



# BRT'S

**A Solution to an Urban Transport Crisis  
or a Financial Burden**

## Overview

1. Major challenges facing Urban Public Transport
2. Solution to the Crisis in Public Transport
3. BRT's as one of the possible solutions to the Crisis
  - Characteristics
  - Advantages
  - Disadvantages
4. Conclusion.

# 1. Major challenges facing Urban Public Transport

- ❖ Poor levels of service
- ❖ Lack of modal integration
- ❖ Poor patronage
- ❖ Poor image of public transport
- ❖ Safety of passengers
- ❖ Insufficient funding of subsidies for public transport
- ❖ Lack of capacity to implement IRPTN's.

## 2. Solution to Crisis in Public Transport

- ❖ BRT's have proven Worldwide to be one of the most effective and efficient solutions to resolve challenges facing Public Transport in bigger cities
- ❖ Is it possible to achieve the same in the RSA?.

### 3. BRT's as one possible solution to the crisis

- ❑ **What does a BRT System consist of ?**
  - ❖ Dedicated priority infrastructure
  - ❖ Intelligent Transport System (ITS)
  - ❖ Frequent and rapid services, including feeder services
  - ❖ Accommodate high passenger numbers
  - ❖ Level boarding and alighting
  - ❖ Pre-board fare collection and fare verification
  - ❖ Fare integration between routes, corridors and services
  - ❖ Enhanced stations that are safe and weather protected
  - ❖ Environmentally friendly Euro 5 and CNG vehicles as options
  - ❖ Efficient, affordable and accessible transport system.

## Advantages of BRT System

- ❖ **Authorities**
  - High quality service
  - Improve image of public transport
  - Potential to integrate BRT systems with other public transport modes (IRPTN's)
  - Funding is allocated to public transport by treasury
  - Stimulate the economy
  - Environmentally friendly vehicles.

## Advantages continued

### ❖ Operator

- Gross contract
- Less risk and responsibilities
- Long term contract (12 years)
- Above average rate/kilometre compared to Tender- and IC contracts, with monthly escalations
- Inflexibility of current Interim- and Tender Contracts
- Recapitalization and transformation of bus industry
- Politically acceptable: NLTA, IRPTN's and NPTTP.

## Advantages ....

- ❖ **Passengers / Public**
  - High quality service
  - Affordable service
  - More attractive than other public transport modes, e.g. commuter bus, taxis, metro rail.



## Disadvantages of BRT System

- ❖ **Authorities**
  - High infrastructure cost
  - Population densities not yet sufficient to sustain fully fledged BRT's due to spatial development
  - Time delays in implementing BRT systems
  - Limited scope for BRT's in overall national public transport sector
  - Over emphasis on BRT's to resolve public transport challenges at the expense of improved quality public transport in non-BRT areas
  
- ❖ **Operator**
  - Political bias towards taxi industry
  - Uncertainty of business model
  
- ❖ **Passengers / Public**
  - Services limited to certain areas/routes in biggest cities
  - Number of transfers could be required
  - Integration between BRT and other public transport services remains problematic..

## Are BRT's in RSA a Financial Burden ?

- If so, to whom ?
  
- Stakeholders in BRT's are :
  - ❖ National Government
  - ❖ Provincial Government
  - ❖ Local Government (Cities)
  - ❖ Operators
  - ❖ Passengers / Public.

## STAKEHOLDERS

### **National Government**

Financial obligation of NDoT and Treasury to fund infrastructure and operational costs through grants :

- Public Transport Infrastructure and Systems Grants - PTISG
- Public Transport Operational Grants - PTOG

Main financial burden lies with National Government

### **Provincial Government**

No financial obligations

### **Local Authorities (Cities)**

Financial obligation if revenue collected and PTOG are not sufficient to cover payments to operator (Gross contracts), and other operational costs

### **Operators**

No financial obligation, except capital to finance buses in certain circumstances where Cities don't purchase buses. Some working capital might be required

### **Passengers / Public**

No financial obligation except fares which are comparable, or lower than fares of taxi / bus..

## 4. CONCLUSION

- BRT is a solution to urban transport crisis rather than a financial burden
- Population densities are currently not sufficient to sustain fully fledged BRT systems, but this will change in future with population growth projected at 3 - 5 % per annum for urban areas
- Future trend might be to implement less expensive BRT systems, especially savings in infrastructure – BRT “lite”
- BRT systems provide much improved quality of bus services, that should appeal to passengers as well as the public as potential passengers
- Mindset of public to make use of Public Transport must change. This transitional phase will take time and money
- Government Policy is to implement BRT’s as part of IRPTN’s and NPTTP.

## My advice to bus operators :

- ❖ Seize the opportunity to become part of a BRT system
- ❖ Be wary of political agendas and stand up for your rights and interests
- ❖ Enjoy the ride of being part of the transformation of bus transport, with long term contracts at sustainable rates.

**Thank You**