

# NGO's role in the Tehran transport industry

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**ABSTRACT:** Preface: People organized initiation does not point directly to a part or state, but it play a very important role and it is a conjunction between people and the local forces and even itself the society and without it cannot shape up a stable local transportation so there would not be any horizon for a real and stable movement. The main goal of this search is investigation of NGO affection in Transportation industry The statistic society of this search is the managers and assistants of Transportation in municipality the sampling made very simply. First by referring to central organization of public transportation of Tehran municipality, the number of managers are defined and by a proper formula (Kokaran) the needed samples are measured. The Statistic sample of this search is for 200 people and the data has gathered for questionnaire of survey. The results of this search are showing that 90% of hypothesizes are accepted. ( $P\text{-value} < 0.05$ ) The results define that the NGO can provide the financial, human sources and maintaining the procedures in public transportation system and also the NGO Can be a link between the local managers and encouraging the citizens who play role in public transpiration.

**Keywords:** People organization, Transportation industry

## INTRODUCTION

Applying The NGO in each society depends on the knowledge of NGO by the society and the rate of their acceptance which this takes a long time simultaneously by education in the society. When the people of a society by being aware of society problems they feel this responsibility to become volunteer in social, economical and cultural affairs this innovation would make they set up NGO to cooperate with government for developing the problems. Though setting up NGO and their activity continuation regarding to the bases of cultural, social and economical substructure for their acceptance of their activities are necessary (Kamali, 2010). These substructures are a long time which made in developed countries, though the NGO powers are such they can make fundamental changes in social, economical and cultural structures in the society. But because of lack of suitable substructures in acceptance of NGO activities from the local authors in developing countries, there is different thesis of informal organizations and serious cooperation with them between the authors of these countries. In the other words substructures are a long time which made in developed countries, though the NGO powers are such they can make fundamental changes in social, economical and cultural structures in the society (Beikzade, 2010). In Tehran When the people of a society by being aware of society problems they feel this responsibility to become volunteer in social, economical and cultural affairs this innovation would make they set up NGO to cooperate with government for developing the problems. Though setting up NGO and their activity continuation regarding to the bases of cultural, social and economical substructure for their acceptance of their activities are disordering concerning to them all. (Rezayi and GhaleTaki, 2010).

Regarding to transportation industry it should be told that transferring people and their goods was one of the most important tasks and one the basic problems of human and the roads and vehicles were two concerns of transportation. Nowadays applying huge transporting devices and fast in roads and air and the sea is implemented with high quality and it is inevitable (Ashrafi, 2006). Thus we are going to analyze the role of the NGO in transportation industry of Tehran.

### **Goals of Search**

**The main Goal of search**

Justification the role of NGO in public Transportation Industry of Tehran

**Subordinate Goals**

Justification the role of NGO in providing financial sources (2) In need of public Transportation part  
Justification the role of NGO in providing human sources (3) In need of public Transportation part  
Justification the role of NGO in Repair and preservation part (4) In need of public Transportation part  
Justification the role of NGO in encouraging citizens (5) for applying public transportation system for decreasing the air pollution and the traffic  
Justification the role of NGO in as a linkage between the local manager part and personal part for increasing the application of public transportation

