Sustainable Public Transportation

Briefing on Public Land Transport Commission

Moaz Yusuf Ahmad
M Zulkarnain Hamzah
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
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)

State DoR

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

State CVLB

Public Land Transport Commission (Regional?)

STATE ASSEMBLY Public Transport Committee (?)
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**

<table>
<thead>
<tr>
<th>TRAVEL METHOD</th>
<th>TIME TAKEN</th>
<th>OUT OF POCKET COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>RapidKL T645, U80 &amp; LRT</td>
<td>250 minutes</td>
<td>RM 90</td>
</tr>
<tr>
<td>Taxi, Komuter &amp; LRT</td>
<td>180 minutes</td>
<td>RM 70</td>
</tr>
<tr>
<td>Proton Wira 1.6, NKVE</td>
<td>120 minutes</td>
<td>RM 50</td>
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</tbody>
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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

- 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

Rethinking the benefits of LRT
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
Moaz Yusuf Ahmad 012 248 3330
Muhammad Zulkarnain Hamzah 019 2800 608

Association for the Improvement of Mass Transit (TRANSIT)
http://transitmy.org
klangvalley.transit@gmail.com
Twitter: @transitmy

It is easy to join TRANSIT’s online discussion group. Just email klangvalley_transit-subscribe@yahoogroups.com
“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)
Feeds to speedier modes of transport

Slow Moving

Regular Stops

Express

Expressway Rapid Transit

Bus Rapid Transit

Maxi-taxi/Minibus

Trams/Monorail/LRT

MRT/Commuter Train

ERL

Expressway Level

Boulevard Level

Street Level

Lane/Road Level

Regular Line

Bypass Line

Limited Stop Line

Non-Stop Line
Expressway Rapid Transit (ERT)

Lesser used expressways can become “rapid transit” corridors.
Bus Rapid Transit can be described as trains on tyres (TRANSMILENIO, Bogota) with:

- Platform names, stop announcements
- Limited service lines
- High frequency
- Right-of-way infrastructure
- Off-vehicle ticketing
- Stepless floors, highly accessible
- Wide doorways and smooth passenger flow
- Proper platforms with stand behind the yellow line rule
Expressway Rapid Transit is a quick and easy solution (MetroBus, Istanbul)
Our Proposed Governance Model
Structured level of authorities for government agencies to provide holistic direction

- Highest Chamber of Legislature (Senate / Parliamentary Committee on Public Transport)
  - National Public Transportation Statutory Authority
    - Metropolitan Public Transport Authority (KL, Penang, JB)
    - Regional Public Transport Authority (Selangor, Perak)

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

Supporting State Agencies
- Local Governments
- Bureau of Motor Vehicles
- State Board of Accounts
- Public Amenities Council
- Town Planning Department
- Housing Development Office

Local Transport Authority (cities and towns)
Rural Transport Authority (sparse district and villages)
Transit Financing Model

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

LOCAL / STATE GOVT
Quit rent rates depend on proximity to transit connections
Congestion charges, summons

FEDERAL GOVT
Taxes, royalties, duties, levies

STAKEHOLDERS

COMMUTERS

CIVIL DUTY

FUNDING

PENALTY IF KPIs NOT MET

TRANSPORT AUTHORITIES

PAYOUTS BASED ON DISTANCE TRAVELLED AND DRIVING MANHOURS

UNIFORM FEE COLLECTION
(integrated ticketing system)

EXTRA FEE FOR VALUE-ADDED SERVICE

OPERATORS Contracted to:
Private local
GLC-funded local
Private foreign
A New Specialization model

The 4 stakeholders can improve efficiency through specialization

LOCAL / STATE GOVT
Local Development Plans
Transit Oriented Development
State Oversight

FEDERAL GOVT
National Standards & Oversight

COMMUTERS / RESIDENTS
Participate in LA21

CIVIL DUTY

TRANSPORT AUTHORITIES
• Planning
• Oversee Operators

SELECT OPERATORS USING COMPETITIVE AND OPEN TENDER

OPERATORS
Time limited Contracts:
Private local
GLC-funded local
Private foreign

PROVIDING FEEDBACK & INFORMATION

REGULATION OVERSIGHT
PENALTIES IF KPIs NOT MET

PENALTIES USING OPEN TENDER IF KPIs NOT MET