

SELF APPRAISAL

Regulation:

Do we have core aspects of IPT regulation and enforcement in place?

HOW WOULD YOU CLASSIFY THE CURRENT REGULATORY FRAMEWORK FOR IPT IN YOUR CITY? (SELECT ALL THAT APPLY)

- IPT is prohibited/banned from operating in a substantial portion of the city.
- IPT operates in the city subject to route (or area) licensing that is well enforced.
- IPT operates in the city subject to driver licensing and vehicle inspection regimes that are well enforced.
- IPT operates in the city subject to route (or area) licensing that is poorly/unevenly enforced.
- IPT operates in the city subject to driver licensing and vehicle inspection regimes that is poorly/unevenly enforced.
- IPT operates in the city in a situation of very limited or no regulatory oversight.

Remaining issues and challenges

Cape Town, Accra, Kumasi and Maputo all have experience of setting and enforcing route licensing. One challenge that remains is that of monitoring IPT operations at timescales that allow for suitable increases (or decreases) in the number of vehicles licensed to operate, in order to balance supply with demand. A further related issue to be addressed, as raised during a TRANSITIONS workshop with representatives from seven cities, is finding an approach to ensure that IPT services are available in less profitable, off-peak periods.