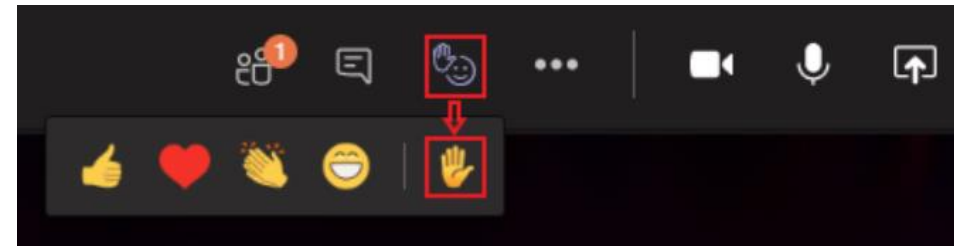
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Types of paratransit reforms in Africa

Simon Saddier
Urban Mobility Pillar Lead, SSATP



Paratransit reforms in African cities

Simon Saddier
SSATP Urban Mobility Pillar Lead

Driving Change: The Vital Role of Paratransit in Sustainable Urban Mobility

MYC Webinar – 10 October 2024

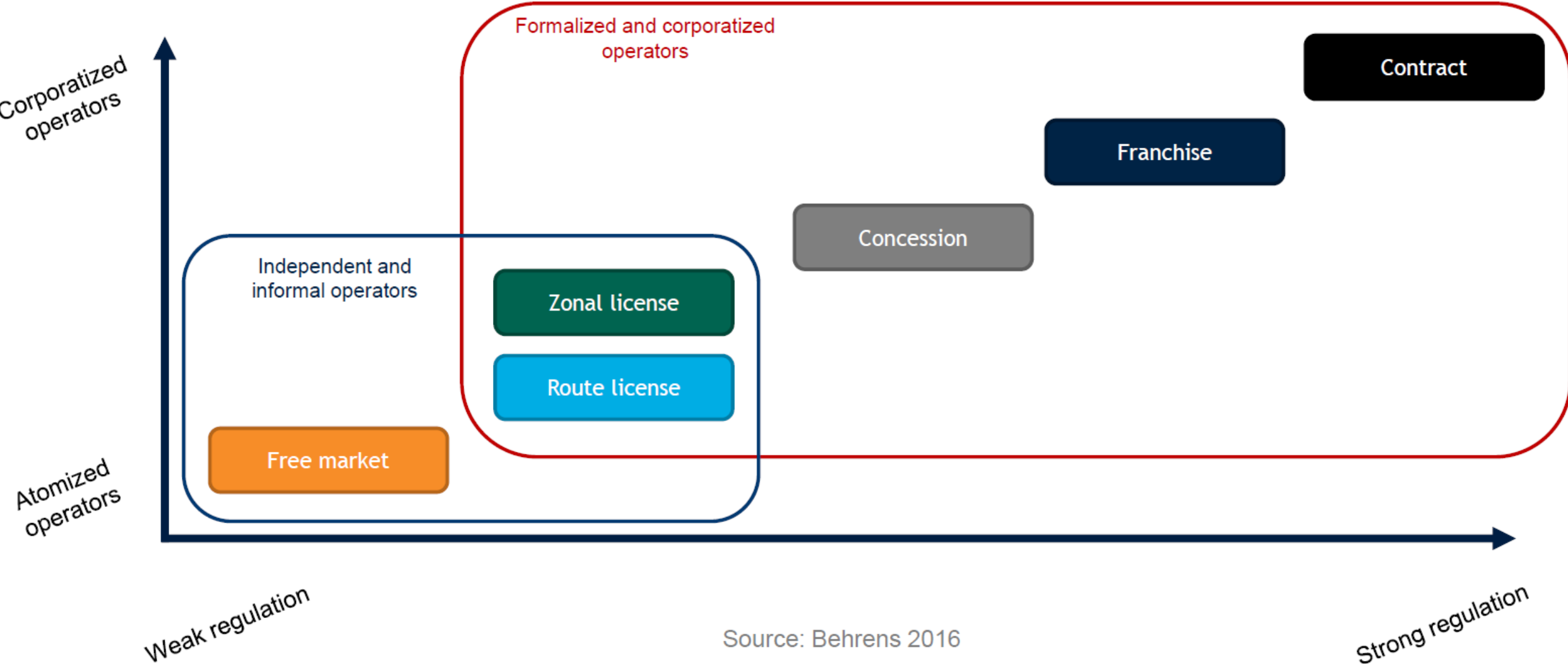


- Key principles of paratransit reform
 - The target system
 - The fill-and-go system
- Reforms based on BRT integration
 - The case of MyCiti
- Reforms based on fleet renewal
 - The case of Dakar
- In-situ improvement
 - The 7th Avenue Pilot Project

