

KeADILan Parliamentary Research Unit
Parliament
21 April 2010

Sustainable Public Transportation

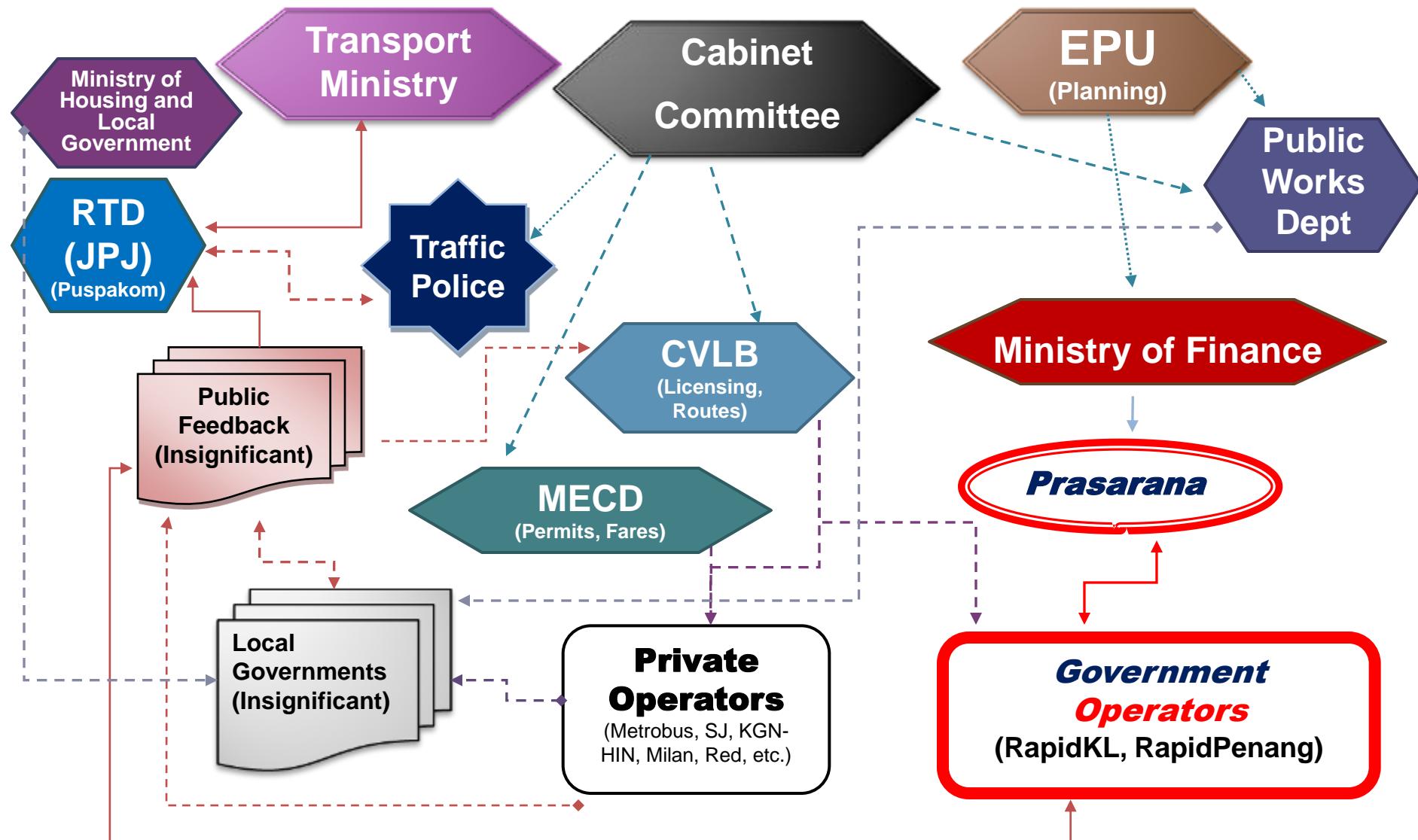
Briefing on Public Land Transport
Commission

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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

Federal Agencies

Ministry of Transportation
•Road Transport Department
•Transport Safety Commission
•Railways Department
Economic Planning Unit
Housing & Local Government
Public Works

Prime Minister's Department

**New Public Land
Transport Commission
(Peninsular)**

Old System
(Sabah, Sarawak & Labuan FT)

**Public Land Transport
Commission (Regional?)**

Supporting Agencies

Local Governments
Tourism Ministry
State Department of Railways
Urban Planning Department
Housing Development Office

