

Sustainable Public Transportation

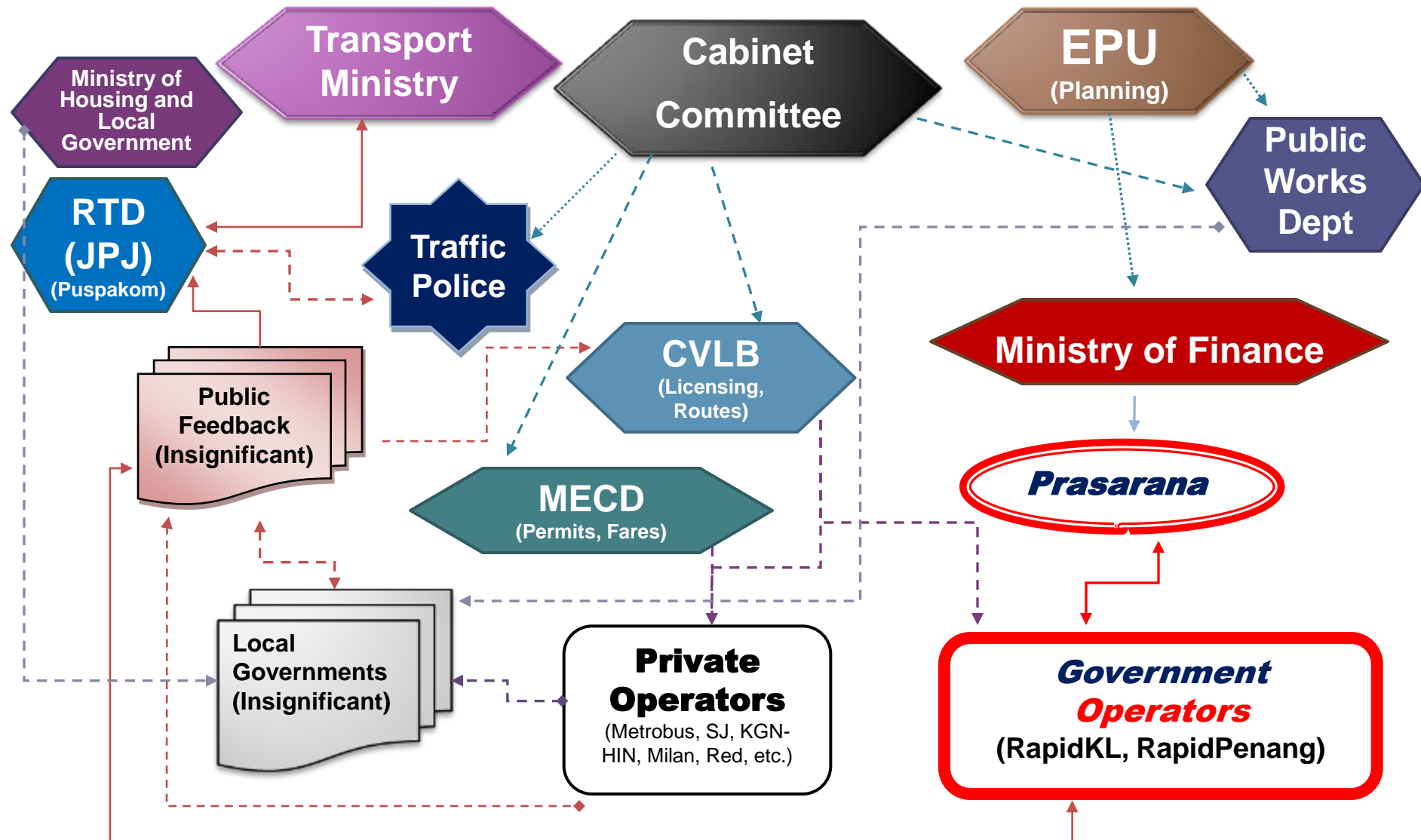
Briefing on Public Land Transport
Commission

