

PROMOTION OF EFFICIENT PUBLIC TRANSPORT IN MALAWI

BY

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Introduction

- ▶ Malawi has a population of about 17 million people out of this population 80% is in the rural areas and 20% is in urban areas.
- ▶ Transport system in Malawi plays a critical role in stimulating economic activities such as distribution of goods and services and movement of people from one place to another.
- ▶ Owning **a private car or a motorized two-wheeler** is a major aspiration for people in cities in Malawi
- ▶ Have a vehicle population of about 290,935 as of 2016
- ▶ With a total classified network of about 15,400 km of which only 4,312 km

PUBLIC TRANSPORT IN MALAWI

- ▶ Malawi used to have state controlled Public Transport before 1990's
- ▶ UTM, stage coach and then Shire Bus Lines
- ▶ In early 1980's the sector was liberalized and more players started coming in with minibuses
- ▶ Since the 1990s the transport business in general and public transport in particular was deregulated this lead to dissolving of the public enterprise
- ▶ Transport policies Shift to **permit market-determined decisions, enterprise autonomy, and private participation in the ownership and management of transport businesses.**
- ▶ As a result, the **number of private operators increased exponentially with the influx of many minibuses in the mid-1990s**, which provided relief access to public transport.

Public Transport Regulation

- ▶ The responsibility for public transport management lies with the Ministry of Transport and Public Works through the Directorate of Road Traffic and Safety Services.
- ▶ The Directorate is charged with administering regulatory provisions relating to motor vehicle administration, driver licensing administration, operator authorization and control of permits.
- ▶ Since 2000 more reforms has been undertaken to liberalize the public transport sector
- ▶ The 2004 National Transport Policy- **fully deregulated the market** by removing any restrictions on entry and exit to the collective passenger transport sector while giving the sector the freedom to set its own tariffs.
- ▶ The situation therefore **evolved from one of government-controlled prices** before 2000 **into a free market in which prices** are determined by the industry itself, with the government only being informed about prices just prior to implementation.

Public Transport Regulation conti...

- ▶ Operators are just required to be registered with us and obtain the necessary licenses and permits to operate, such as road service permits and certificates of roadworthiness.
- ▶ Directorate of Road Traffic Still remains the enforcing body for matters linked to safety and permit requirements and **also the jointly regulated allocation of minibus routes** with the Minibus Owner's Association of Malawi (MOAM).
- ▶ In this deregulated context, the government created the Competition and Fair Trading Commission to prevent collateral effects such as the **formation of cartels** and **anti-competitive practices**.

FORMS OF PUBLIC TRANSPORT

▶ Buses

- ▶ In the road passenger transport services, until recently the dominant player was the state-owned Bus
- ▶ Currently its dominated by private operators
- ▶ Government introduced deliberately policy to encourage citizens procure big buses government by removing duty for busses carrying more than 45 passengers.

▶ Minibuses

- ▶ Minibus operations are fully liberalized and the sector is very competitive and in some cases saturated.
- ▶ It is estimated that the total number of minibuses in the country stands at around 4,500.
- ▶ Minibuses and minibuses account for 47% of the market share. •

▶ .

FORMS OF TRANSPORT

▶ **Taxis**

- ▶ The number of registered taxis in Malawi is currently unknown but estimates put the figure at 1,500.

▶ **Matolas -Open Vehicles**

- ▶ pick-up trucks used as public transport means. Usually overloaded and unsafe, they connect up the main urban centers of the country.
- ▶ As they are quite affordable (two to three times cheaper than a minibus) they meet a significant demand of the population, ensuring 24% of national passenger transport

▶ **Railway** - network of about 942 km covering parts of Central and Southern region