Key principles of paratransit reform

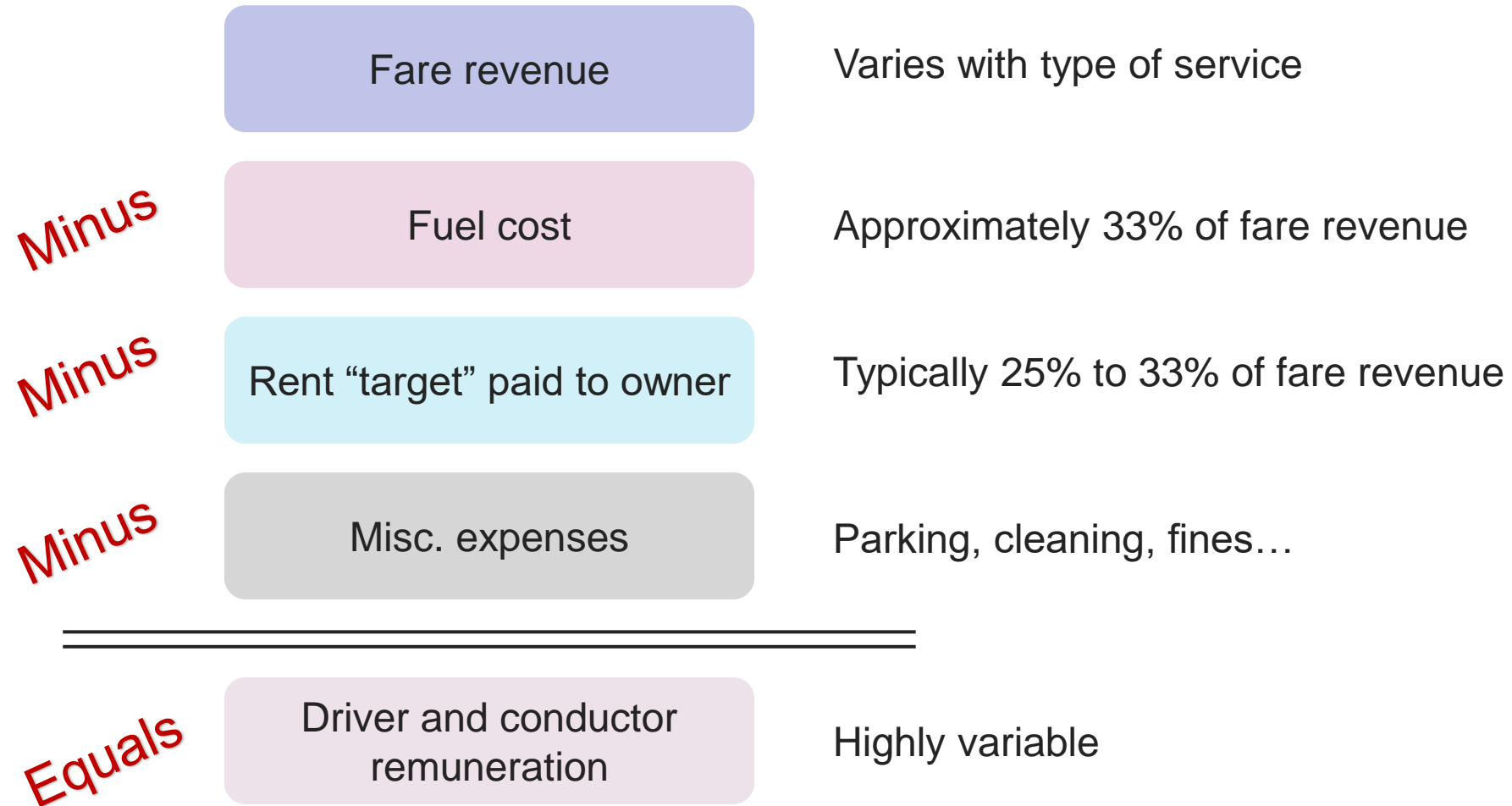


Paratransit professionalization: a framework



Source: Behrens 2016

The “target” remuneration mechanism



The “fill-and-go” loading system

Principles:

