



6th International Research Symposium in Service Management, IRSSM-6 2015, 11-15 August
2015, UiTM Sarawak, Kuching, Malaysia

Sustainable Public Transit Service Value Network for Building Living Cities in Emerging Economies: Multiple Case Studies from Public Transit Services

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Abstract

The main aim of this paper is to assess and analyse how sustainable public transit (SPT) services contribute to building living cities in emerging economies through value network and resource integration/value co-creation, which is embedded on societal and environmental perspectives. The main theoretical and empirical challenges are how to understand public transport as dynamic and transformative values based service eco-system for living city regions to develop and implement a feasible and proactive tool for changing the mind-set, which is embedded on societal and environmental perspectives. The objective is to look deeper on how these emergent and fast growing cities are put together STP for building cities for people by focusing on societal and environmental issues, which value network of SPT are integrated and value is co-created within the service system. The paper has an explorative nature. It is built around three concepts - (i) SPT and value network (ii), resilient living cities in emerging economies and (iii) Societal and environmental perspectives. The paper illustrates these concepts with four different cases from Cape Town - South Africa, Buenos Aires – Argentina; Singapore - Singapore, and Jakarta - Indonesia. The study has identified the challenges of transforming emergent and fast urbanized cities, and understanding the role of public transport services from the cities perspective in an international context by embedding social and environmental perspectives. The challenges of transforming today's cities have created many new opportunities for prosperity through new ways of living and working in urban areas. The paper makes a contribution to the study of public transit services by explicitly linking the adoption of SPT value network in emerging economies based on sustainability, and resource integration/value co-creation for building resilient living cities.

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Peer-review under responsibility of the Universiti Teknologi MARA Sarawak

Keywords: value network; services; living city; public transit system; social and environmental embedded-ness; transformative services; emerging economies

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1. Introduction

Public Transport as a dynamic and transformative (Anderson, 2013) values-based service eco-system (Enquist and Sebhata, forthcoming) is fundamentally embedded on the role of governmental agencies and other stakeholders in the network (Enquist & Johnson, 2013). Public Transport, today, is built upon transforming proactive city regions by developing sustainable and living cities (Kallidaikurichi & Yuen, 2010), especially in the emerging economies. The transformation has demanded an incremental progress towards transformational action (Ostrom, 2014) for shaping an inclusive and sustainable business (Williams, 2014) for living cities. These cities are in transition for a transformative change (Grin et. al., 2010), which is built upon dynamic city networks and open to learn and innovate (Campbell, 2012) a resilient infrastructure (Newman, 2010). Living cities have to be resilient to last and respond on crisis for change and build upon consensus around cooperation and partnership (Newman et al., 2009). The opposite is cities built upon fear which make decisions based on short-term responses and the only driving force is competition (ibid.) However, the main challenge is lies on breaking the norm of using cars in the city (Hajer et al., 2012; Gärling et al., 2013) and to find an alternative discourse for a sustainable living city.

The main theoretical and empirical challenges in this paper are how to understand public transport as a dynamic and transformative values based service eco-system for living city regions to develop and implement a feasible and proactive tool for changing the mind-set, which is embedded on societal and environmental perspectives. The objective is to look deeper on how these emergent and fast growing cities are put together as sustainable public transit (SPT) for building cities for people by focusing on societal and environmental issues in which value network of SPT are integrated and value is co-created within the service system. The paper discusses the challenges of transforming emergent and fast urbanized cities, and understanding the role of public transport services from the cities perspective in an international context by embedding social and environmental perspectives. The challenges of transforming today's cities, which has created many new opportunities for prosperity through new ways of living and working in urban areas (Florida, 2010).

In this paper, we illustrate and discuss three concepts - (i) SPT value network (ii), resilient living cities in emerging economies and (iii) Societal and environmental perspectives in the theoretical framework section. In the next section, the paper presents the methodological part of the thesis and the four different SPT cases from Cape Town-South Africa, Buenos Aires - Argentina; Singapore - Singapore, and Jakarta -Indonesia. In the discussion part the focus is on describing the challenges of transforming cities in these emerging countries, and understanding the role of public transport services from the cities perspective in an international context by embedding social and environmental perspectives. This aims at describing the challenges of transforming cities, and understanding the role of public transport services from the cities perspective in an international context by embedding social and environmental perspectives. Future research in this area should focus on generalizing the present findings by studying the development and integration of SPT value network thinking in other empirical settings and conceptualization, for instance resilient living cities.

2. Theoretical framework

In today's limited available urban space, operating a complex traffic system and allowing public transport to prevail over most of the traffic is challenging. Public Transport as a dynamic system is vital to the role of cities, governmental agencies and other stakeholders in the network towards creating a transformational action for shaping inclusive and resilient living cities. These ideas also are argued by Enrique Peñalosa (former mayor of Bogota) , (2014).

“In Bogotá, our goal was to make a city for all the children. The measure of a good city is one where a child on a tricycle or bicycle can safely go anywhere. If a city is good for children, it will be good for everybody else. Over the last 80 years we have been making cities much more for cars' mobility than for children's happiness.”

He believes that one day these cities offer us lessons about providing everyone with equal accesses to happiness. Resilient Cities are needed to last and respond on crisis for change and build upon consensus around cooperation

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