



Quality Partnerships

Investment, not Subsidy

Joachim Bergerhoff, SMMR Team Leader

SSATP Training, 21st September 2020



Land Transport
Working Group



german
cooperation
DEUTSCHE ZUSAMMENARBEIT

Implemented by

GFA
CONSULTING GROUP

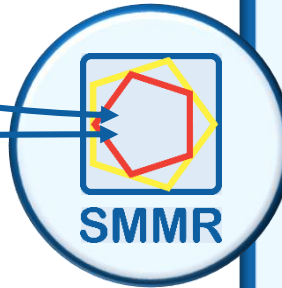
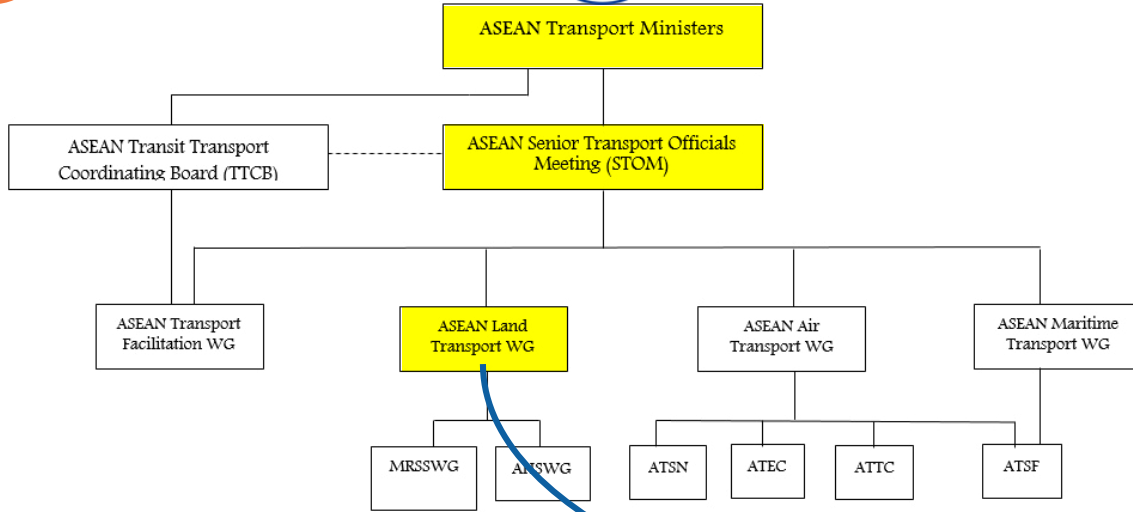
RUPPRECHT CONSULTING
Wuppertal institut
CLEAN AIR ASIA

On behalf of

giz Deutsche Gesellschaft
für Internationale
Zusammenarbeit (GIZ) GmbH



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Regional

- Vientiane, Laos
- Nong Khai, Thailand
- Phnom Penh, Cambodia
- Can Tho, Vietnam

Local

Coordination

- National Urban Mobility Policies & Programmes**
- City level urban mobility plans (SUMPs)**
- Capacity Development**
- 1,000 Professionals trained**
- Sust. urban mobility course catalogue**
- Infrastructure Project Finance**