- Departing vehicles join queue at origin terminal
- First vehicle only departs once full

Positives:

- Simple way to regulate competition
- High seat occupancy
- No competition for passengers near terminals

Negatives:

- Highly variable waiting times
- No free seat in first few km
- Many vehicles queuing at terminals



Drivers waiting to load passengers in Accra

BRT-based reforms: The case of MyCiti



Cape Town – Integration of operators

- Catalyst: 2010 FIFA World Cup and a vigorous paratransit sector
- Principles: compensation of affected operators (vehicle and license)
- Creation of two, later three Vehicle Operating Companies (VOCs)
- Compensation value of each affected vehicle becoming one share in the VOC
- Retraining of staff and integration into MyCiti (large capacity building program)
- Later: joint venture with formal bus operators (N2 Express)



Fleet renewal-based reforms: The case of Dakar



Program origin and principles

- Started by Senegalese authorities in the late 1990's to:
 - Improve the quality of vehicles
 - Formalize and professionalize the industry
 - Address low access to financing (25% interest rate, short repayment periods of 3-4 years, 25% to 40% deposit required)
- Vehicles purchased with WB support in 2005
- Give operators access to loans and lease new vehicles on several conditions:
 - Scrapping of an old vehicle
 - 25% upfront deposit
 - Be part of an operator group
 - Respect operational guidelines

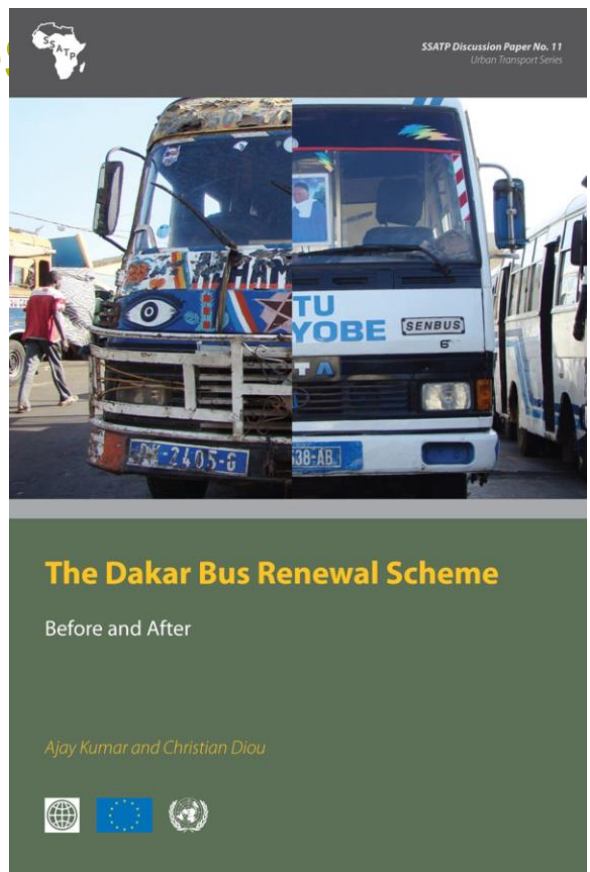
Main stakeholders

CETUD <i>Governance</i>	EIGs <i>Corporatization</i>	AFTU <i>Financing</i>	MECTRANS <i>Guarantor</i>	TRANSVIE <i>Workers' Welfare</i>	CAPTRANS <i>Capacity Building</i>
<ul style="list-style-type: none">• Metropolitan transport authority• Transport planning and regulation mandate• Established in 1997	<ul style="list-style-type: none">• Economic interest group (operators)• Members jointly responsible for loan repayment• Created in the early 2000's	<ul style="list-style-type: none">• Association for urban transport financing• Purchases and leases vehicles to operators• Founded in 2001	<ul style="list-style-type: none">• Mutual Savings and Loans Association for Transport Operators• Loans for personal deposits• Created in 2006	<ul style="list-style-type: none">• Employee insurance company (compulsory membership)• Provides health insurance and social security• Created in 2009	<ul style="list-style-type: none">• Centre for industry professionalization• Provides operational and managerial support to operators• Created in 2016

