



### Empirical work in 5 cities:

### Highly atomized: Lilongwe, Djibouti, Lubumbashi

- no firms, no cartels
- routes/terminals not set or licensed by authorities or associations
- no formal transport modes
- worker's/owner's associations limited to credit and advocacy
- no attempts at 'outside' interventions

#### Highly organized: Nairobi, East Jerusalem

- routes licensed
- firms/SACCOs
- complex interactions with authorities and planners
- multiple associations and representative groups
- strong historical associations, nostalgia



# Organization & Regulation

- Regulation tackles externalities of free competition, constrains behaviour at individual vehicle level
- Vehicle search behaviour often desperate, inefficient
- Organizations play main planning role and take initiative to expand/change network
- Route allocations driven by competition between organizations, not between vehicles
- Individual drivers primarily compete over passengers, firms compete over space
- Planning not top-down or bottom-up



### **KILLETON COMMUTER SERVICES SACCO LTD**

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Copy,

16th January 2019

The Director,
Registration and licensing,
National Transport and Safety Authority,
P.O BOX
NAIROBI.

Dear Sir/Madam,

## RE: REQUEST FOR ROUTE EXTENSION FROM KIBERA TO ST. MARY'S LANG'ATA

The above matter refers;

Killeton Commuter Services Sacco operates its passenger service vehicles from Town-Westlands-Kileleshwa-Lavington-Yaya and Kibera. The Sacco currently has 112 public services

The Sacco requests for a route extension as per the above subject to enable it meet its customers' needs besides decongesting the CBD as this route will not be terminating within CBD

We are fully committed to compliance, partnership and obedient to traffic rules and regulations even as we humbly wait for your positive consideration

Thanking you in advance.

Yours Faithfully

Jairus O. Omusikoyo

Secretary