**STATE
ASSEMBLY
Public
Transport
Committee (?)**

State DoR

State CVLB

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

**TIME
TAKEN**

250
minutes

**OUT OF
POCKET
COST**

RM 90

Taxi,
Komuter
& LRT

180
minutes

Proton
Wira 1.6,
NKVE

120
minutes

RM 50

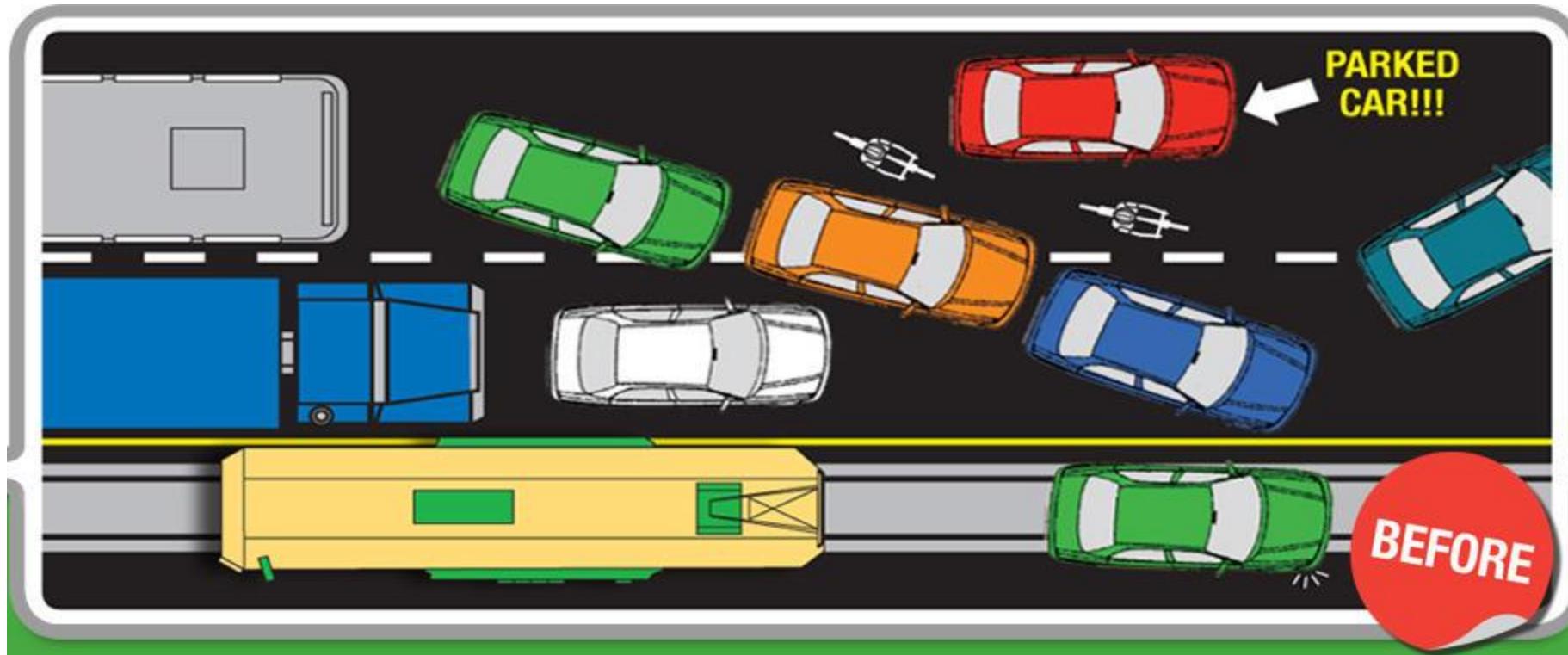
PRIVATE VEHICLE OWNERSHIP COST: RM 8/day PRODUCTIVITY COST: RM 15/hour