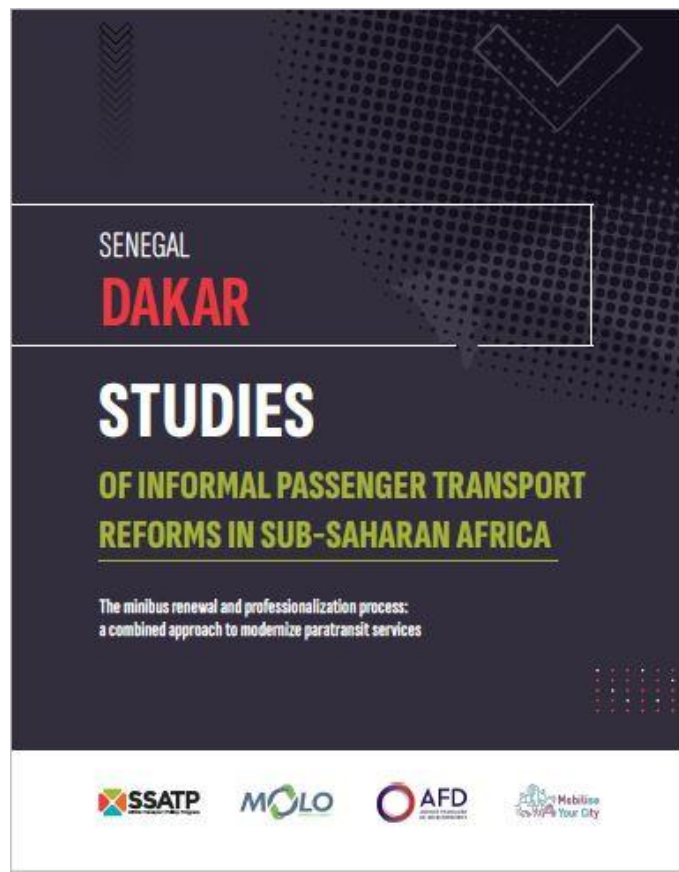
Bus financing mechanism

- Initially, operators grouped in EIG would request loan AFTU
- EIG to provide 25% deposit and AFTU to open a line of credit for remaining 75% (with guarantee from CETUD)
- Loan duration = 60 months, 3-month grace period
- Scrapping premium goes towards deposit (~\$4,000)
- Concessional WB loan for Phase 1, China Exim Bank for Phase 2
- High repayment rate (>90%) increased confidence from local banks
- Repayments from Phases 1 and 2 converted in revolving funds, used a guarantee for AFTU to raise commercial debt from local banks for Phases 3 and 4
- Interest rates under 10% (vs. 25% before)
- 2,636 new vehicles and ~\$103M mobilized to date

Re



2010
[Download](#)