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TRANSIT

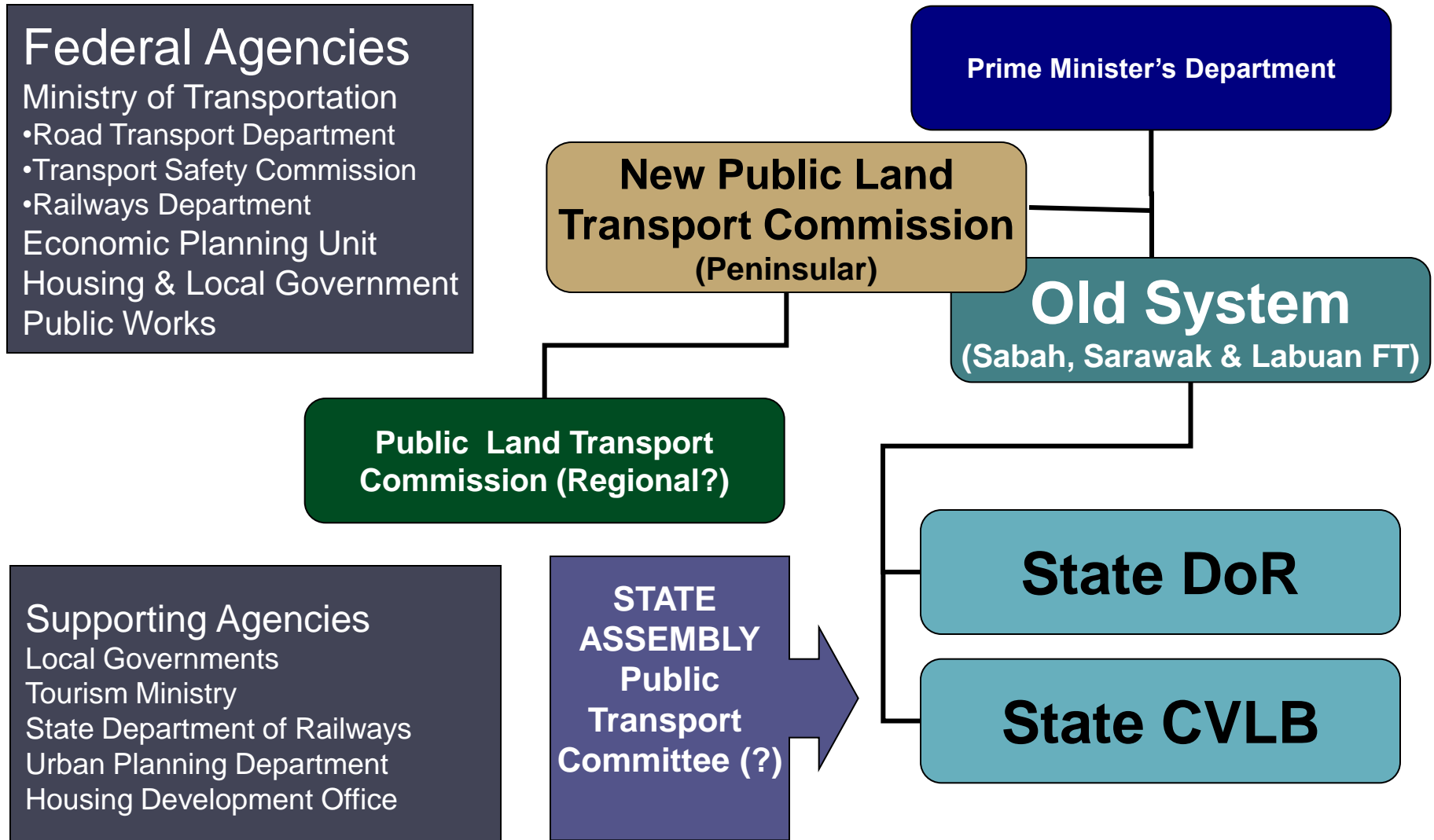
- The Association for the Improvement of Mass-Transit (TRANSIT), Klang Valley
- A united voice for diverse public transport users
- Our Goal
 - To ensure the voice of the passenger is heard in public transport planning, regulation, and operations
 - To increase awareness about what public transport can bring to our communities
 - To research ways to improve public transport in Malaysia

NO COORDINATION



The Government's Proposed Model

Structured level of authorities for government agencies to provide holistic direction



Integrated mass rapid transit system

- The questions are:
 - how to move a **whole** lot of people **quickly** and **easily**?
 - Will the Public Land Transport Commission be able to do this?
- The answer is fairly easy: we need to **integrate** all support systems for mass rapid transit, and have all of it **properly coordinated by SPAD** – **with the authority & powers to enforce these laws**

