



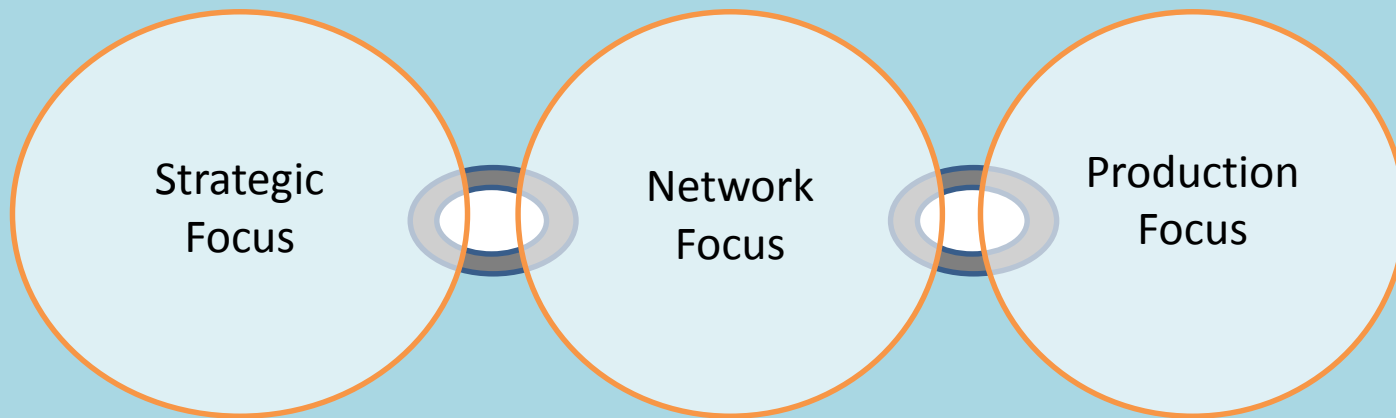
State Government Role in City Bus Improvement The Delivery Chain - Lessons from BRT

Robin Kaenzig, Transport Economist



What is needed for effective delivery of bus operations?

The “**delivery chain**” links the roles, providing the path from strategic vision to effective service delivery



The effectiveness of a system depends on both the roles and the links:

- (a) **clarity on each role’s responsibilities;**
- (b) **effective links along the chain**

Case Study – Lagos BRT Lite

2003

- State Government **recognized transport as a most pressing issue** facing its citizens
- State Governor Tinubu directed the development of a multi-modal mass transport system to better serve the people

2006

- LAMATA established to provide **co-ordination, regulatory functions and oversight** to see delivery of Governor's vision
- Concept for BRT system presented to Governor
- Enabled momentum for new State Governor to negotiate with the NURTW and progress to implementation

2008

- BRT-Lite commences operation, within a period of less than two years from planning to operation
- First BRT Co-operative formed by NURTW to **deliver day-today bus operations**



Ahmedabad BRT

2003

- Gujarat State Government **identified need for improved transport linkage** and was considering was considering Metro rail between Ahmedabad and Gandhinagar. Affordability considerations led to the proposal of BRT as an affordable means of delivering mass transit
- Strong support from the Municipal Commissioner and also the Chief Minister of State who played an active role in project development
- **Technical expertise in planning** by CEPT University