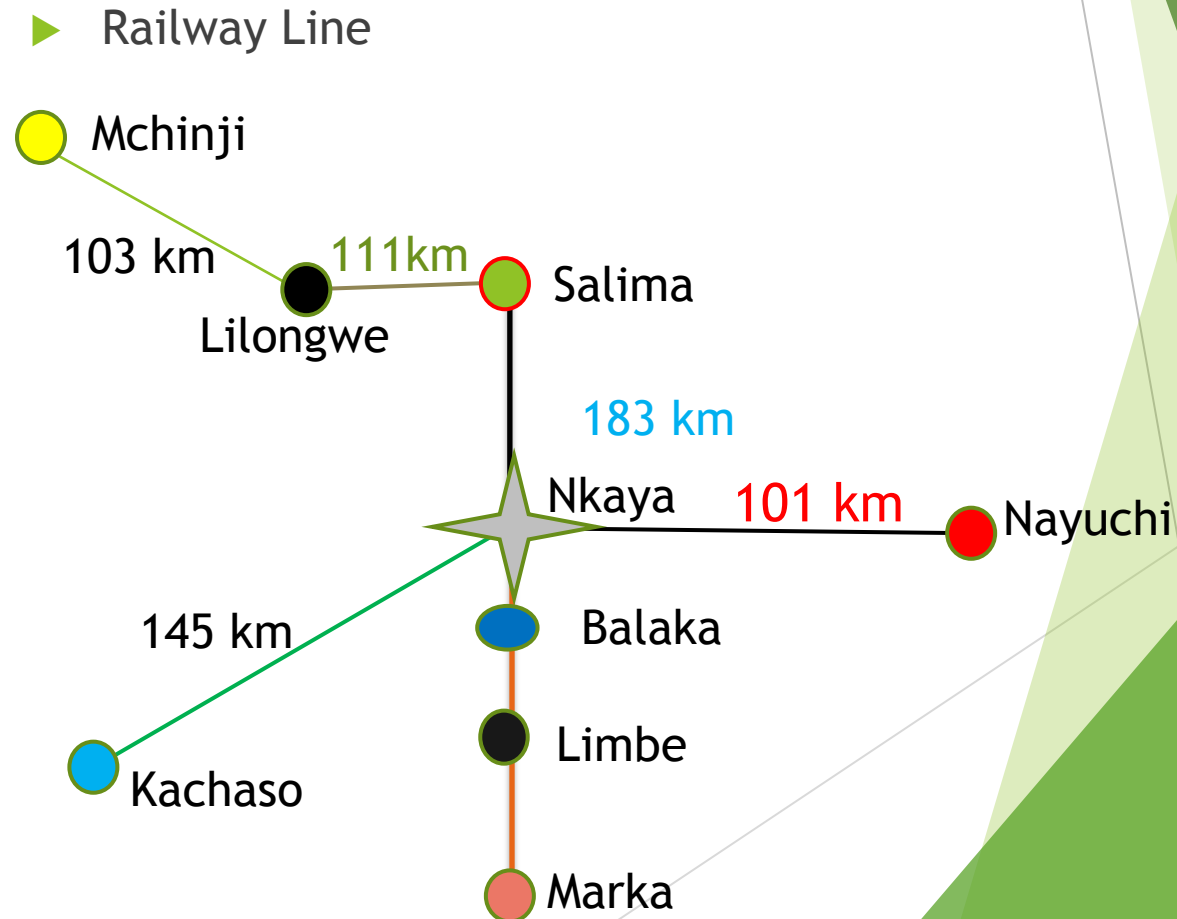
▶ **Water Transport-** on 600 km Malawi with four main ports covering all three regions.

Railway Network

Railway Network

- ▶ Malawi has an old Railway network of 797 km constructed in early 1990's
- ▶ **Kachaso-Nkaya** is newly constructed line 145 km
- ▶ Total railway Network is 942 km
- ▶ Passenger Service is operated
 - ▶ Limbe-Balaka
 - ▶ Balaka-Nayuchi

Railway Connection in Malawi



Characteristics of an efficient transportation system

- ▶ A well designed intra-city transport system
- ▶ Reasonable cost
- ▶ High degree of safety and **reliability**
- ▶ Avoid unnecessary traffic flow
- ▶ Well maintained and managed
- ▶ Non-Polluted urban air
- ▶ Efficient transport system requires strengthening various features of the system including mobility, accessibility, affordability, **social equity**, efficiency, safety, security, convenience, low carbon, comfort, and **people- and environment-friendliness**

Effects of transport problems/inefficiencies

- ▶ Transport congestion- uncontrolled motorization
- ▶ Transport cost increases
- ▶ Travelling time increases
- ▶ Productivity decreases
- ▶ More traffic accidents
- ▶ Loss of life and property
- ▶ Serious air pollution