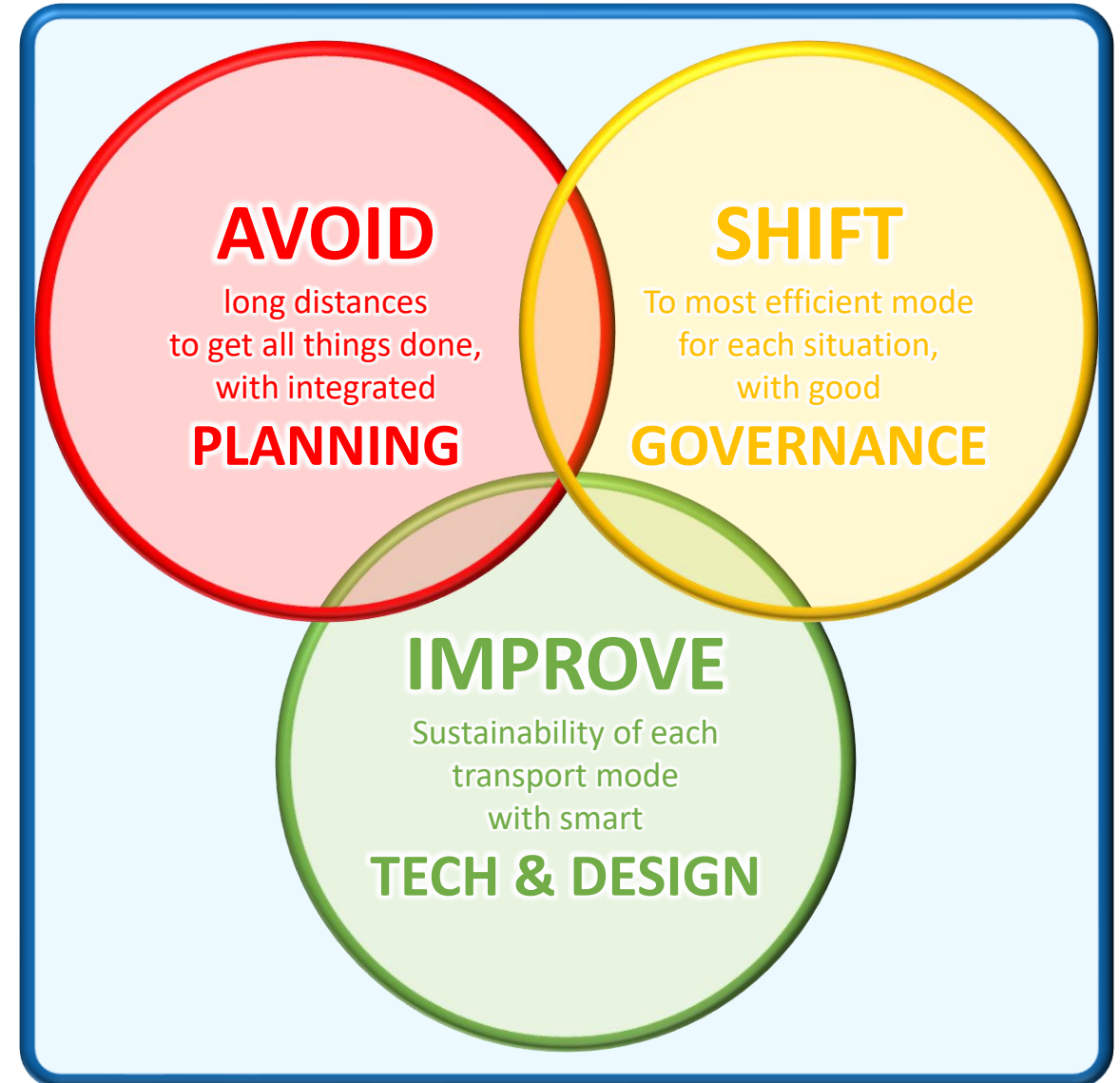
Pilot Project Implementation - Technical Assistance

Partners: **giz**, **KfW**, **afz**

Labels: *Mobilise Your City*, *Transformative Urban Mobility Initiative*, *Formal Partnerships with Beneficiaries Intended!*