No equitable distribution of resources

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

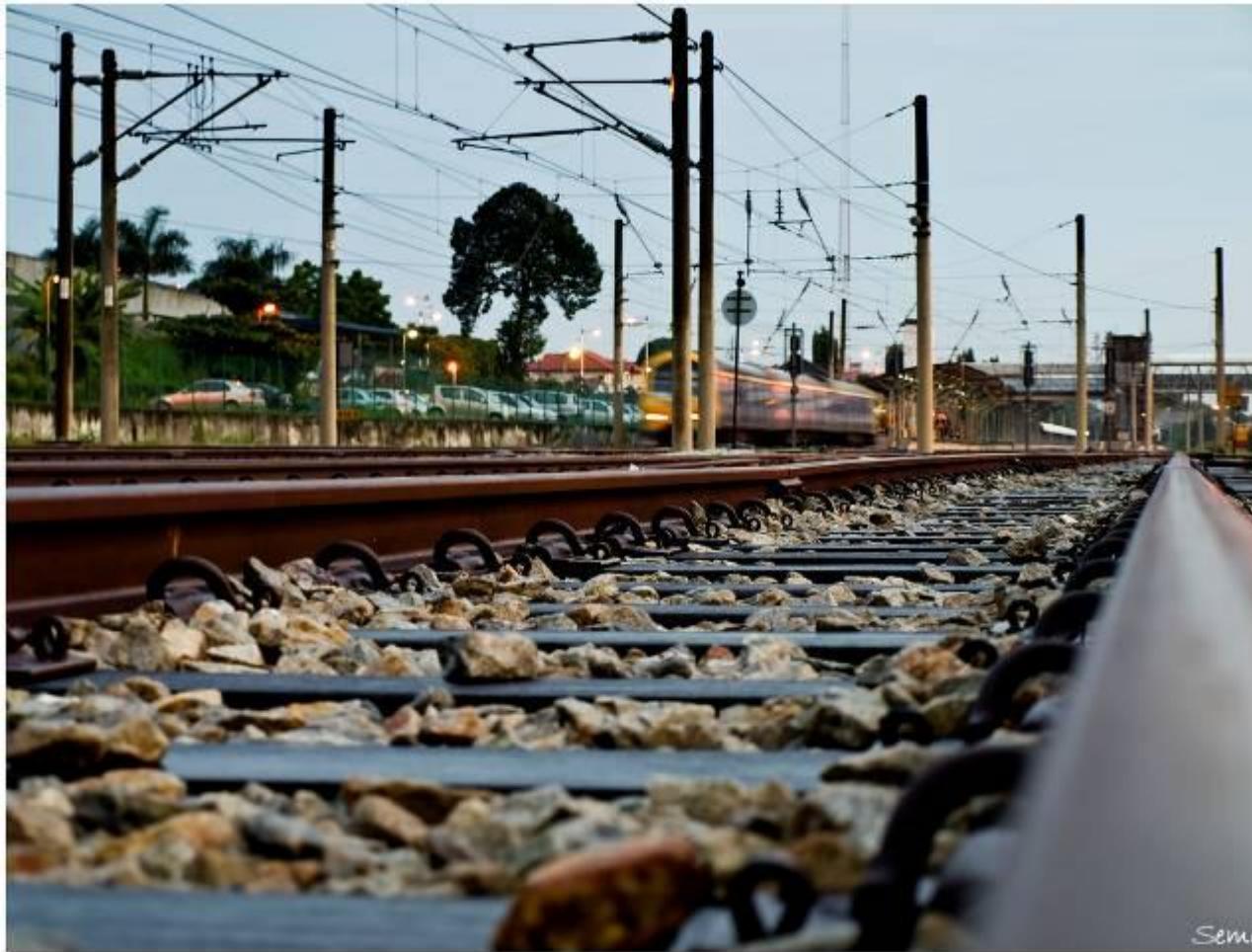


Badly planned transport causes **CONGESTION**



- Of what use is a bus lane without enforcement?

GTP Proposals: Are we on the right track?