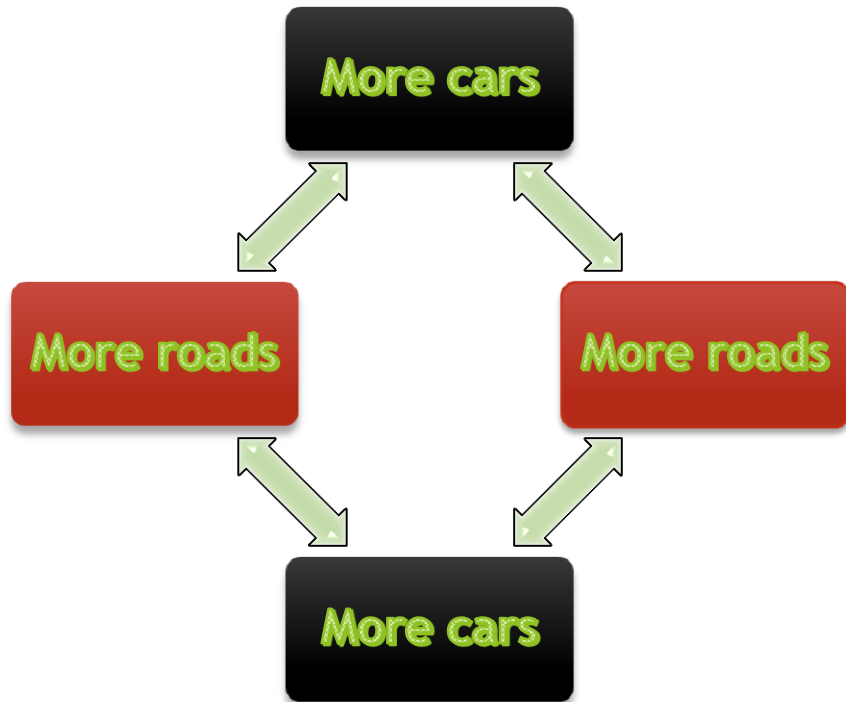
Solutions

- ▶ Improvements on Transport Infrastructure (Such as Roads) - **Public Transport oriented Urban Planning-**
- ▶ *Malawi* need for huge investment in a more accommodating road infrastructure especially in major cities of Blantyre, Lilongwe, Zomba and Mzuzu. with grade separations for Vehicles; Public Transport; Bicycle lanes and pedestrian lanes
- ▶ This Investment should be beyond the Traditional road engineering, which can be summarized in the phrase **“build your way out of congestion”**
- ▶ Malawi need not to **erroneously promote** this vision as the solution to congestion and transport problems

“Adding highway lanes to deal with traffic congestion is like loosening your belt to cure obesity”
- Lewis Mumford, The Roaring Traffic’s Boom
- ▶ Policies for **more and more road construction** have clearly failed to cope with ever increasing demand from rapid motorization, resulting in a vicious circle.
- ▶ Need to consider other more complex problems of **travel demand management, negative externalities (side-effects)** of such policies and overall **livability in an urban setting.**