Badly planned Transport can be **EXPENSIVE**



DAILY COMMUTE FROM SHAH ALAM TO KLCC

TRAVEL
METHOD

RapidKL
T645, U80
& LRT

Taxi,
Komuter
& LRT

Proton
Wira 1.6,
NKVE

TIME
TAKEN

250
minutes

180
minutes

120
minutes

OUT OF
POCKET
COST

RM 90

RM 70

RM 50

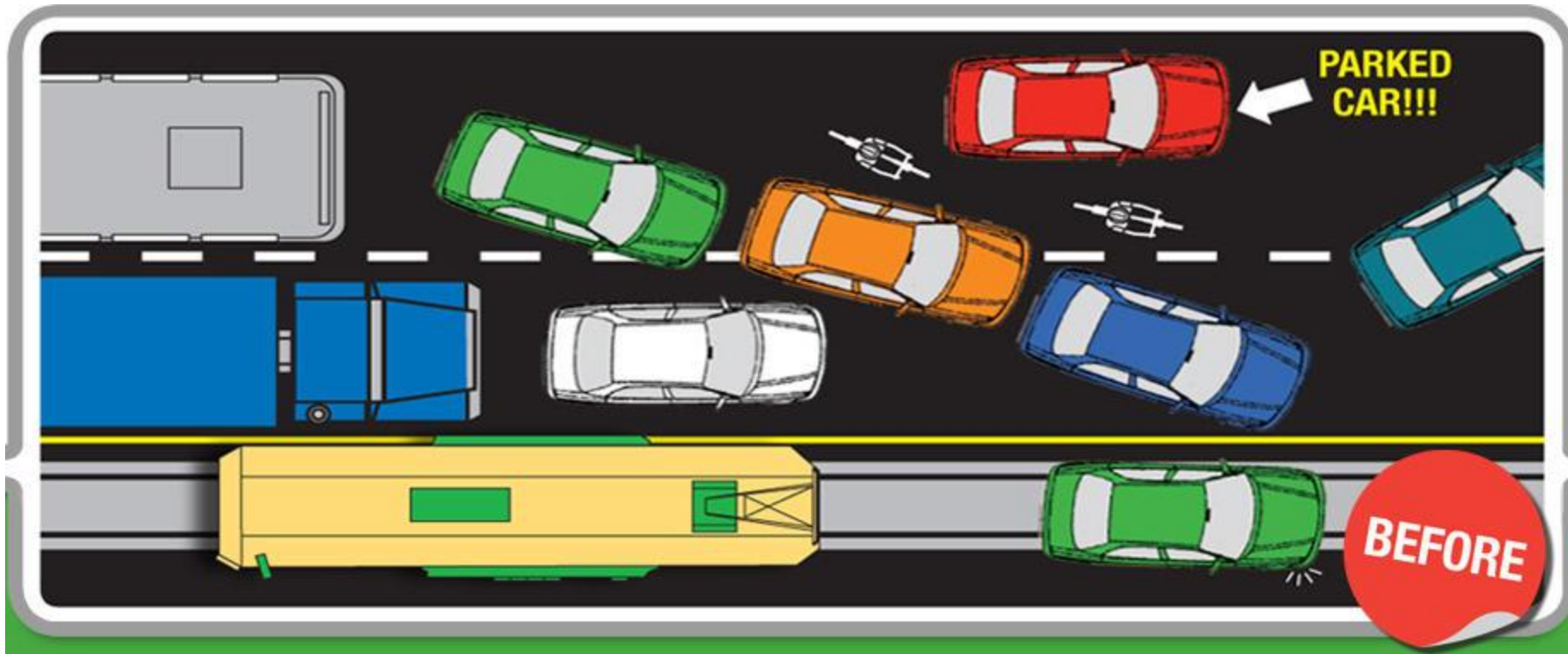
PRIVATE VEHICLE OWNERSHIP COST: RM 8/day PRODUCTIVITY COST: RM 15/hour

No equitable distribution of resources

Must transit operators be on a **collision course** with each other all the time?



Badly planned transport causes **CONGESTION**



- Of what use is a bus lane without enforcement?

GTP Proposals: Are we on the right track?