Seme



**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

Prepared by

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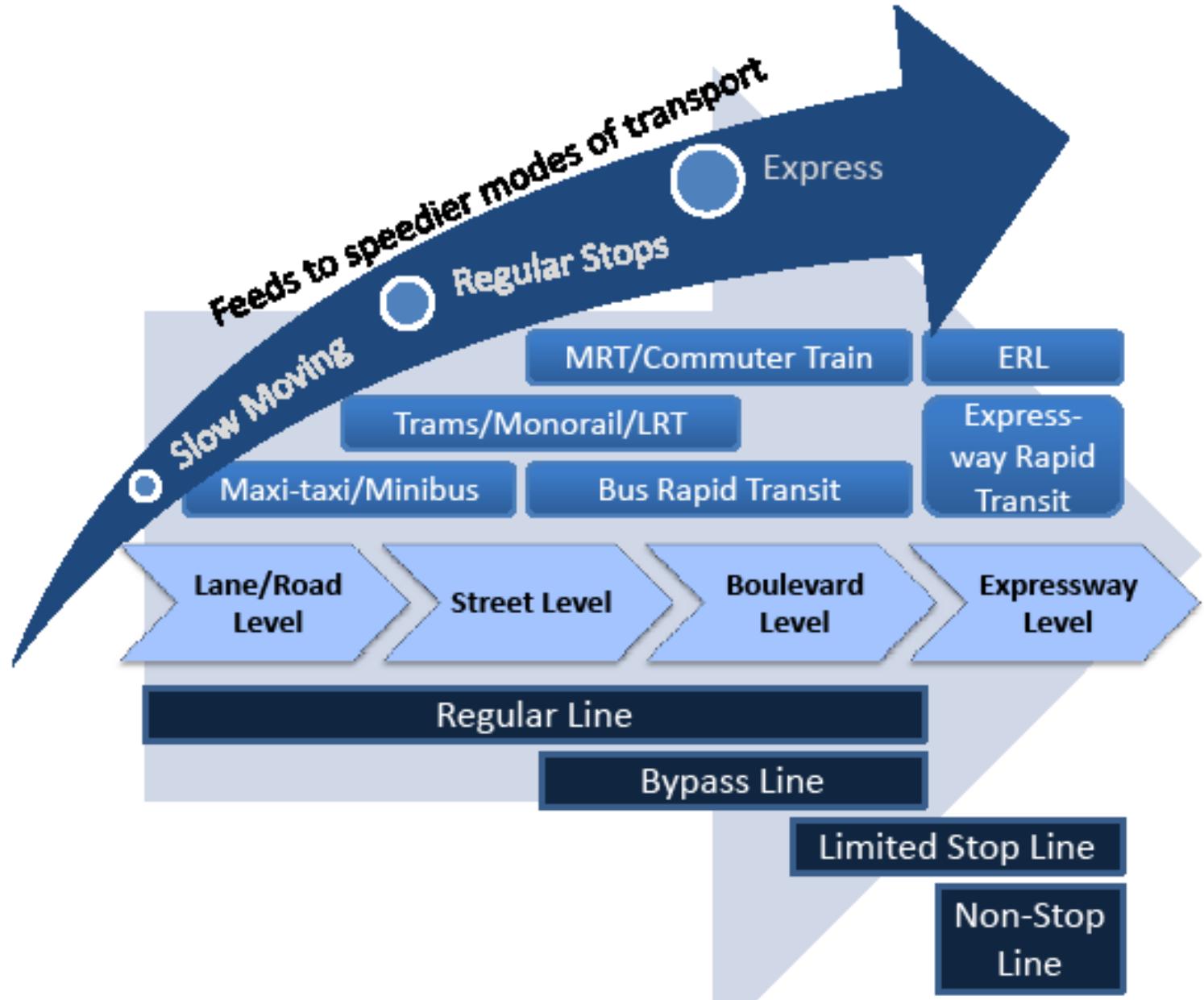
It is easy to join TRANSIT's online discussion group. Just email
klangvalley_transit-subscribe@yahoogroups.com