**Model survey 6:**

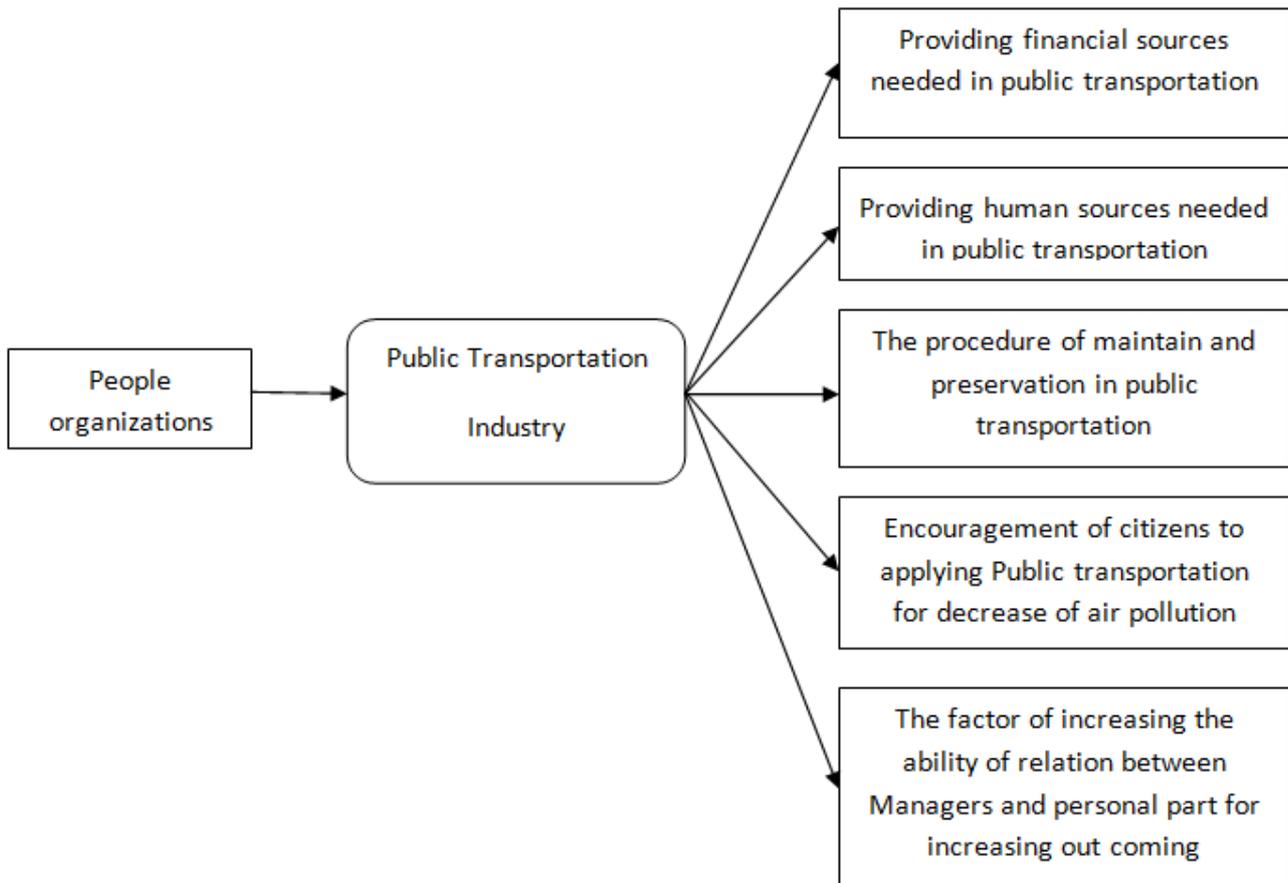


Figure1. Concept Model

**Theoretical Bases**

Daylon expressed in 2009 that due to his search the NGO can provide their financial sources which depend on public transportation. Also Febrina expressed in his search too which the NGO provide human sources for public transportation. The results of Youlin's 2005 searches indicate that The NGO take part in encouragement of citizens for applying public transportation. Litman shows in his searches that the NGO can play an important role in raising the citizen which plays a role in public transportation. Dang (2008) also express that the NGO can play a role of relation between the managers and personal part in public transportation. Tilen (2003) expresses that The NGO provides their human and financial sources in which they could be efficient on public transportation also Kolder in 2011 express that The NGO could be the best connect between local managers and personal part. Tinel in his thesis express about two cities of Tehran and Brasilia and also between the cities of Rome in Italy and new Dahlia in India there is a comparison and they concluded that there are different factors in public transportation in these two cities which for improving the public transportation depend on the NGO's actions.

Yolin and his colleagues (2005) concerned to public transportation have done a search in China and analyzed different factors affecting on improvement of this system. They conclude in their search that for maintaining the stable improvement public transportation in addition to planning perfectly and scientifically they

should apply the NGO colleagues. Febrina in his thesis of master in Berlin University concerning to the public transportation in Jakarta Indonesia has investigated the efficient factors in improving public transportation.

Dilon and Damantro (2009) concerning to the activities of NGO for decreasing the Traffic of Jakarta in Indonesia and they saw the result of this search successful. In this search the mentioned organization consider a day without car and ask all the citizens not to use their cars in this day.