**LRT proposals
may represent an
overshoot! LRT
investment
cannot meet all of
our needs**

Rethinking the benefits of LRT

- LRT travel pathways do not follow existing travel pathways
 - Use Tenaga Nasional corridors or river allowances which are cheaper
- High cost of LRT
 - 1 km of LRT = RM250 mn
 - 3 years for planning, engineering & construction
- Extensions are inconsistent with State Structural Plan
 - Changing plans without public consultation

Urgent priorities

- **Integrate** all public transport modes under one management system (SPAD → RAPID/Council)
- **Proper, consistent management of all support systems** (including highways, parking, information)
- Prioritize public transport as **town planning tool**
- Complete and effective, **low-cost, high impact “Rapid Transit”** networks (ERT and BRT) in urban areas
- Sufficient **transit interchange terminals** (at least 10 more BTS-like terminals across Klang Valley with exclusive access to expressways)
- **Ample park-n-ride facilities** at all transit interchanges, especially in low density areas

Conclusion

- The current centralized and ‘entrepreneurial’ model for public transport **has and will never work**
- Government must be answerable to all stakeholders by setting **Independent Public Transport Authority** to regulate and govern public transport
- Public Transport must be **supply-driven**, and planning and **management of support systems** by federal agencies (SPAD) and local/regional authorities (RAPID/Council) must be properly coordinated
- Policies must be designed to **prioritise public transport** as the most effective urban development tool to increase productivity and decrease economic externalities

THANK YOU FOR YOUR TIME

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It is easy to join TRANSIT's online discussion group. Just email

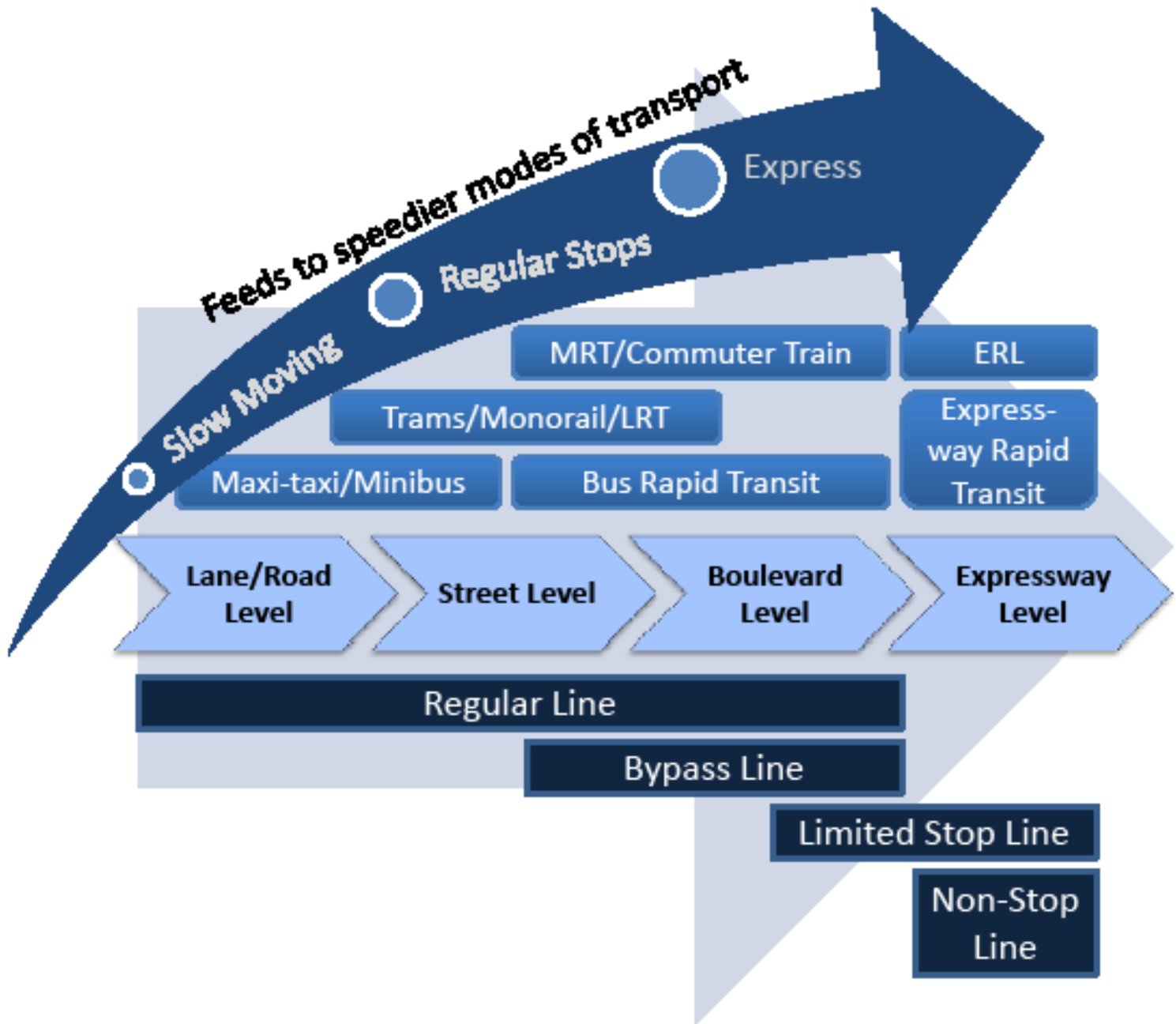
klangvalley_transit_subscribe@yahoogroups.com