FAITH IN PUBLIC TRANSPORT

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

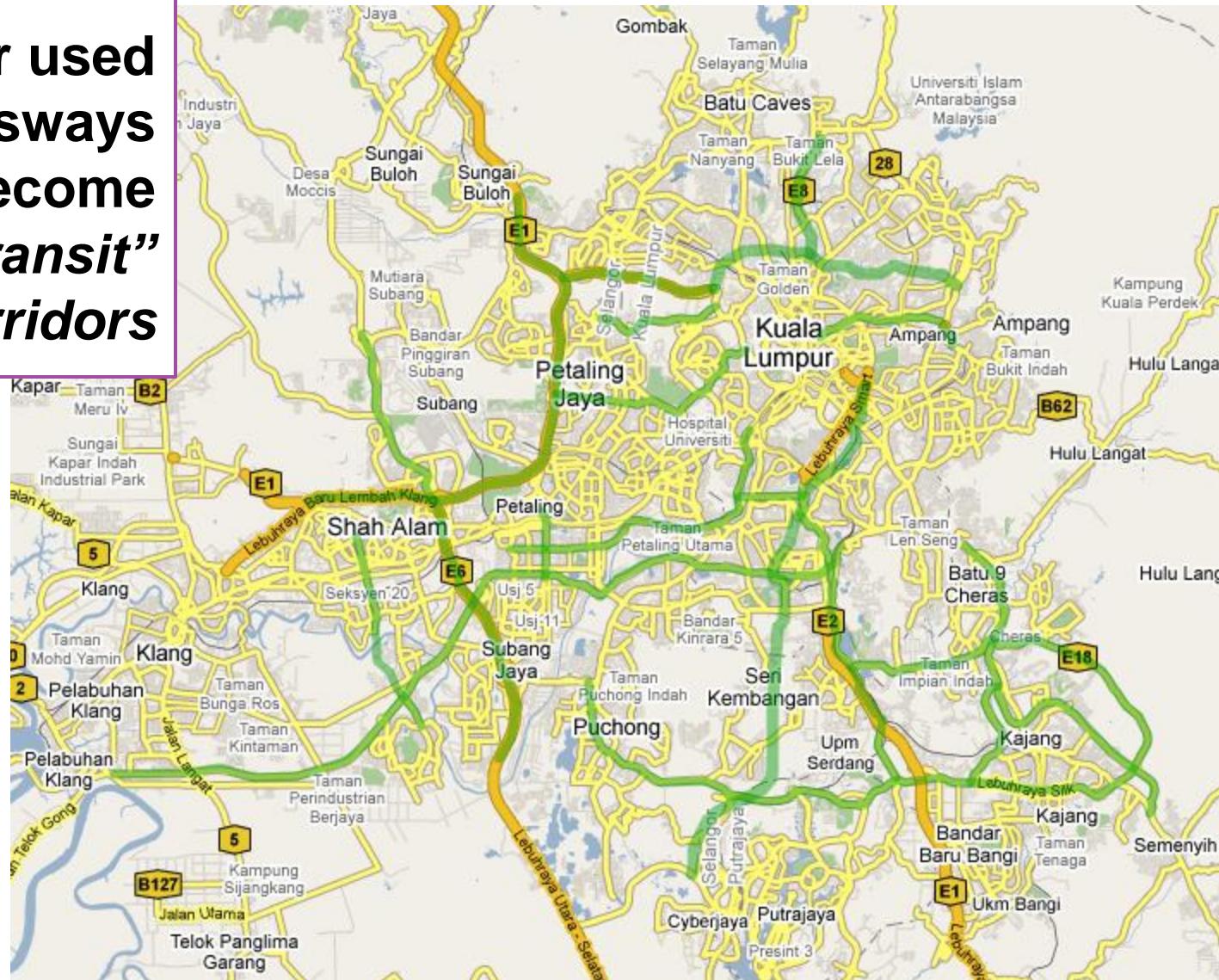
✿ *“Belief has over sixty branches. The best of them is the words, ‘There is no god but The God (Allah)’ and the least of them is to remove an obstacle from the road.” (Hadith)*