Enable A-S-I

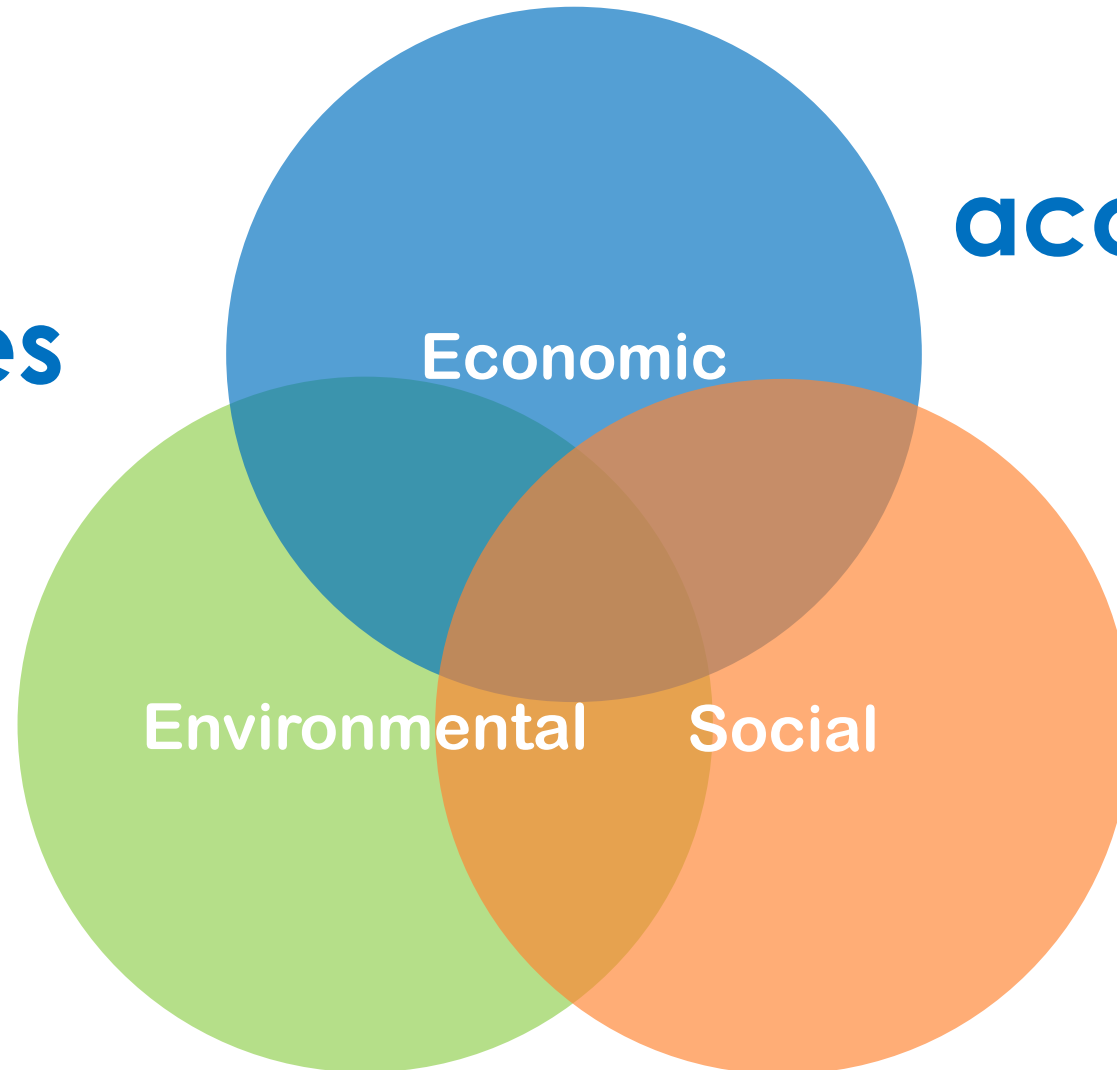




Sustainability

**Do not
waste
resources**

**Do not
accumulate