FAITH IN PUBLIC TRANSPORT

Making it easy for people to move around is part of faith

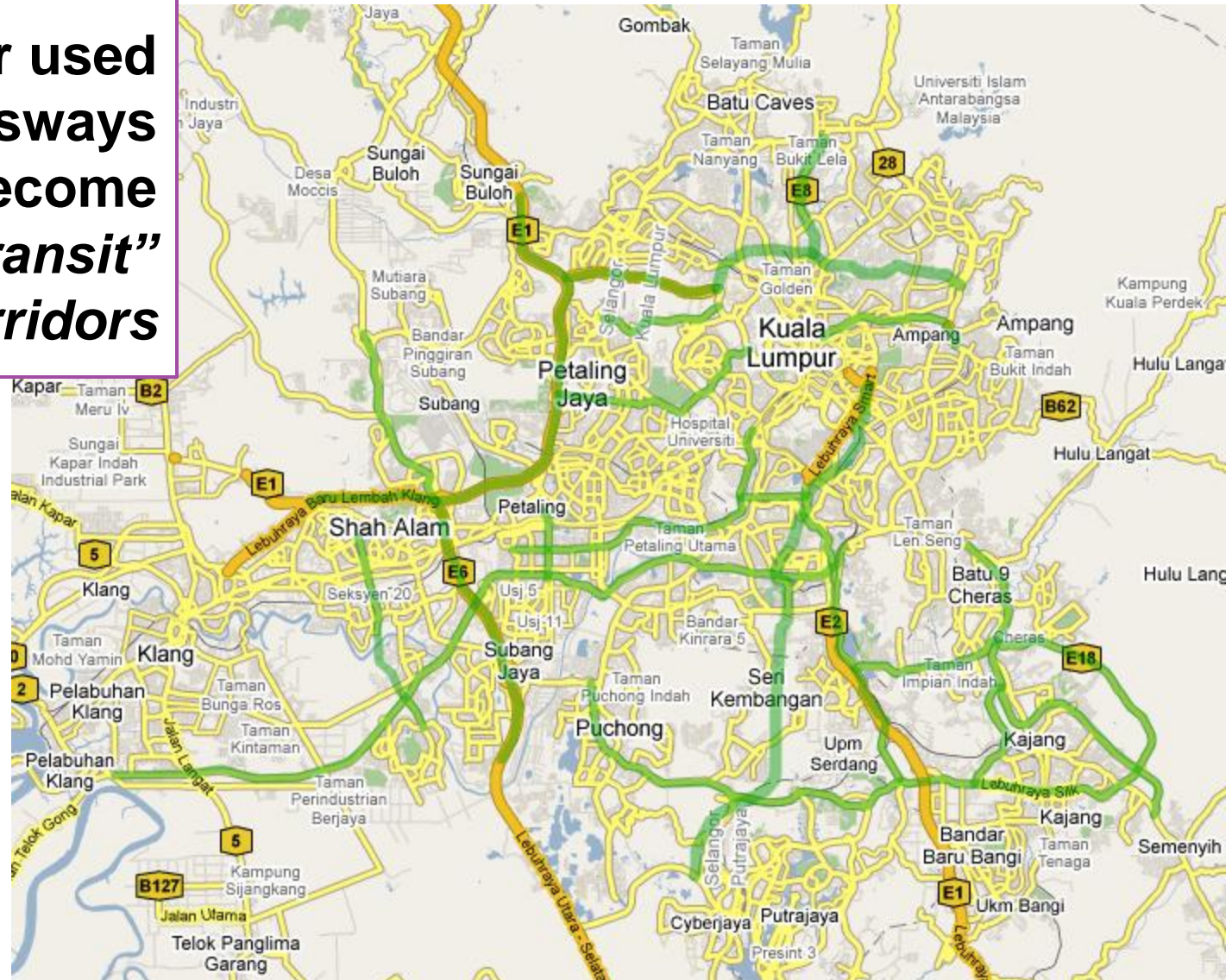
✿ *“Belief has over sixty branches. The best of them is the words, ‘There is no god but The God (Allah)’ and the least of them is to remove an obstacle from the road.” (Hadith)*