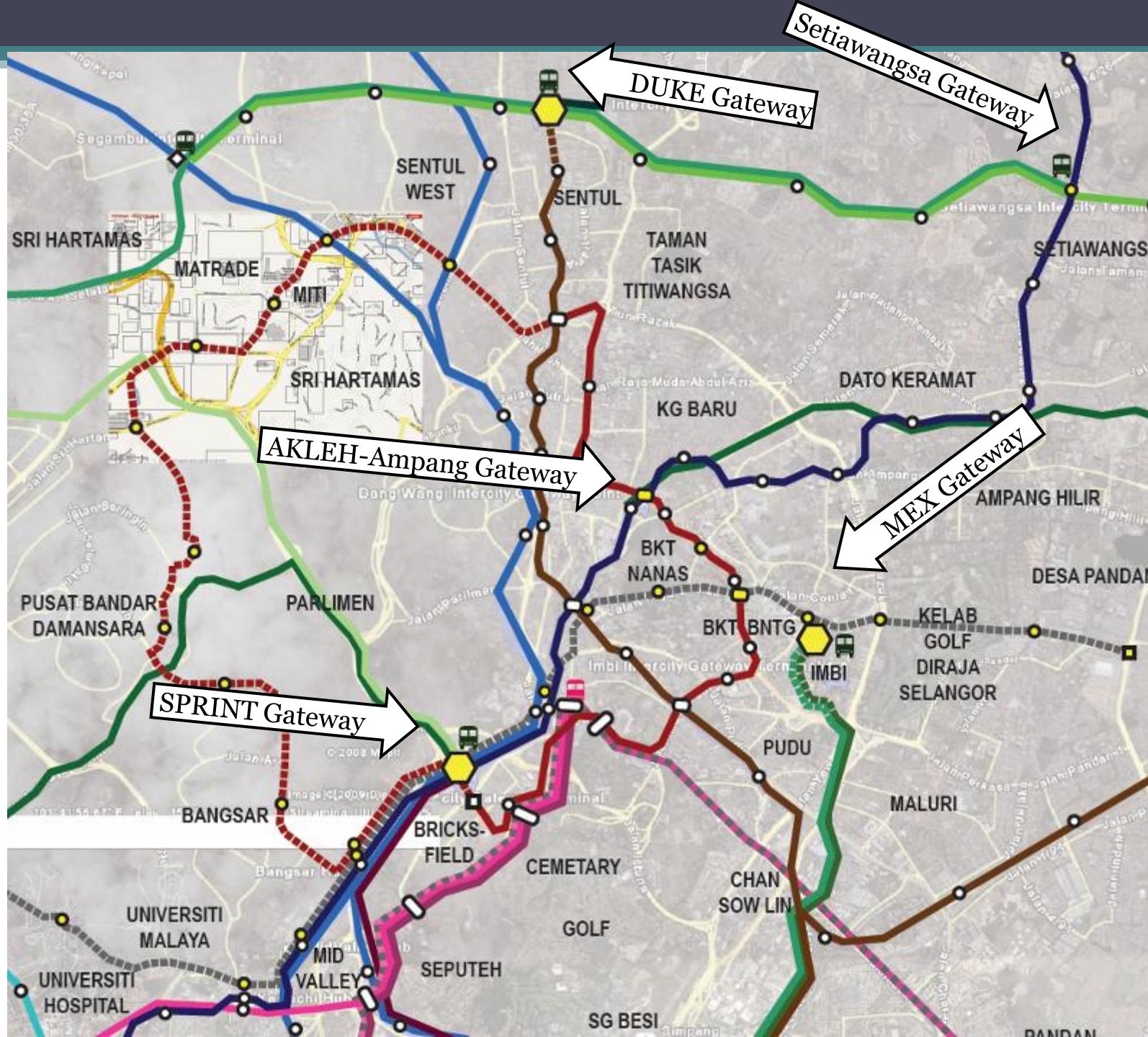




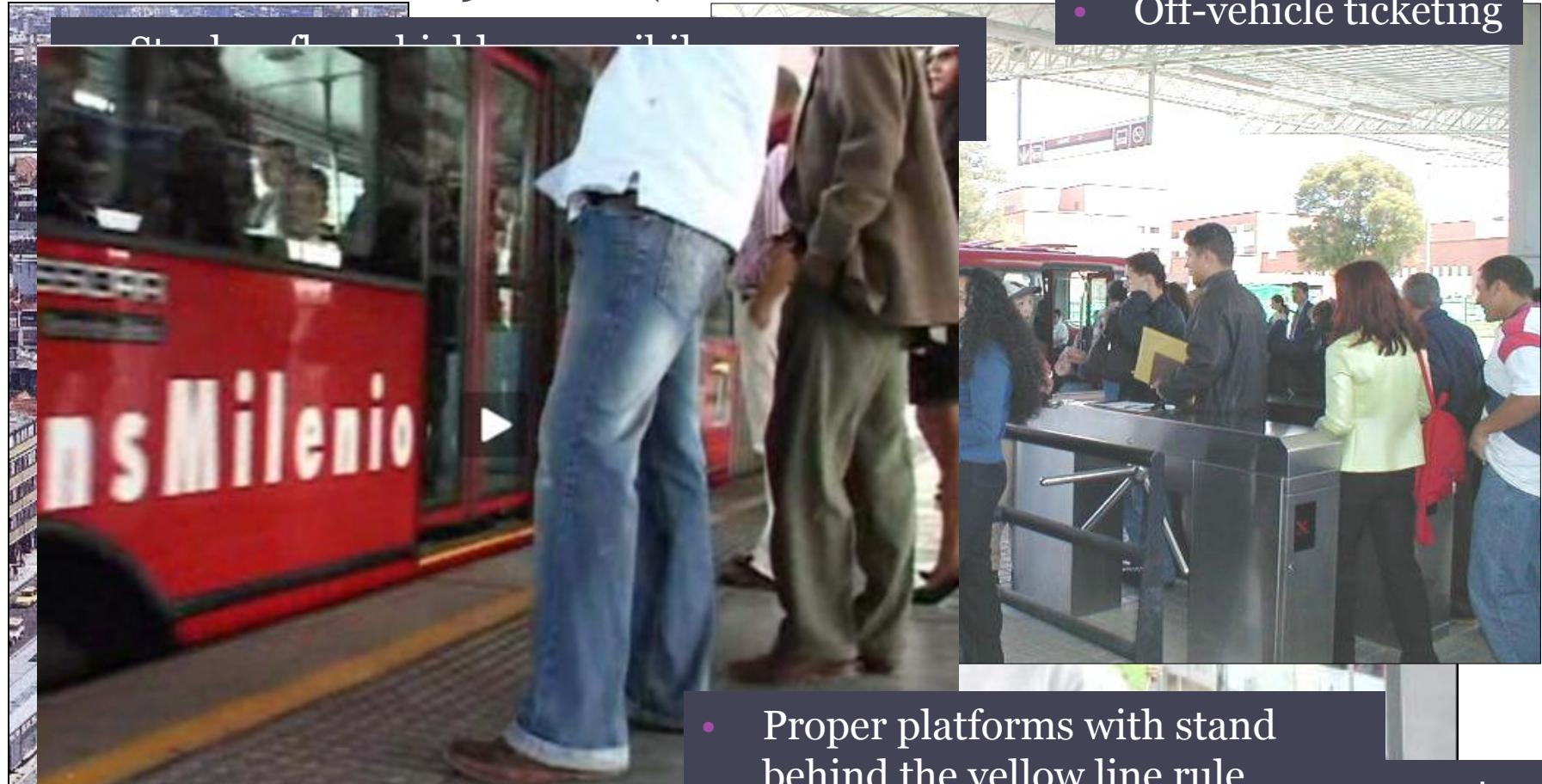
Expressway Rapid Transit (ERT)