deficits**

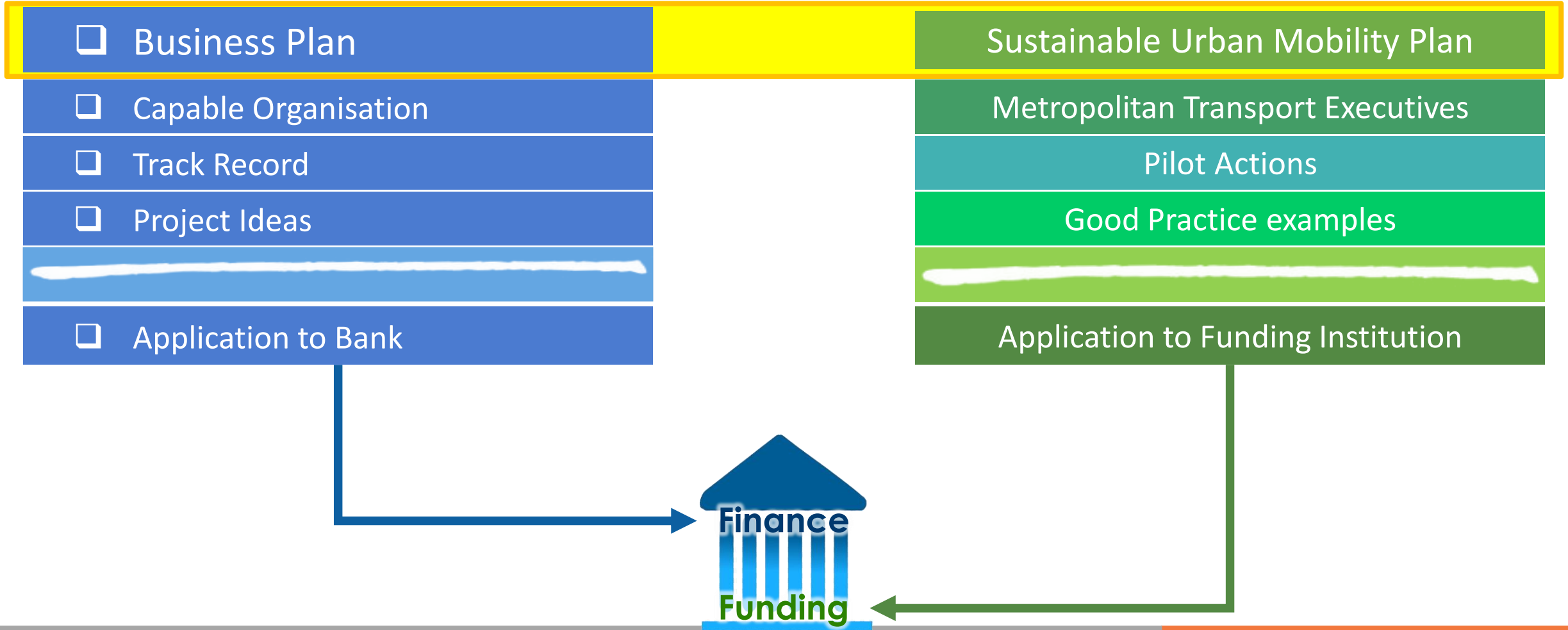


**Do not
accumulate
hazards**

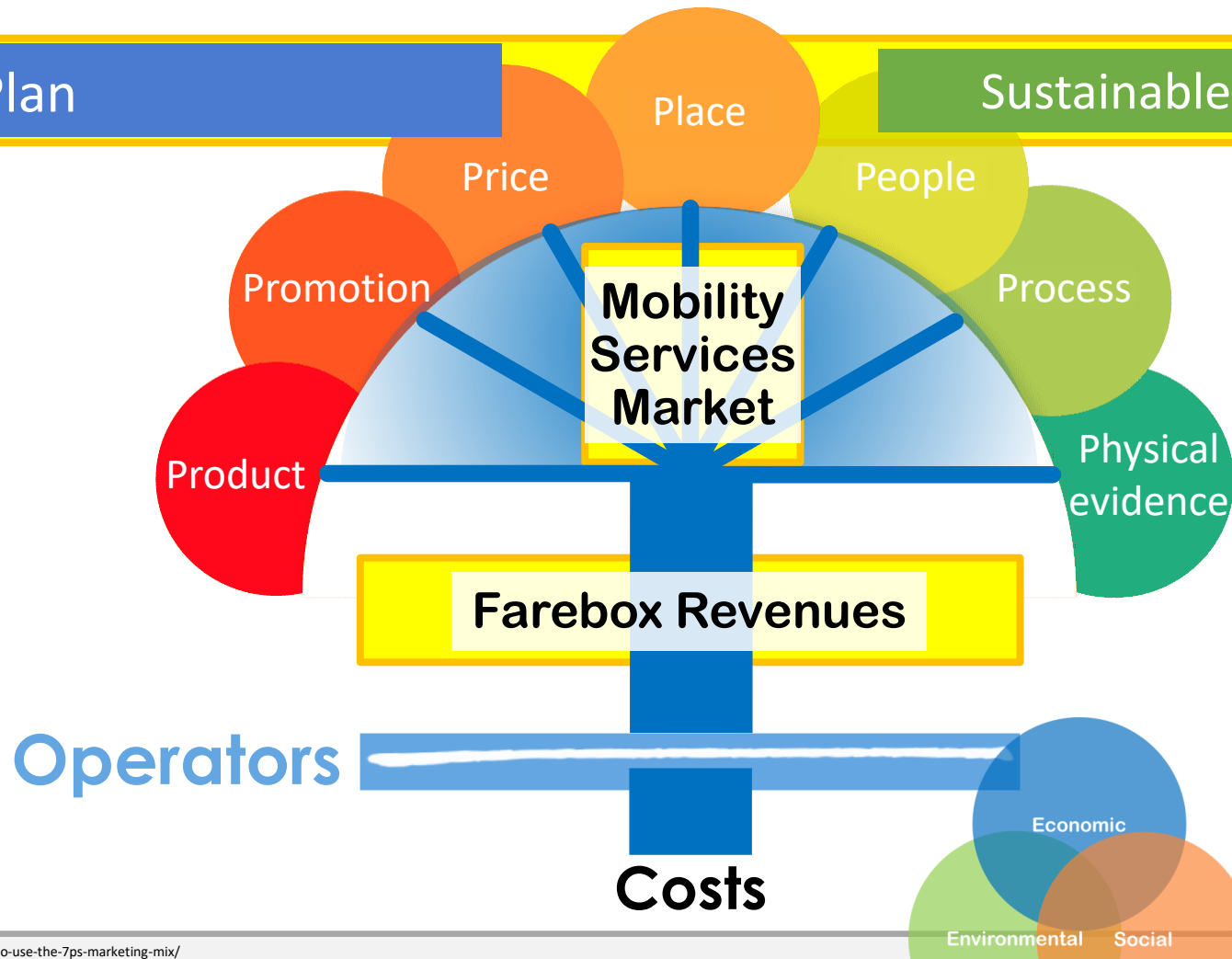