2023
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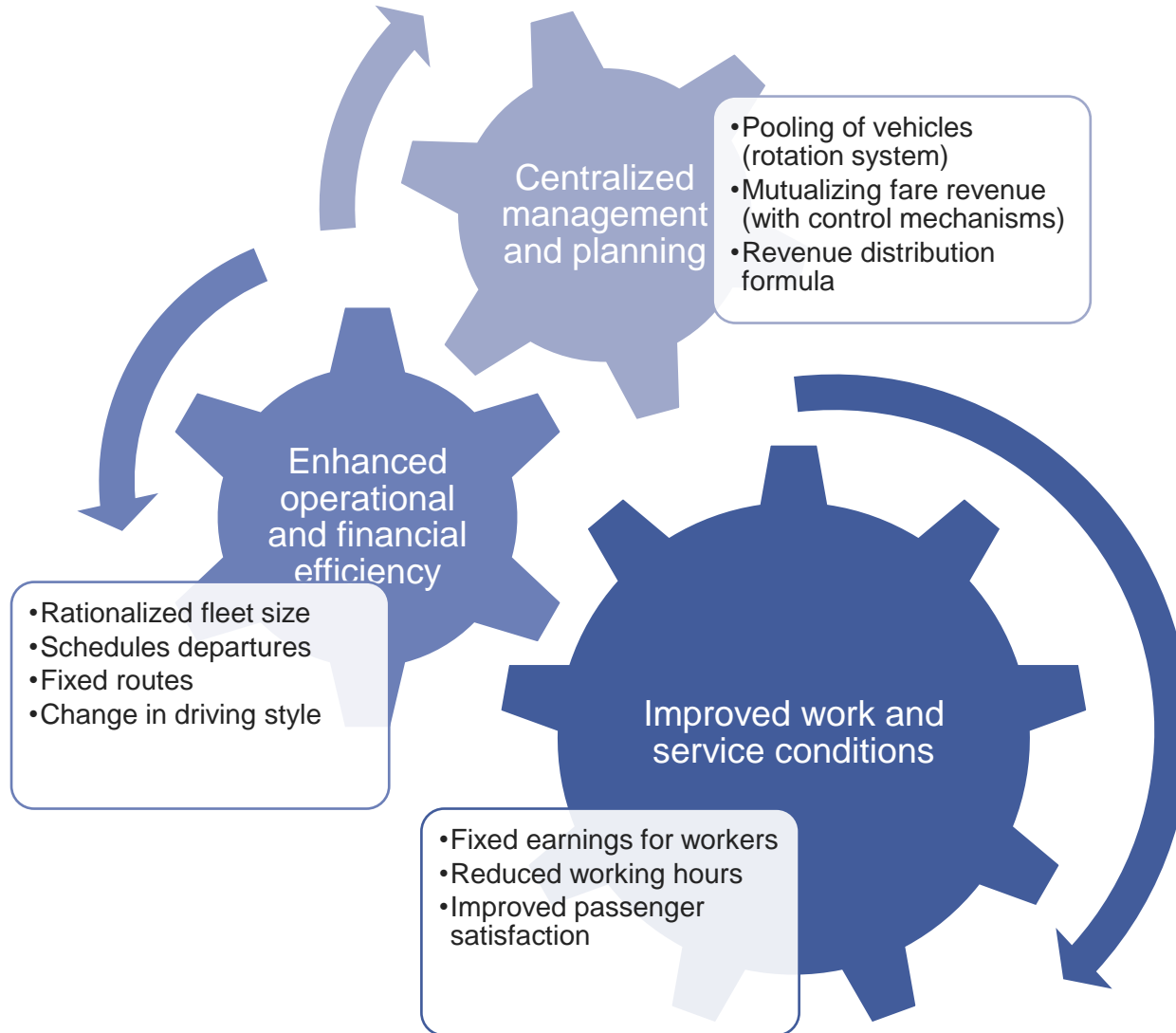