Expressway Rapid Transit (ERT)

Lesser used
expressways
can become
“rapid transit”
corridors





Bus Rapid Transit can be described as trains on tyres (TRANSMILENIO Bogotá)

- Off-vehicle ticketing



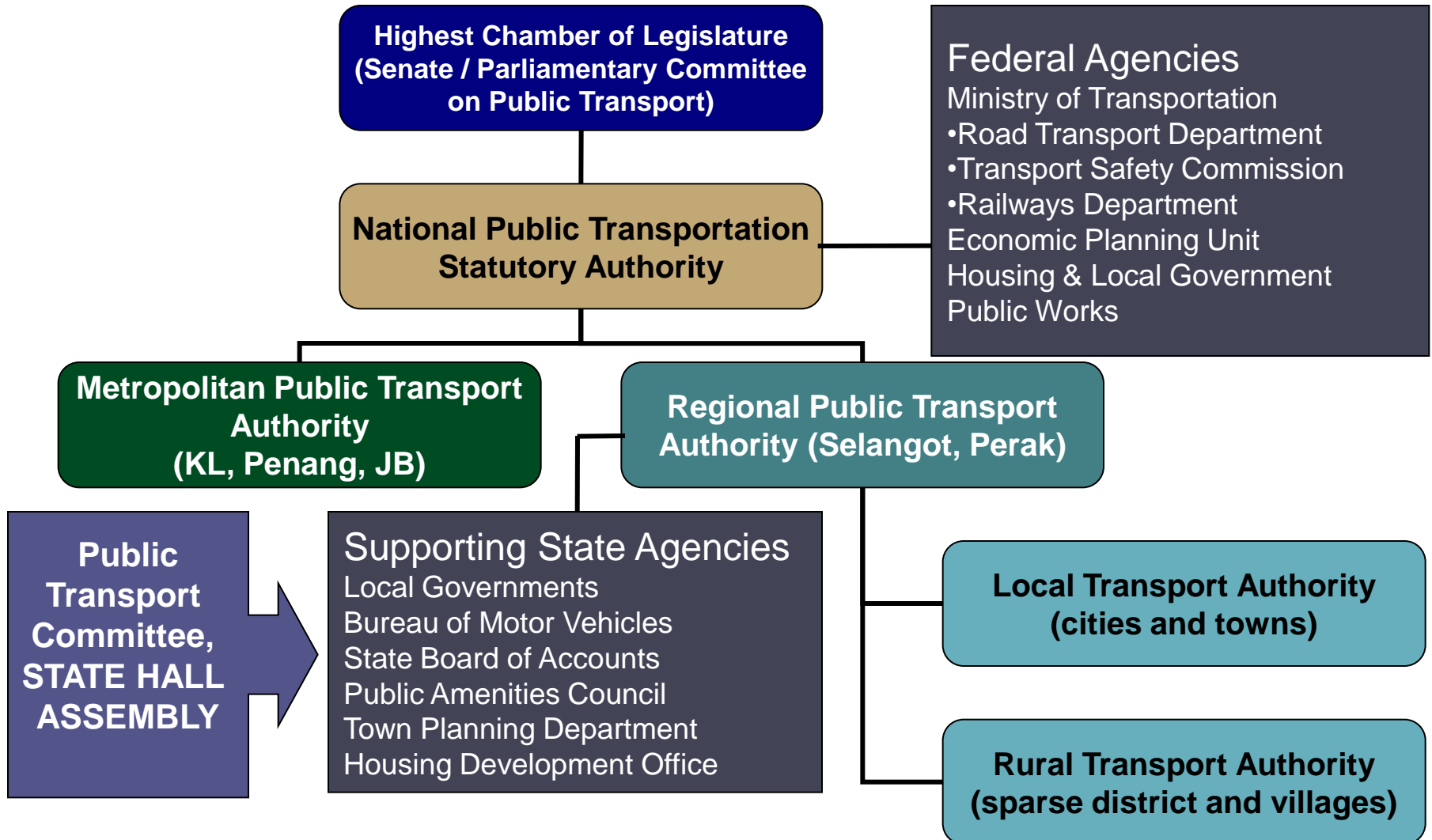
- High frequency
- Right-of-way infrastructure
- Proper platforms with stand behind the yellow line rule