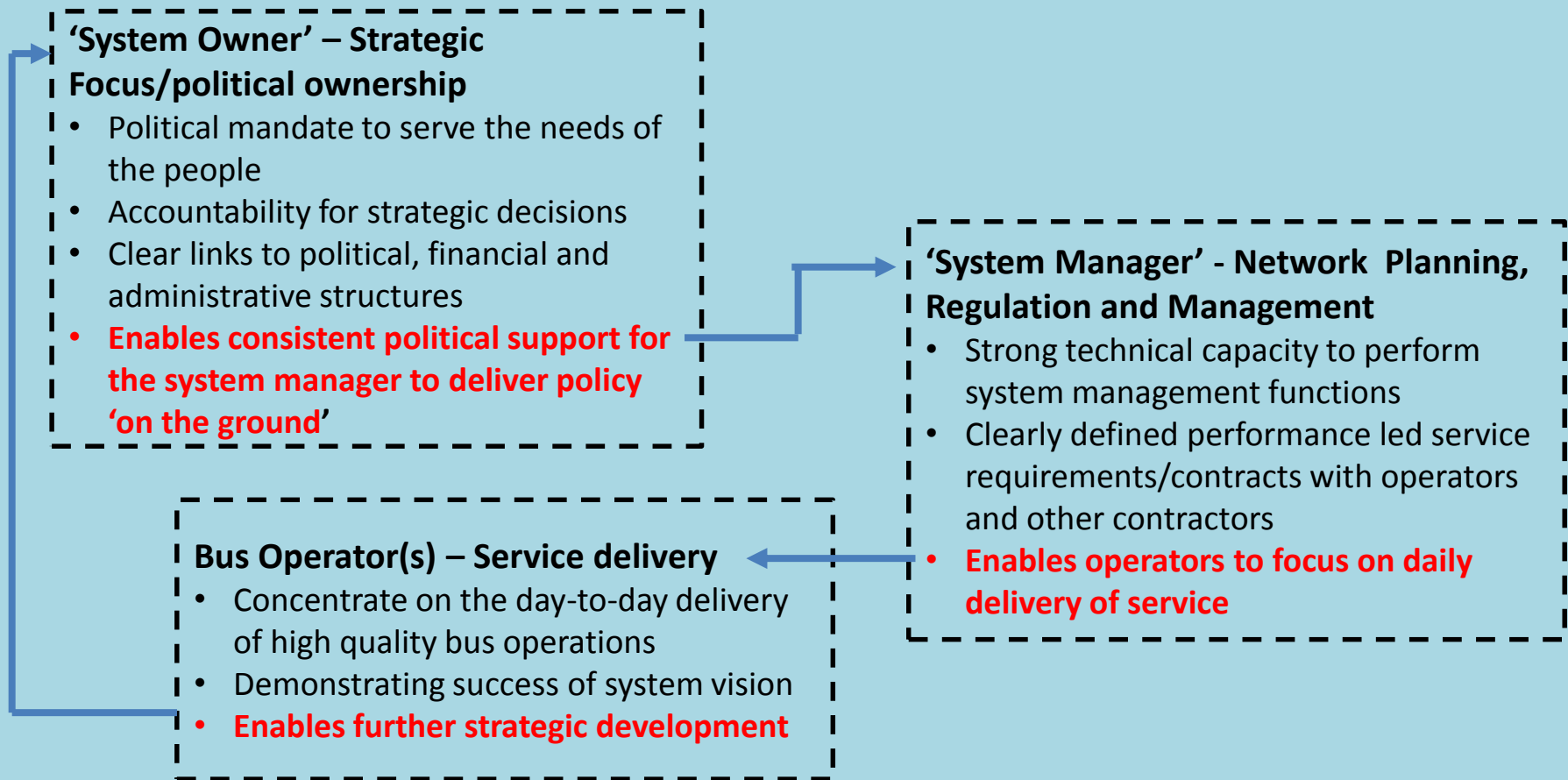
2006

- Construction of first phase of 12 km approved and commitment to finance follow-on phases too reach 58 km of BRT system

2009

- Creation of Ahmedabad Janmarg Limited to **complete implementation and to contract for and oversee operations**
- Phase 1 opened in October 2009, with **bus services operated by Charter Speed Private Ltd** under 7 year gross cost contract

An Effective Delivery Chain for Quality Public Transport



Supporting urban bus services

- Review the delivery chain – where are the areas of weakness in service delivery?
- Is there a need for greater clarity in the defining of roles in any parts of the chain?
- Does each actor in the chain have the necessary support (political, financial, legislative, resourcing) to enable effective fulfilment of their role?
- Is there accountability for shortcomings in performance?

THANK YOU

Robin Kaenzig

robinkaenzig@outlook.com