**Do not
accumulate
social grievances**

> Transport Business

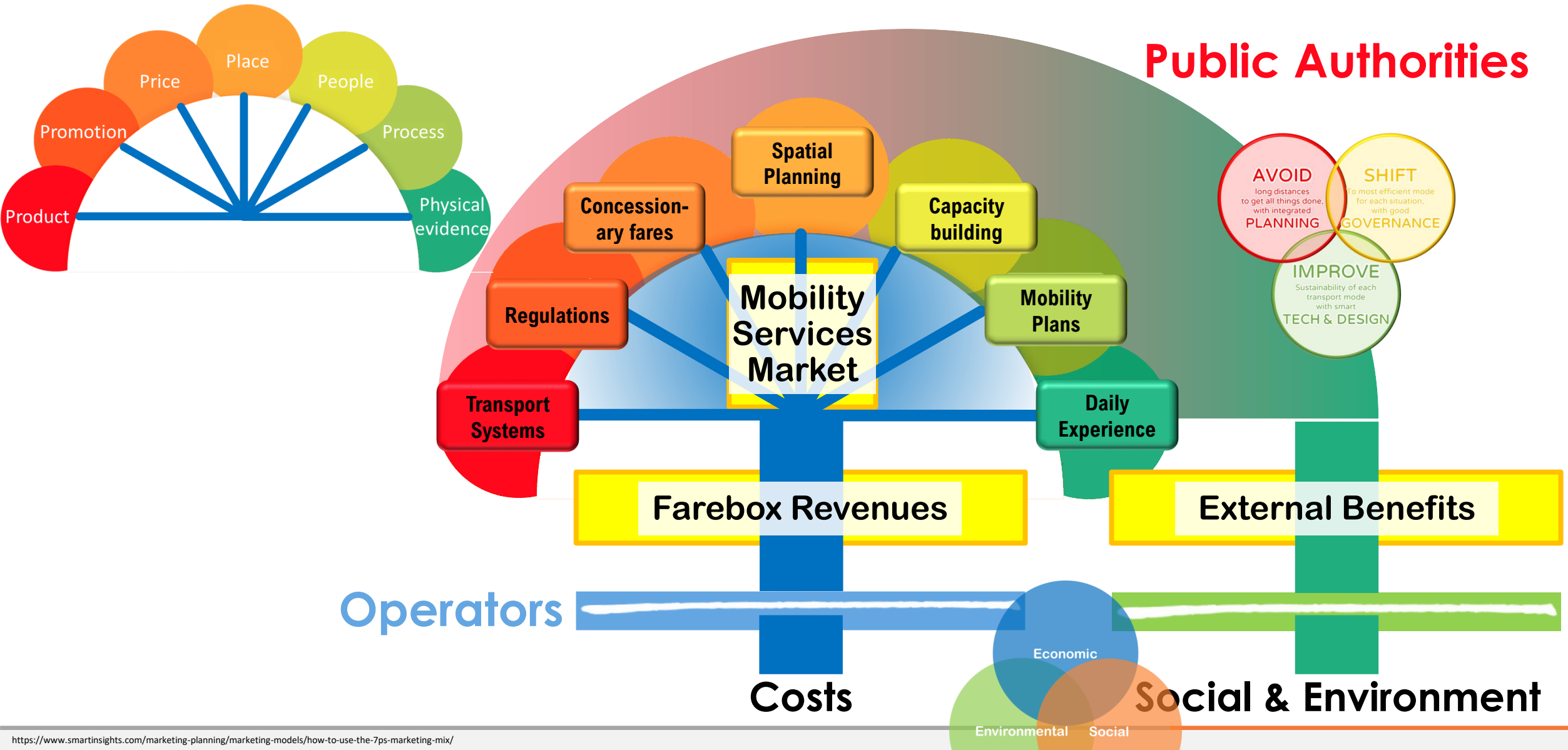