Lesser used expressways can become “*rapid transit*” corridors





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



- High frequency
- Right-of-way infrastructure

- Proper platforms with stand behind the yellow line rule

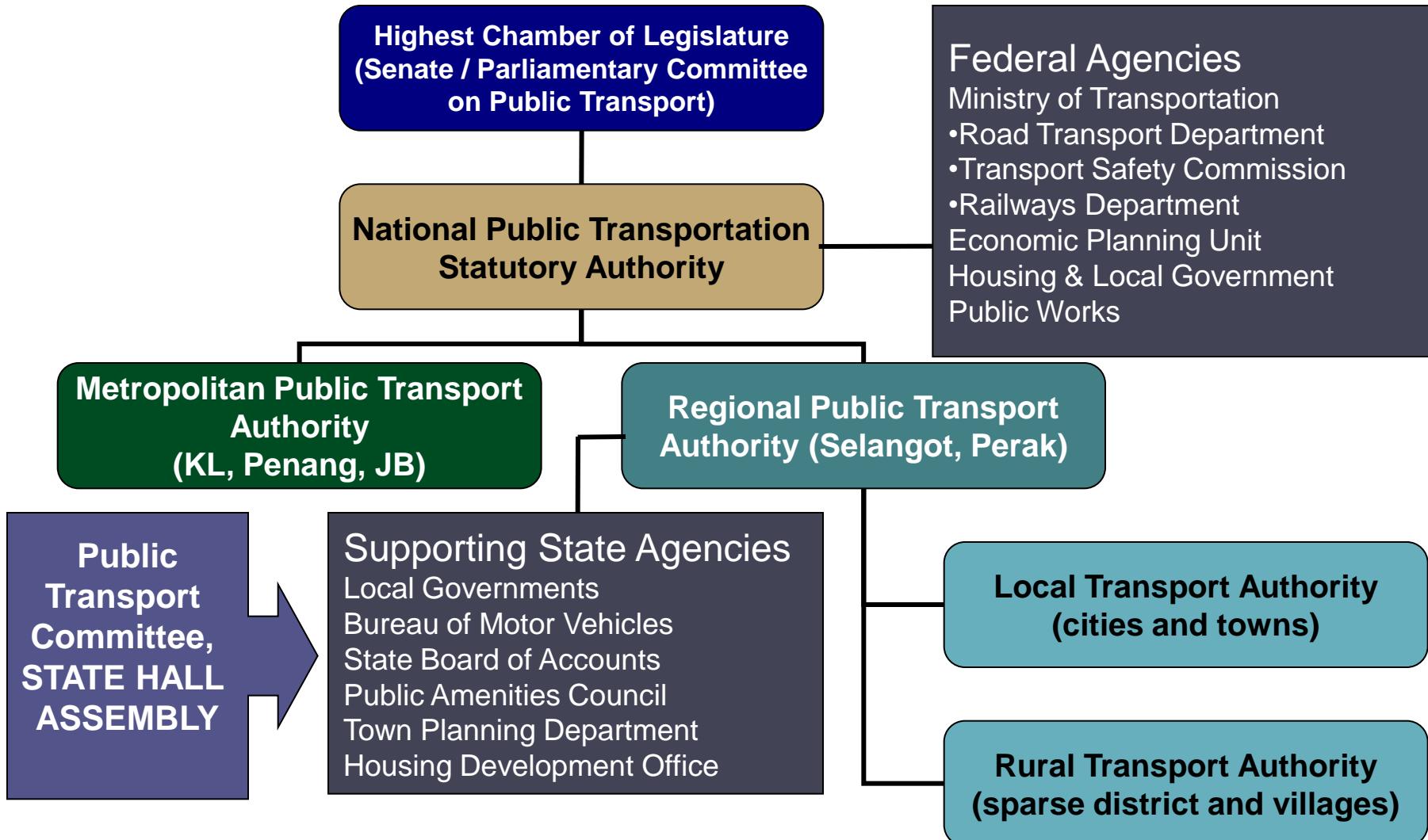
elements

- Off-vehicle ticketing



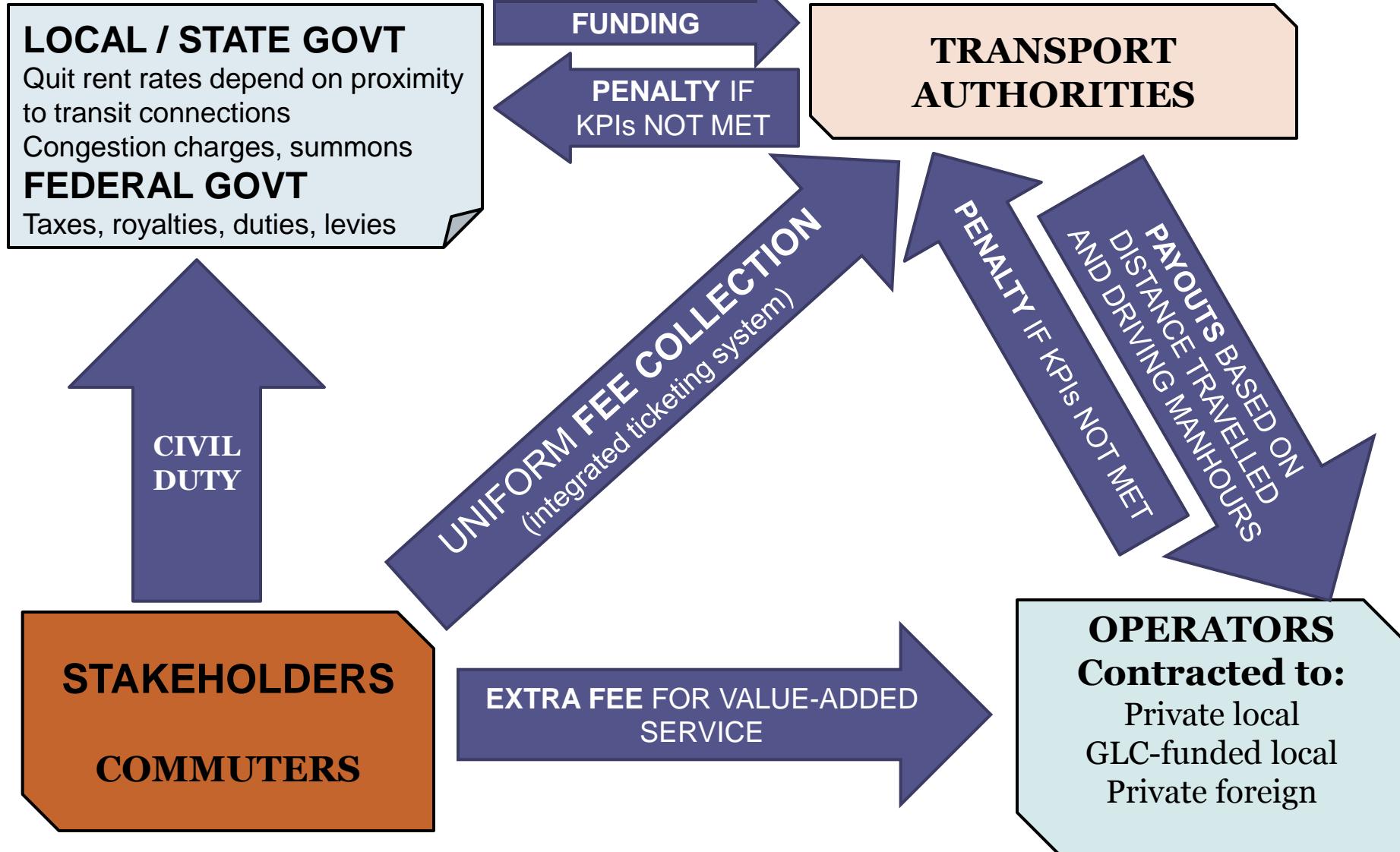
Our Proposed Governance Model

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