**Case study**

This search is regarding to its method of gathering information is a kind of circular search and from the point of Goal is a kind of application search.

**Factors of survey**

Independent factors: In this survey the NGO are as independent factors.

Dependent factors: In this study the factors of providing financial sources in public transportation part, providing human sources,7 in need of public transportation part, the procedure of repair and preservation in public transportation part, teaching the citizen for applying public transportation for decreasing the air pollution and city traffic, it is the main factor between the local managers and the citizens in developing better the public transportation system and this study contains hypothesis as the following:

The NGO can give the best methods for providing the financial sources for personal companies and play an important role in public transportation system and this hypothesis analyzed by the questions of 1 to 7 of this study.

The NGO can give the best methods for providing human sources and can play an important role and this hypothesis was analyzed by the questions 8 to 13 of this study.

The NGO can give the best methods in the procedure of maintaining and preservation can play an important role and they expressed in the questions of 14 to 16 of this study.

The NGO can give the best methods indicate that The NGO take part in encouragement of citizens for applying public transportation. It shows in his searches that the NGO can play an important role in raising the citizen which plays a role in public transportation.

The NGO can give the best methods it is the main factor between the local managers and the citizens in developing better the public transportation system and this study 20 to 22 of this questioner.

Table1. Relation between hypotheses and questions of questionnaire

The Hypothesis	The questions of questionnaire
First Hypothesis	The questions 1 to 7
Second hypothesis	The questions 8 to 13
Third hypothesis	The questions 14 to 16
Fourth hypothesis	The questions 17 to 19
Fifth hypothesis	The questions 20 to 22

**Statistic Society**

The statistic society of this survey is the mangers and the experts of municipality which they are 3156 people. The sampling was done accidentally. First by referring to the public transportation of Tehran municipality, the number of managers and experts were become clear and then by the formula Kokaran the number of defined factors in this survey were calculated.

**The Capacity of sample and the method of counting**

In the present search the sampling was applied of Kokaran formula as the following:

N= The whole society

T= 1.96= The rate of confidence

D= 0.12= The rate of fault

$$n = \frac{Nt^2pq}{Nd^2 + t^2p} = 200$$

Pq= 0.5= The pre prediction of Variance

So in this way 200 questionnaires were sent and filled and at last 200 questionnaires were applied and sent to us.

**THE METHOD OF GATHERING INFORMATION**

In this study the method of gathering information is by questionnaire.

**Questionnaire Dialogue (8)**

The dialogue of questionnaire confirme by 10 professeurs of management.

**Final credits (9)**

The credit of questionnaire analyze by Alpha Kronbakh which the amount of a counted by SPSS and the direction of 30 questionnaires were about 98%.

**The course of Implementation**

The implementation of survey counted by SPSS and the direction of 30 questionnaires were about it is the main factor between the local managers and the citizens in developing better the public transportation system and this study contains hypothesis as and they were all analyzed by this software.

**Founding of the search**

**Testing the hypothesis**

Table2. The scouwar Test for analyzing the first hypothesis

Sig	Rate of freedom	The amount of kh Test	Name of factors
0.000	195	38.18	Proving the financial sources People organizations

With the regard to the first chart it means that the rate of Sig is lower than 0.05 so the opposite hypothesis would be rejected and it can be populated to the all society it means that the Sig can provide all financial sources for the public transportation part.

**Grading the questions concerning to the first hypothesis**

Table3. It is the Freedman test for grading the replies to the first hypothesis of the search

	The NGO how much can be efficient in providing financially transportation in the city	Average of grading
First question	By gathering the people helps and contribution between them	4.25
2th question	Via making the financial institutes and absorbing the cash of citizen to help public transportation	3.76
3th question	Via making the self conducting organizations and working by their profits	4.06
4 <sup>th</sup> question	Via investment of personal part and spending the profits for the public transportation	4.11
5 <sup>th</sup> question	Via making personal investments and spending its profits for public transportation	3.67
6 <sup>th</sup> question	Via setting up some organizations for supporting the consumers in public transportation system	3.76
7 <sup>th</sup> question	Via setting up the supervising organization for controlling these institutions and decreasing the financial abuses in these companies	4.39

Table4. Test of significance for first hypothesis

N	193
Chi-Square	23.801
Df	6
Asymp. Sig.	.001

As you can see in the above chart the 7<sup>th</sup> question has the first grade and the 6<sup>th</sup> question has the last grade and also the questionnaire of Kh indicates there are differences between the questions.