> Mobility Policy



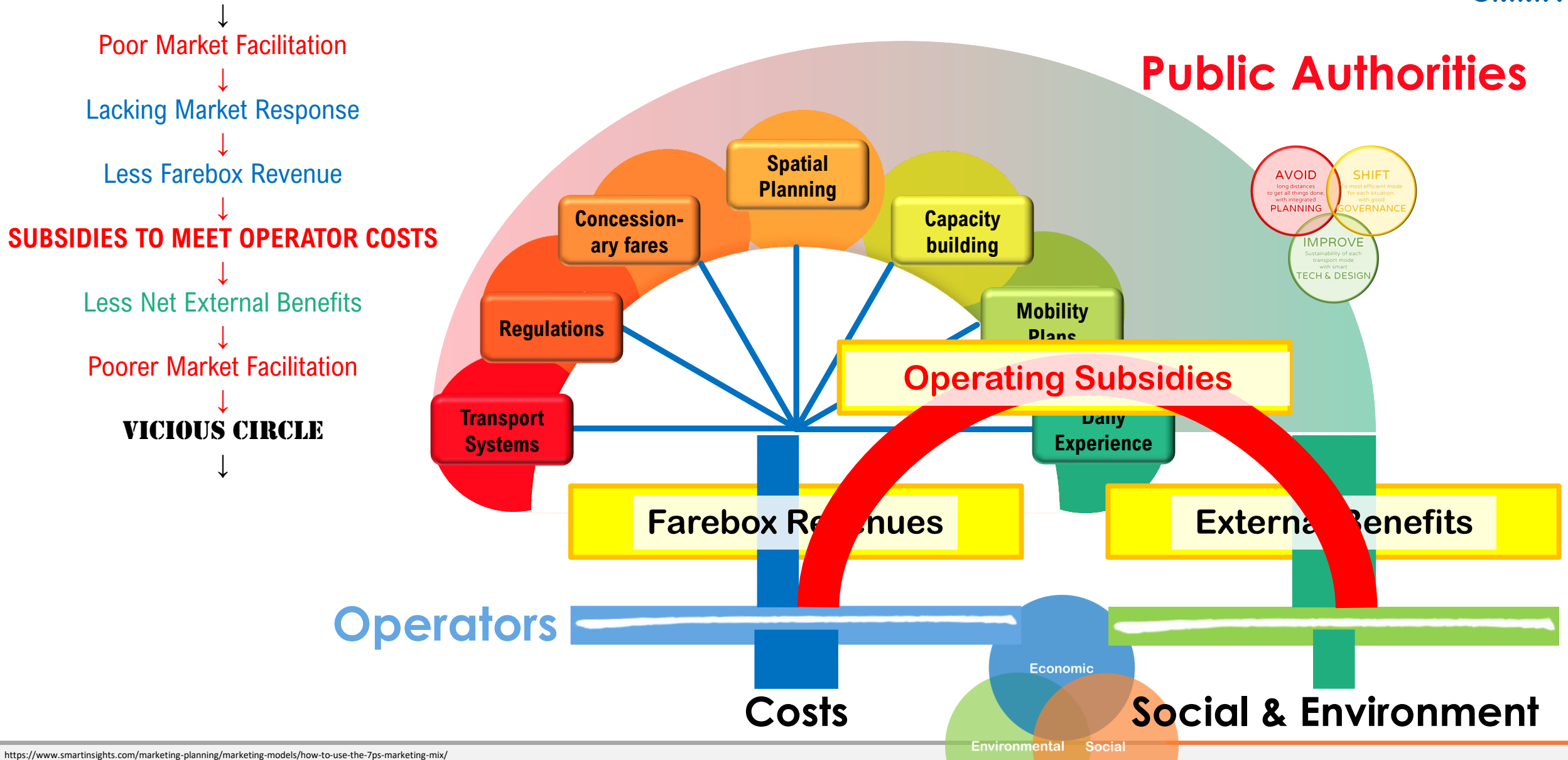
Business Plan Sustainable Urban Mobility Plan