VICIOUS CYCLE

Vicious Circle of Car-Oriented Transport Development



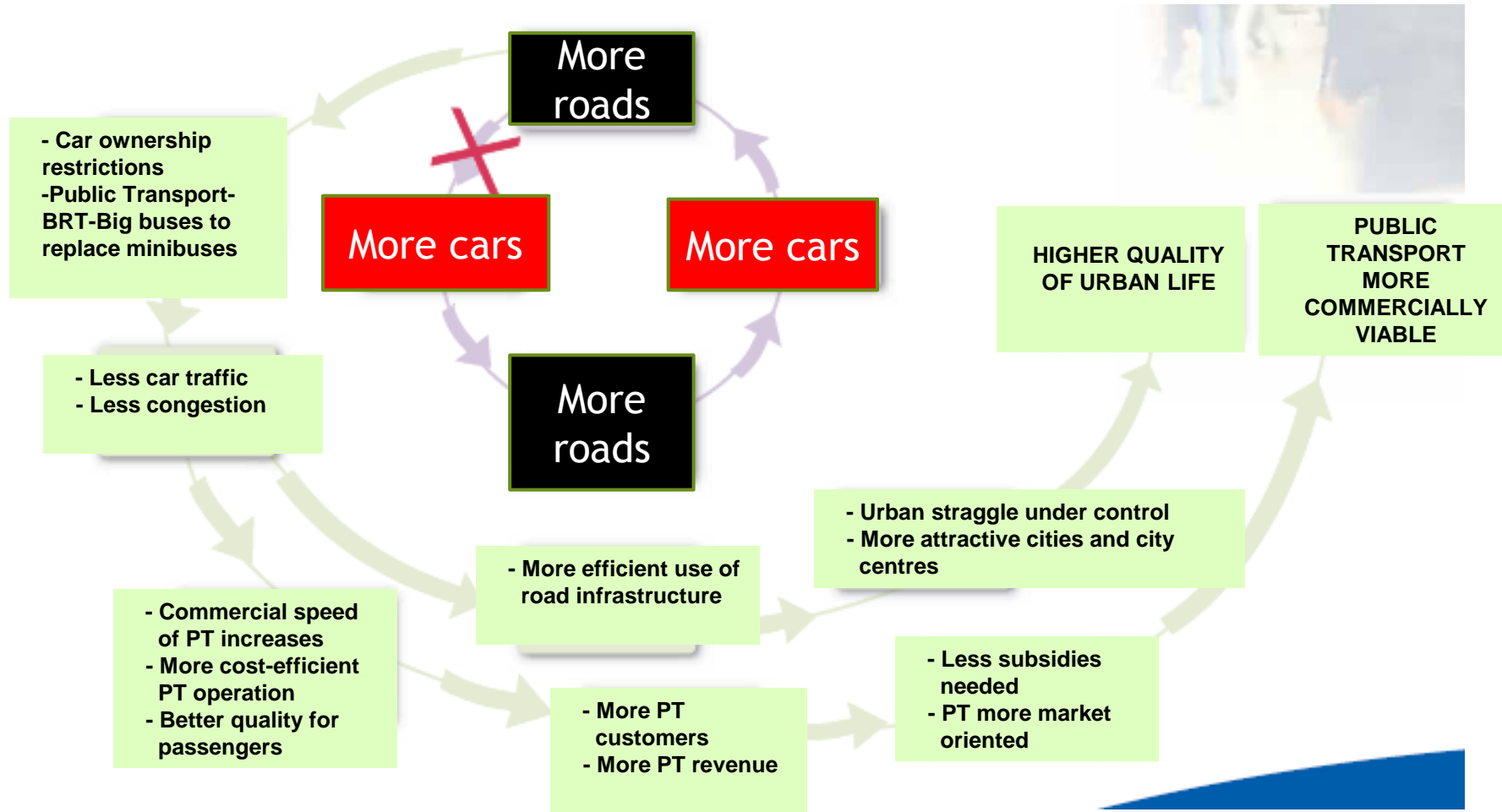
Methods of solving the Problems

- ▶ The increase of infrastructure to alleviate travel demand will have apparently positive consequences in the short term.
- ▶ **Medium to long-term** there will be a much greater congestion than before, thus increasing the problem rather than solving it.
- ▶ Re-allocating road space for public transport and non-motorized transport.
- ▶ This approach has been called in some cases a **“road diet”**.
- ▶ The first is one **where space for cars is explicitly reduced**, the second emphasizes the need for roads where all road users are catered to.
- ▶ Public Transport: This measure implies the development **of high quality public transport systems**, which includes mass transit systems.

What Need to be done

- ▶ Investing where possible in the construction, modernization and expansion of **urban light-rail systems.**
- ▶ **Invest in green technologies- fuel economy vehicles; Electric trains and solar powered Buses**
- ▶ If structures are in place seeks to shift passengers towards more sustainable transport modes. Encourage citizens to start **using more public and non-motorized transport**
- ▶ Encourage citizens to use Non-Motorized Transport- such as **Walking and cycling.** These modes have been greatly promoted recently due to **their great benefits** for **reducing transport emissions** and for **improved human health.**
- ▶ Need to **PUSH CITIZENS OUT OF AUTOMOBILES** and “pull” **THEM TO PUBLIC**
- ▶ Provision of **GOOD QUALITY SERVICE IN PUBLIC TRANSPORT**, develop infrastructure for public transport and non motorized transport and in general develop policies that improve conditions for the use of these modes.

Break the Vicious cycle



Other measures

- ▶ Integration, at all levels, is a prerequisite of a modern and efficient public transport system
- ▶ Immediate Solutions include:-
 - ▶ **Bring back the city lines to replace minibuses** in all the four major cities such as Blantyre and Lilongwe. PULL citizens out of automobiles
 - ▶ **Expanding the roads to accommodate non-motorized users** such as bicycles and those that are walking. Expansion though is **ORIENTED TOWARDS PUBLIC TRANSPORT.**
 - ▶ **Proper urban planning** by providing necessary facilities closer to locations such as shopping malls to reduce demand for motorized transport
 - ▶ **Introduce policies that will restrict** vehicle ownership and **Car traffic Restrictions**
 - ▶ Supportive legal and regulatory framework which provides a clear basis and set of rules for action, rights and responsibilities for all concerned stakeholders in both public and private sectors
 - ▶ Encourage **GREEN TECHNOLOGIES** (Electric buses/rail; solar power Bus rapid Transport).
 - ▶ Start Collecting data on **VEHICLE EMISSIONS** using smoke analyzers

Conclusion

- ▶ Efficiency will be achieved by **improving human health** through by investing in critical infrastructure; the reduction of urban air pollution, controlling excessive motorization, reducing the number of deaths and injuries from road accidents, improving public transport services and by encouraging more walking and cycling.
- ▶ A more integrated approach is required to cater for inefficiencies in the public transport.

Transport is not a technical, but a political issue.

Technically and economically it is possible and simple to structure high quality bus based transit systems, as long as other vehicles be removed from a few lanes in main arteries. DO you Agree????

THANK YOU