**The second hypothesis**

**The test of hypothesis**

Table5. The test of freed man for grading the responses to the second hypothesis of the search

	The NGO how much can be efficient in providing human sources transportation in the city	Average of grading
8 <sup>th</sup> question	Via systematic planning for supporting public transportation plans	3.78
9 <sup>th</sup> question	Via improving the abilities of the professional and not professional employees for reaching to the specified goals	3.28
10 <sup>th</sup> question	Via Identifying the responsibilities of all job for reaching to the specified goals	3.58
11 <sup>th</sup> question	By making social justice between the employees of all the parts	4.08

12 <sup>th</sup> question	By giving the supervising system for observing all the tasks	3.19
13 <sup>th</sup> question	By Decreasing the expenses via increasing the abilities of clerks to reach the public transportation goals	3.08

Table6. Test of significance for second hypothesis

N	189
Chi-Square	54.423
df	5
Asymp. Sig.	.000

Justification the role of NGO in as a linkage between the local manager part and personal part for increasing the application of public transportation between the questions of 8 to 13 of the questionnaire

**The third hypothesis of search**  
**The test of Hypothesis**

The NGO can play an important role in the procedure of maintenance and preservation of public transportation

Table7. The test of Kh de (kay square) for analyzing the third hypothesis

Sig	The rate of K de Qucre Test	Name of factors
0.003	3.21	The procedure of maintenance and preservation People organization

Regarding to the With the regard to the first chart it means that the rate of Sig is lower than 0.5 so the opposite hypothesis would be rejected and it can be populated to the all society it means that the Sig can provide all financial sources for the public transportation part.

**Grading the questions concerning to the third hypothesis**

Table8. The test of grading regarding to the hypothesis in their responses

	The NGO how much can be efficient in providing human sources transportation in the city?	Average of grading
14 <sup>th</sup> question	Via setting up the companies manufacture machines for in public transportation	1.88
15 <sup>th</sup> question	Via setting up some educational institutes for teaching repairing the machines of public transportation	2.08
16 <sup>th</sup> question	Via setting up mobile centers for repairing the machines of public transportation	2.05

Table9. Test of significance for third hypothesis

N	200
Chi-Square	6.558
df	2
Asymp. Sig.	.038

Justification the role of NGO as a linkage between the local manager part and personal part for increasing the application of public transportation are between the questions of 16 the questionnaire.

**The fourth Hypothesis**  
**Test of Hypothesis**

Table10.The test of k de Bakh for improving the fourth hypothesis

Sig	The rate of K de Qucre Test	Name of factors
0.00	8.19	The procedure of teaching citizens People organizations

Regarding to the With the regard to the first chart it means that the rate of Sig is lower than 0.5 so the opposite hypothesis would be rejected and it can be populated to the all society it means that the Sig can provide all financial sources for the public transportation part.

**The fifth hypothesis**

**Test of Hypothesis**

Table11. The test of k de Bakh for improving the fourth hypothesis

Sig	The rate of K de Quqre Test	Name of factors
0.00	11.87	The local mangers and their link with personal managers People organization

Regarding to the With the regard to the first chart it means that the rate of Sig is lower than 0.5 so the opposite hypothesis would be rejected and it can be populated to the all society it means that the Sig can provide all financial sources for the public transportation part.

**Grading the questions concerning to the fifth hypothesis**

Table12. The test of grading the hypothesis to the responses to the fifth question

	The NGO how much can be efficient in relation of local mangers in sources transportation in the city?	Average of grading
20 <sup>th</sup> question	Via making the linkage organizations for connecting the personal part and the local part	2.17
21 <sup>th</sup> question	Via Encouraging the state to give the public transportation to the personal part	2.10
22 <sup>th</sup> question	Via encouraging the personal part for investing in public transportation part	1.72

Table13. test of significance for fifth hypothesis

N	197
Chi-Square	34.443
df	2
Asymp. Sig.	.000

Regarding to the With the regard to the first chart it means that the rate of Sig is lower than 0.5 so the opposite hypothesis would be rejected and it can be populated to the all society it means that the Sig can provide all financial sources for the public transportation part.

