Sustainable Public Transport – the Smart Green Solution

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EST Forum
Bangkok, Thailand
August 23-25th 2010
What is UITP?
3000+ members worldwide, Brussels and 12 regional offices worldwide

UITP covers all modes of PUBLIC TRANSPORT:
- Metro
- Bus
- Light rail
- Regional and suburban railways
- Waterborne

And collective transport in a broader sense:
- Taxis
- Car-sharing
- …..
Economic Development

- 70-80% of GDP is generated in urban areas
- Increases in GDP corresponds to increase in demand
- Manage energy use, reduce dependency on fossil fuels and improve balance of payment
- Attract investment and offer a productive labour force

► No city today is functioning well without public transport
Three traditional principles ...

- Public
- Private / informal

An ‘uncomfortable’ mix

Little integration across city mass transport system
How to pay for public transport?

- **Traditional Funding models for organised public transport**
  - Farebox
  - Compensation for social fares
  - Compensation to ensure service levels and quality
  - Commercial revenues

Historically loss making = Requiring public funds and informal sector appears more attractive
Different Funding and Financing models

- **German model** – mineral oil tax, increased fares (since 1991), cost cutting, cross compensation

- **French model** – versement transport keeps fares artificially low, société mixte

- **Private contracts** – UK, Australia, Scandinavia Others ....
Average farebox recovery – difficult to compare

- Varies between 30-50% (typical in France and Italy) to Germany nearer 77%
- North America average is around 30% but Toronto is over 70%
The BIG question!

Traditional funding and 20c tickets is not going to do it!

How to capture the wider value and what to value ...
MTR, Hong Kong e.g. Kowloon Station Development - a mega development of great complexity

Integration by comprehensive planning
- Horizontal
- Vertical
- Functional

Subdivision into 7 affordable packages and implemented as a coherent whole
How do places make a profit ....

BMTC - A Story of Positive Transformation
(From 1998-99 to 2007-08)

A series of reforms initiated
- Structural reforms
- Strengthening of Infrastructure
- Fleet modernization
- Augmentation of services
- Revenue mobilization measures
- Improvement in Systems and Processes
- Extensive use of IT
- Cost minimization measures
- Transparency in HR policies
- Outsourcing of activities with PPP
Professionalism of the sector – Dakar, Senegal

- Low level of service, safety and average of the vehicles was 28 years
- Regrouped into 13 formal entities
- Better quality and reliability of service
- More solid and transparent financial management
- Secured some 2000 jobs
- Increased tax revenues
Partly due to creating new local models...

Lagos BRT

- Regrouping of the informal sector and partnering in a new venture
- Economic - cost of 1.2 million€ per km
- 22 kms of BRT operated by regrouped owner operators
- 35% reduction of vehicles for same level of service
- Savings of 30% + travel time
- More affordable - 1/3 cheaper than informal ticket for same trip
- Less fuel, less pollution, more efficient
Moving from the traditional to a sustainable future ...

Public

Private informal

Private formal

=> a comfortable mix
How is the future going to look?

• Connectivity not mobility
• Cities should be designed on a human scale with choice and liveability as key values
• Infrastructure will shape people’s mobility behaviour (decisions today will last for the next 30 yrs)
• Subsidy => NEW WORDING Compensation? To fill the gap …
Maybe see you in Dubai!

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Thank you!

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