Public Policy Market Facilitation and External Benefits



> Operating Subsidies





RESILIENCE



➤ “Quality (Bus) Partnership”

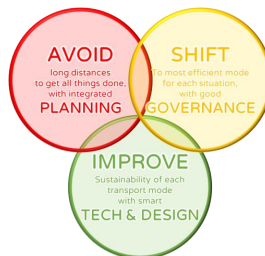
create conditions for operating benefits,

- coordinate policies : transport, land use, fiscal, etc.
- allocate space, infrastructure to the most efficient modes
- organise inter-operator; inter-modal competitive cooperation
- facilitate investment in capital-intensive transport systems
- more demand = more services ready to meet it

DO NOT compensate operating deficits

- deficit = failure to ensure the above
- subsidy = diminished capacity to correct mistakes

Apply A-S-I

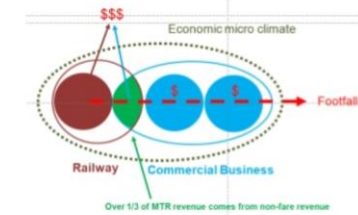


> Mobility Hub



What is transit-oriented development (TOD)?

ATKINS



One third of Hong Kong's Mass Transit Railway Corporation revenue comes from non-fare box receipts.

TOD allows the transport operator to benefit from alternative revenue, and increased ridership. In turn, this provides opportunity for better services to be offered to the public.

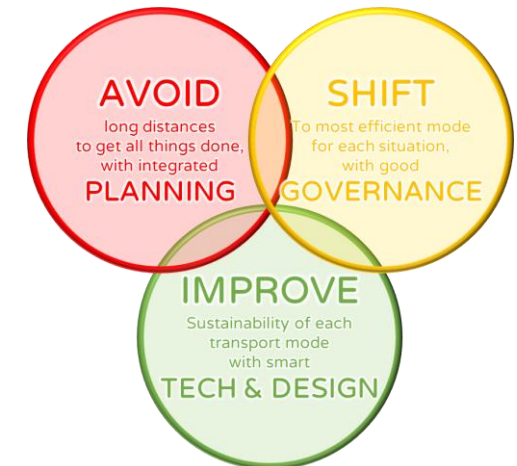
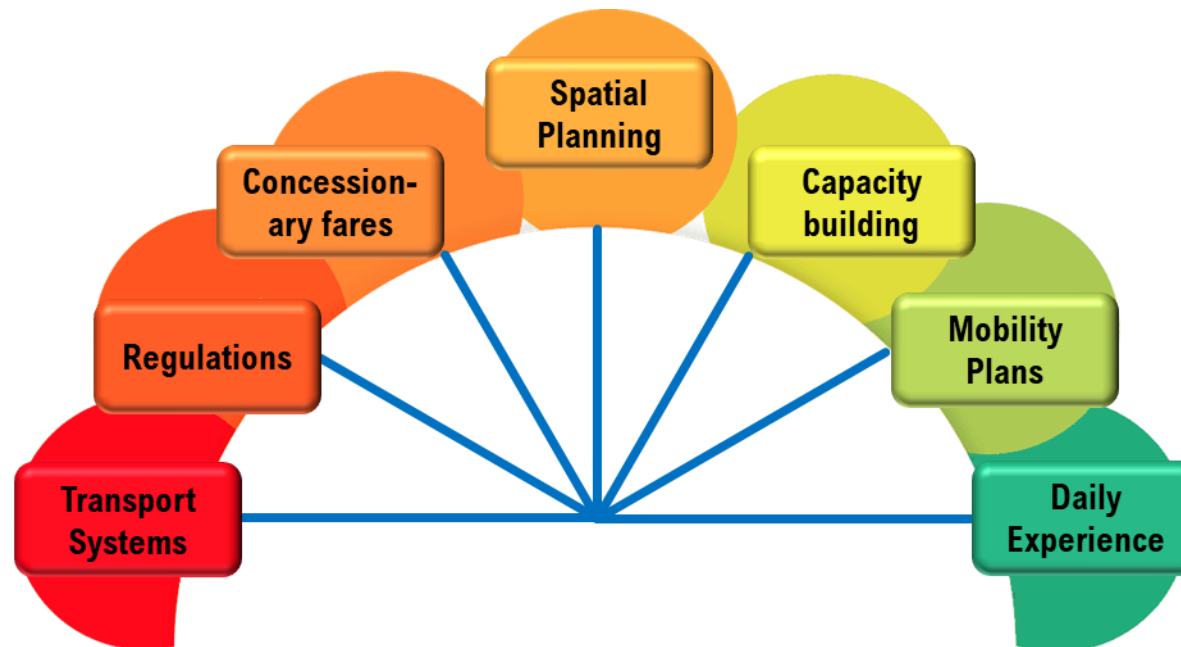
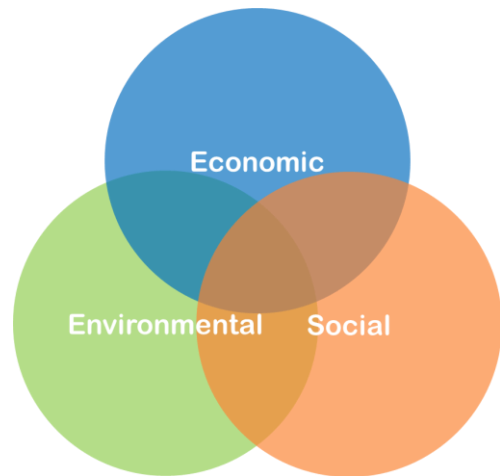