**CONCLUSION**

Febrina (2009) investigated the most important factors regarding to Improving public transportation in Jakarta Indonesia. He reached to this the NGO play very efficient roll to this rural public transportation. Dilon and Dematro were regarding to the activities of the NGO in Jakarta Indonesia and defined the results of his survey successfully. In this search the mentioned organization define a day "Day without car" the founding of Febrina and Dalyon concerning to the search in Rome Italy and India was examined too. The statistic society of this survey is the mangers and the experts of municipality which they are 3156 people. The sampling was done accidentally. First by referring to the public transportation of Tehran municipality, the number of managers and experts were become clear and then by the formula Kokaran the number of defined factors in this survey were calculated. The implementation of survey counted by SPSS and the direction of 30 questionnaires were about it is the main factor between the local managers and the citizens in developing better the public transportation system and this study contains hypothesis as and they were all analyzed by this software. Regarding to the With the regard to the first chart it means that the rate of Sig is lower than 0.5 so the opposite hypothesis would be rejected and it can be populated to the all society it means that the Sig can provide all financial sources for the public transportation part

Briefly this study indicates that the NGO are able in financially (K Test 2=38.18, P<0.05) The procedure of maintain and preservation (K Test=38.18, P<0.05) and they provide the needs of public transportation system and the factors important in this concern (K Test 2=38.18, P<0.05). So these are the best methods for the main factor between the local managers and the citizens in developing better the public transportation system and this study contains hypothesis as and they were all analyzed by this software. Regarding to the with the regard to the first chart it means that the rate of Sig is lower than 0.5 so the opposite hypothesis would be rejected and it can be populated When the people of a society by being aware of society problems they feel this responsibility to become volunteer in social, economical and cultural affairs this innovation would make they set up NGO to cooperate with government for developing the problems. Since setting up NGO and their activity continuation regarding to the bases of cultural, social and economical substructure for their acceptance of their activities are necessary. These substructures are a long time which

made in developed countries, though the NGO powers are such they can make fundamental changes in social, economical and cultural structures in the society. But because of lack of suitable substructures in acceptance of NGO activities from the local authors in developing countries, there is different thesis of informal organizations and serious cooperation with them between the authors of these countries.

### **Suggestions**

It can be populated to the all society it means that the Sig can provide all financial sources for the public transportation part. The procedure of repair and preservation in public transportation part, teaching the citizen for applying public transportation for decreasing the air pollution and city traffic, it is the main factor between the local managers and the citizens in developing better the public transportation system and this study contains the financial and human sources in this concern.

The result of this search define that because of lack of suitable substructures in acceptance of NGO activities from the local authors in developing countries, there is different thesis of informal organizations and serious cooperation with them between the authors of these countries and encouraging the citizens to pay attention.

The result of this search define that because of lack of suitable substructures in acceptance of NGO activities from the local authors in developing countries, there is different thesis different managers for improving the relation in this concern they work together.

The result of this search define that because of lack of suitable substructures in acceptance of NGO by the broadcasting gives the form to people at have better services from the NGO done.

The result of this search define that because of lack of suitable substructures in acceptance of NGO activities they invite people to use subway and buses and taxis and they all try to solve the people problems.

The result of this search defines that because of lack of suitable substructures in acceptance of NGO activities they try to encourage people by teaching them in TV and Billboards and etc.

The result of this search defines that because of lack of suitable substructures in acceptance of NGO activities and they try to reach to better results in this search and they want more solvable results about this survey.

It is suggested that they apply from the above hypotheses for making better sub construction for organizations in increasing the amount of sample to reach a better and clear result concerning about this survey.

Because of the high importance of the people organizations it was suggested in this survey that they do the search regarding to the important factors such education – Age and the related skills.

### **Sub writings**

- (1) NGO: Non Governmental Organization
- (2) Financial Resources
- (3) Human Resources
- (4) Maintenance Process
- (5) Learning process and encourage citizens
- (7) Manpower
- (8) Validity
- (9) Reliability
- (10) Case study

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