ements



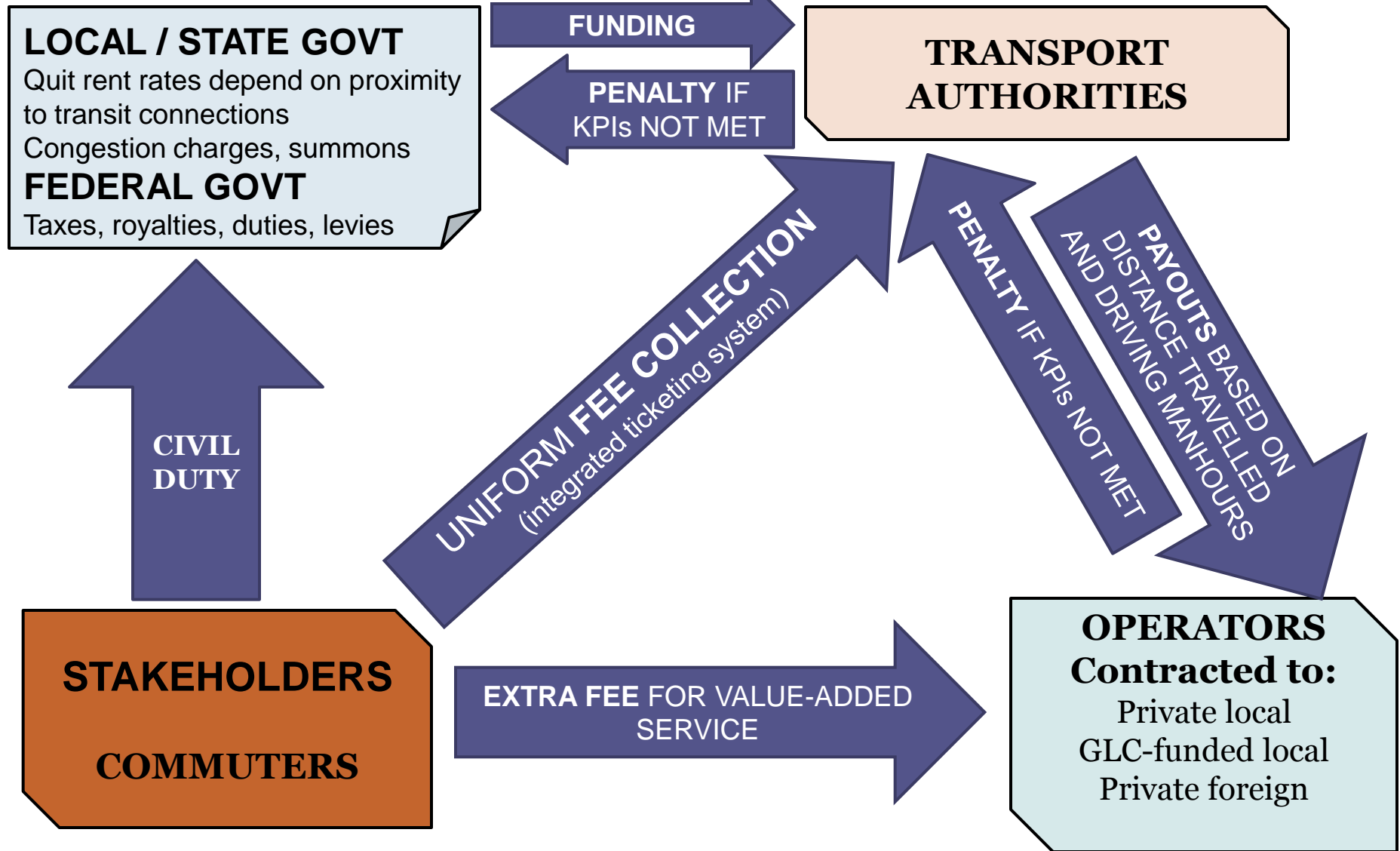
Our Proposed Governance Model

Structured level of authorities for government agencies to provide holistic direction



Transit Financing Model

Non-discriminating distribution of tax revenue and fee income to cover entire population



A New Specialization model

The 4 stakeholders can improve efficiency through specialization

