



Sustainable Public Transport – the Smart Green Solution

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EST Forum
Bangkok, Thailand

August 23-25th 2010

The UITP logo is displayed in white, bold, uppercase letters against a blue sky background with white clouds.



What is UITP?

3000+ members world wide, 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
-

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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

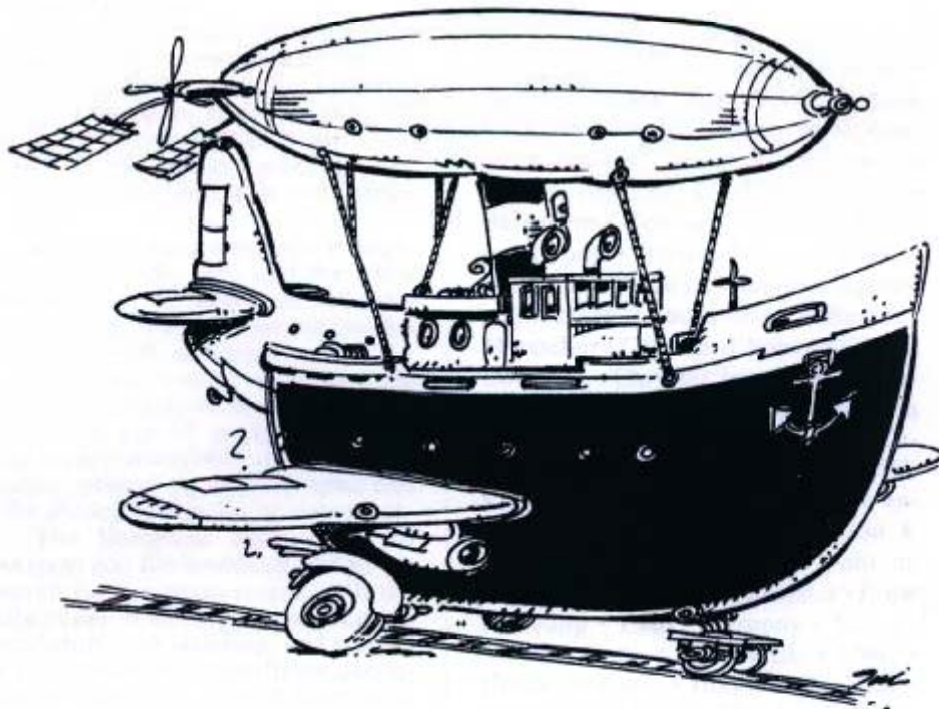
Different Funding and Financing models



- 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%



TRANSPORT OF THE FUTURE

The BIG question!