2024
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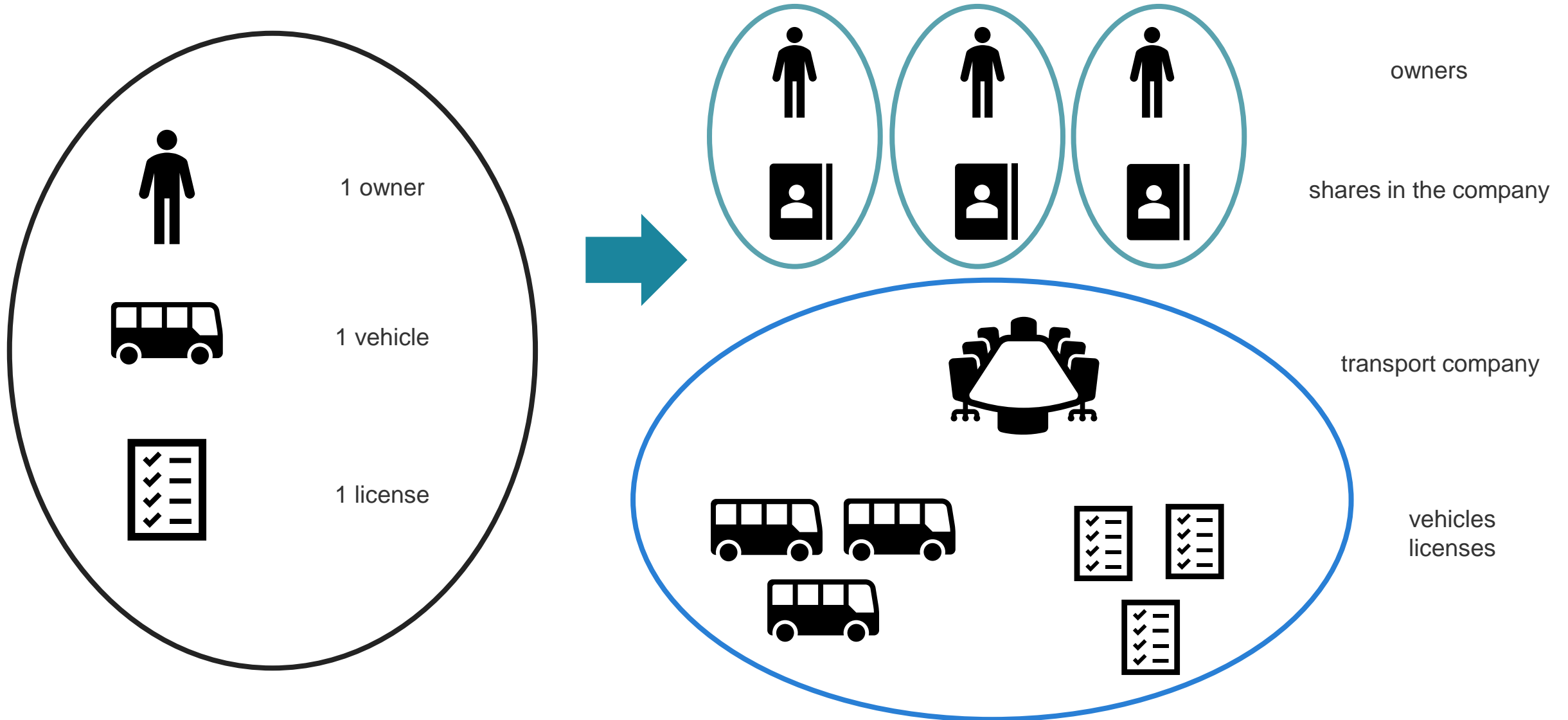
In-situ improvement: The case of the 7th Avenue minibus taxi association



Principles of in-situ improvement



7th Avenue corporatization model



**Thank you for your
attention.**

ssaddier@worldbank.org



Questions, Feedback and Farewell

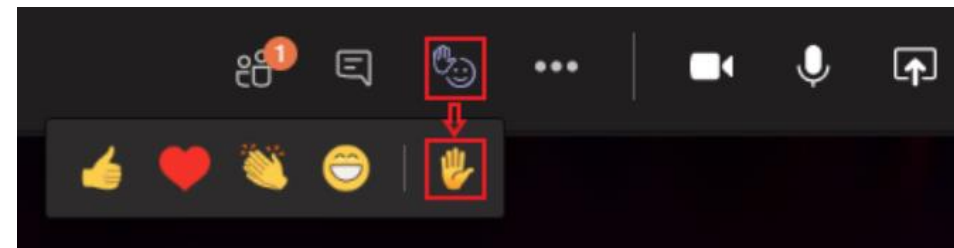
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Time for feedback!

Follow the link or QR code to access our feedback form.



Every comment helps us improve these sessions!



Mastering Mobility Series

Feedback on the **'Driving Change: The Vital Role of Paratransit in Sustainable Urban Mobility'** webinar session

Dear friend of MobiliseYourCity,

Thank you for participating and contributing to the Mastering Mobility training session: 'Driving Change: The Vital Role of Paratransit in Sustainable Urban Mobility'. Please fill in this feedback form to help us improve our training offers.

We are looking forward to welcoming you in one of our upcoming trainings!

Kind regards,

The MobiliseYourCity Secretariat

** Indique une question obligatoire*

After this session, I understand the role and importance of paratransit in urban mobility systems (particularly in the Global South) and its significance for climate action and job creation. *

Agree

Partially agree

Neutral

Partially disagree

4

Questions, Feedback and Farewell



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Paratransit reforms in Lagos
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