> TOD



> **Bus Rapid Transit (BRT) : general principles apply**

Coherent vision, policy, regulatory, planning & investment
Efficient use of resources, market success, operating benefits



> Transjakarta, Indonesia

- 15+ years, oldest BRT in ASEAN
- 230+ km, longest in the World
- Feeder buses
- Integrated with urban rail
- **800,000+ daily users**
(Jakarta pop.:10 million, metro: 35 million)
- **Public operator**
- **Low fare policy**

- **Still expanding ...**
... enough ?

NEWS > CITY

Transjakarta sees surge in passengers after launch of expanded odd-even policy

Fachrul Sidiq

The Jakarta Post

Jakarta / Tue, August 7, 2018 / 06:32 pm



> Bangkok, Thailand

- 7 years operation
- 13+ km short
- Feeder bus to urban rail
- 25,000 daily users
(Bangkok pop.: 8 million, metro: 14 million)
- **CLOSED**
- Too little ...
... too modest



Bangkok Post

BRT chop a step in wrong direction

The only Bus Rapid Transit (BRT) line in Bangkok is being shut down after seven years, because it is populist and losing money. (Bangkok Post file photo)

> Sunway Line, Malaysia

- Opened 2015
- 5,4 km, 7 stations
- Elevated track, eBuses
- Intermodally connected
- 16.000+ daily users
- PPP
- High fare policy

- All boxes ticked
- Not BRT, really, but a facility inside a PPP development

Property Insight > Featured Articles > BRT – Sunway Line: the winds of change

BRT – SUNWAY LINE: THE WINDS OF CHANGE

Is it the time to embrace change yet?

Who's up for a change? I definitely am! A few days ago, I tried and experienced the latest infrastructure in Klang Valley; the Bus Rapid Transit (BRT) – Sunway Line. The BRT Sunway Line is a public-private partnership project between Prasarana and Sunway Group to provide a better and integrated transit service to residents and commuters of Bandar Sunway and USJ.



➤ Manila, Philippines

- N years proposing & planning
- 17 km (phase 1)
- Parallel to urban rail (...)
- **230,000 capacity**
(Metro Manila pop.: ca 15 million)

“For the longest time, BRT projects were not moving in Metro Manila and Cebu. But now, given what we have experienced with COVID-19, this [BRT] has taken center stage,” Dizon said.





		Political investment	
		Low	High
Operating Subsidy	High	Stalled	Government allocation
	Low	Self-regulation	Quality Partnership



THANK YOU!

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