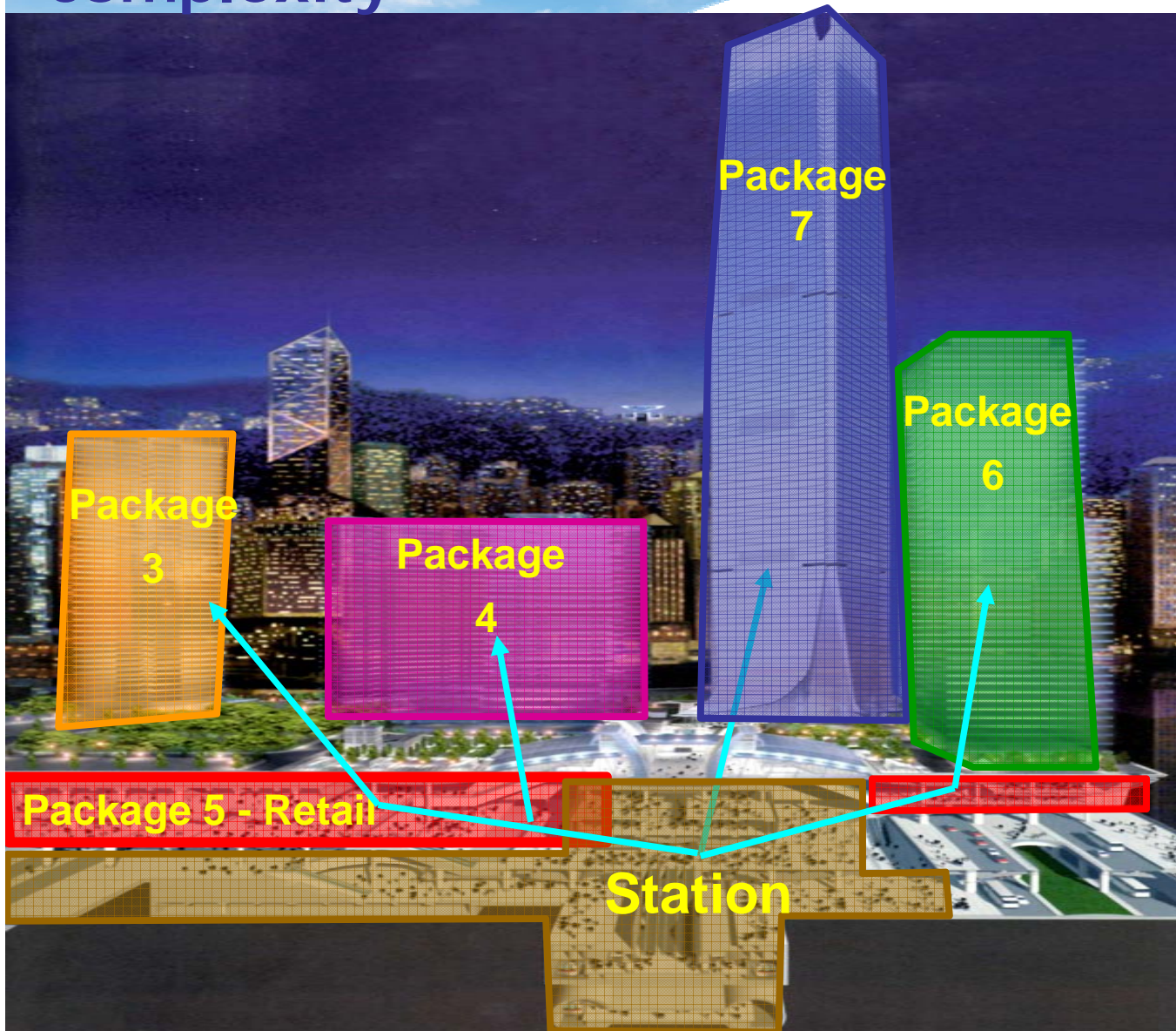


**Traditional funding
and 20c tickets is
not going to do it!**

**How to capture the
wider value and what
to value ...**

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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

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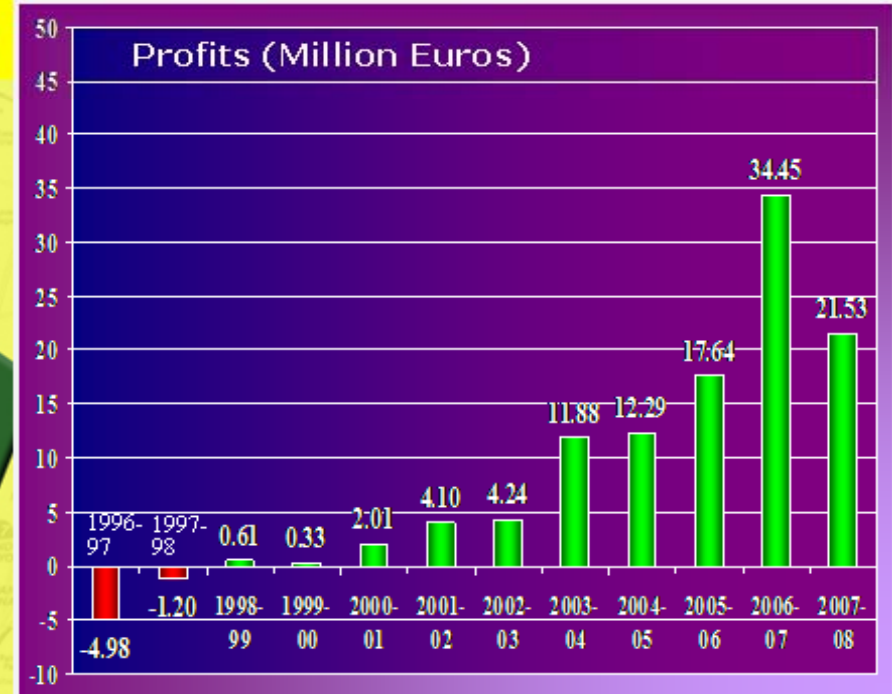
How do places make a profit

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



Part could
be reform

....

