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DEVELOPMENT OF PUBLIC TRANSPORT BASED ON THE EXPERIENCE OF DEVELOPED COUNTRIES

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Introduction: During the last two decades many cities throughout the world have seen a shift from publicly owned and managed surface public transport services to privately owned and operated systems. As a consequence, the issue of an appropriate form of regulation to manage, apparently, chaotic public transport provision needs to be revisited. This paper presents selected findings from a project undertaken in Colombo (Sri Lanka), Faisalabad (Pakistan) and Dar es Salaam (Tanzania) between 2001 and 2003 on behalf of the UK Department for International Development [DFID].

See Sohail, Mitlin and Maunder (2003) for the full report of the project. These case study cities were chosen on the basis that they represent urban areas with a significant number of poor people.

Additionally, they offered an array of different levels of private operation of public transport service provision, different levels of use of motorised transport and different cultural contexts thus enabling the authors to collect a rich data base for the research project. The differences include the availability of different modes of urban transport and differences in the proportion of people that have access to public transport services.

The primary objective of the project was to identify key stakeholders in each of the cities studied and to explore and map the key perspectives of customers of public transport who are typically excluded from the normal planning and implementation of transport policy. Consequently, to understand roles and responsibilities and analyse the working linkages and mechanisms used to deliver public transport services.

General lessons or guidelines have been drawn from these case studies for use by policymakers and urban public transport operators (Sohail, Mitlin and Maunder, 2003) in order to secure the potential benefits public transport offers the urban poor throughout their livelihood activities.

Public transport regulation in developing countries. Internationally in the 1980s deregulation and privatisation policies were applied to industries and utilities. In the context of developing countries these were often part of Economic Structural Adjustment Packages as a condition of aid from developed countries and international agencies. In this context, state or municipal ownership and operation of transport was viewed as inefficient,

heavily subsidised, poorly managed, bureaucratic and unresponsive to the market (Armstrong-Wright, and Thiriez, 1987; World Bank, 1986; Estache & de Rus, 2000). Accordingly, regulated transport industries in developing countries were deregulated or the regulatory regime was liberalised through a mixture of privatisation and commercialisation. The intention of deregulation was to introduce competition into the services, reduce public subsidies to public transport industries, shift transport operation from public to the private sector and improve resource allocation (World Bank, 1994). However, the results have been variable, for the reasons given above.

More recently, those concerned with the provision of public transport services in developing countries have shifted their concerns from transport infrastructure to the implications of transport provision to overcome poverty and inequality including the effects on improving health and well being, the environment, and people's access to employment and livelihoods (Sohail, 2000; Palmer, Astrop, & Maunder, 1997). With respect to the urban poor, deregulation was intended to improve access by providing low cost methods of transport that are better able to respond to consumer needs and provide a variety of services with different qualities and fares (Vasconcellos, 2001; Barter, 1999; Bose and Nesamani, 2001; Cervero, 2000; Pedersen, 2000; Orn, 2002).

Conclusions: The role of transport regulators is crucial. Regulators must ensure that the supply of public transport services is of sufficient quantity and quality [in terms of safety] to meet the perceived demand, and that the service is provided at an affordable price. This paper set out to demonstrate the need and importance of an appropriate regulatory framework and effective mechanisms of enforcement for sustainable urban transport systems in developing countries using the findings from case study research undertaken in Colombo (Sri Lanka), Faisalabad (Pakistan) and Dar es Salaam (Tanzania). Nevertheless, the overriding concern in all three cities was the lack of effective regulation of privately owned and operated public sector services.

Where public transport services are provided by large numbers of small private operators, the sector is inevitably characterized by competition and fragmented ownership. However, the case studies show that transport owners' and employees' associations and cooperative can play an important role in developing sustainable public transport in developing countries through self-regulation.

This paper also sought to highlight the critical importance of communication and coordination between stakeholders (defined here as transport users, providers and regulators) if regulation is to be effective. The forums developed through the research project proved successful in the case studies as a mechanism to improve communication between different groups of stakeholders (users, operators, and regulators). These forums were used to

address policy and strategic issues as well as highlighting more immediate concerns.

For instance, in ensuring the interests of pedestrians are taken into account in respect of the provision and maintenance of pavements or that services are provided as near to a residential area as is operationally possible. Another example is where streets are narrow and poorly maintained, it was suggested that some kind of 'feeder' service might need to be developed to provide connections with public transport routes, as has been the case with auto-rickshaws or chincha (motorcycle taxis) in the case study locations. In the future forums of transport stakeholders could consider lowcost traffic management measures, including bus priority, segregation of motorized and non-motorized vehicles, parking, traffic signals and pedestrian-only areas

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