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

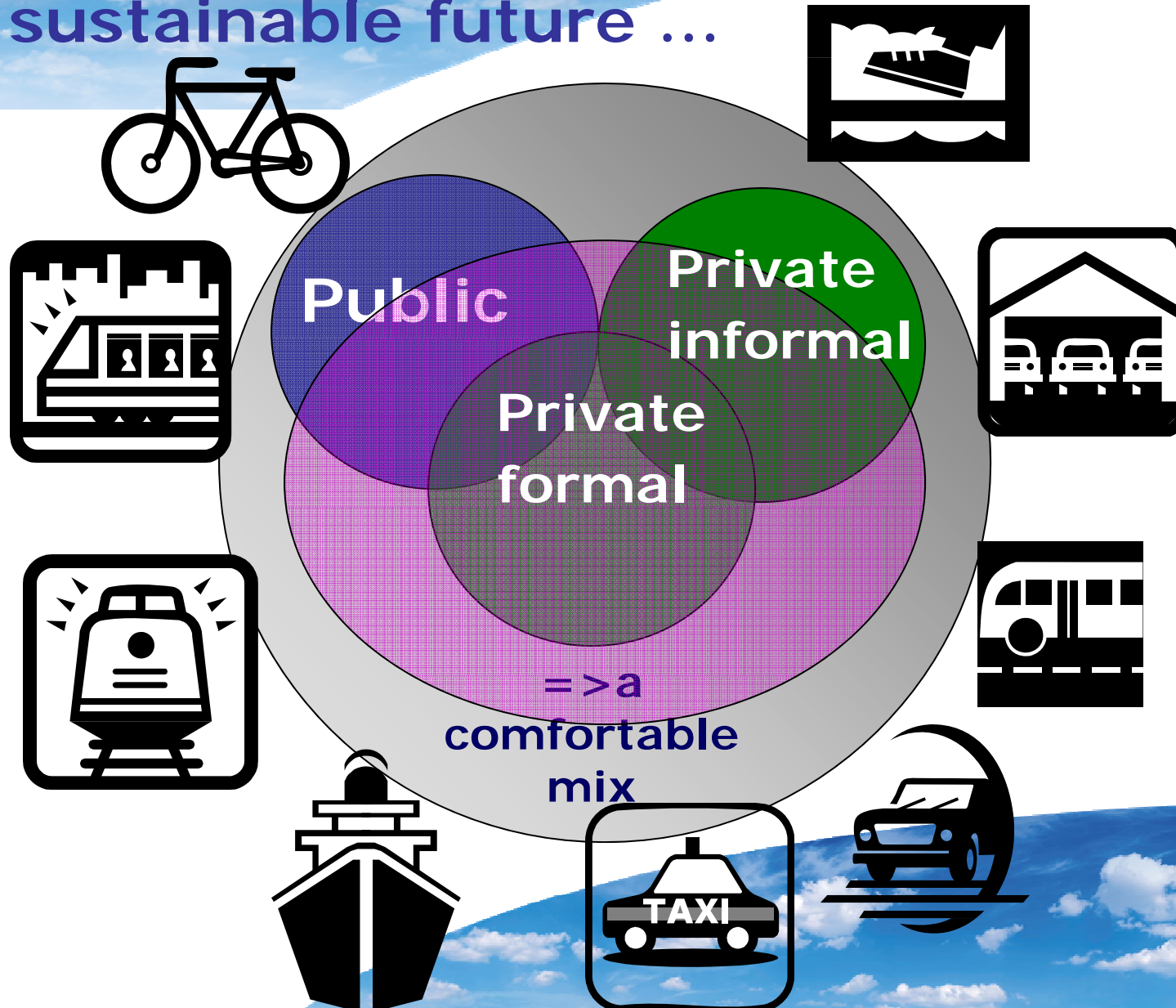
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Lagos BRT



- 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 ...



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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