



**QATAR**2009

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**Bus Rapid Transit (BRT), a  
quick win for urban  
mobility**



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Connecting the world of public transport

# Outline

1. Introduction
2. The concept Bus Rapid Transit (BRT)
3. Four typical approaches for BRT
4. Bus systems in the MENA region
5. What is the MENA approach for BRT?
6. The example of Dubai
7. Conclusions



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# 1. Introduction

This presentation is actually not about Bus Rapid Transit (BRT) but about...

...the fast, reliable and comfortable (public) transport our urban citizens and economies need!



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# 1. Introduction

The classic image of an urban bus is: slow, crowded and dirty!



BRT can be an answer. BRT is “Think Rail do Bus”. BRT can function as a quick win since it is:

1. relatively cheap to construct;
2. has a short period of planning and construction.

## 2. The concept Bus Rapid Transit

The main features of BRT:

1. Segregated busways (bus-only)
2. Good quality bus stops (stations)
3. Clean, modern vehicles
4. High frequency
5. Attractive product name (branding)
6. Ticketing on stops/stations (not in bus)
7. Use of Intelligent Transport Systems (ITS)



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### 3. Four typical approaches for BRT

Four typical approaches for BRT:

- South American approach (e.g. Bogotá)
- European approach (e.g. Amsterdam)
- African approach (e.g. Johannesburg)
- Asian approach (e.g. Changzhou)

BRT is originally a South American concept:  
Curitiba had already a BRT system (1974)  
before the word was actually invented.



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# The South American approach

- High passenger volumes
- Fine-tuning of the BRT concept
- Often in combination with urban renewal
- Example: TransMilenio in Bogotá (Colombia), see NY Times video clip



# The European approach



- Lower passenger volumes
- High Quality of Service / Design
- Often as second / third tier
- Example: Zuidtangent in Amsterdam (the Netherlands)



# The African approach



- High passenger volumes
- Young concept for the continent
- Formalization of the taxi industry
- Example: Rea Vaya in Johannesburg (South-Africa)



Photos: ITDP



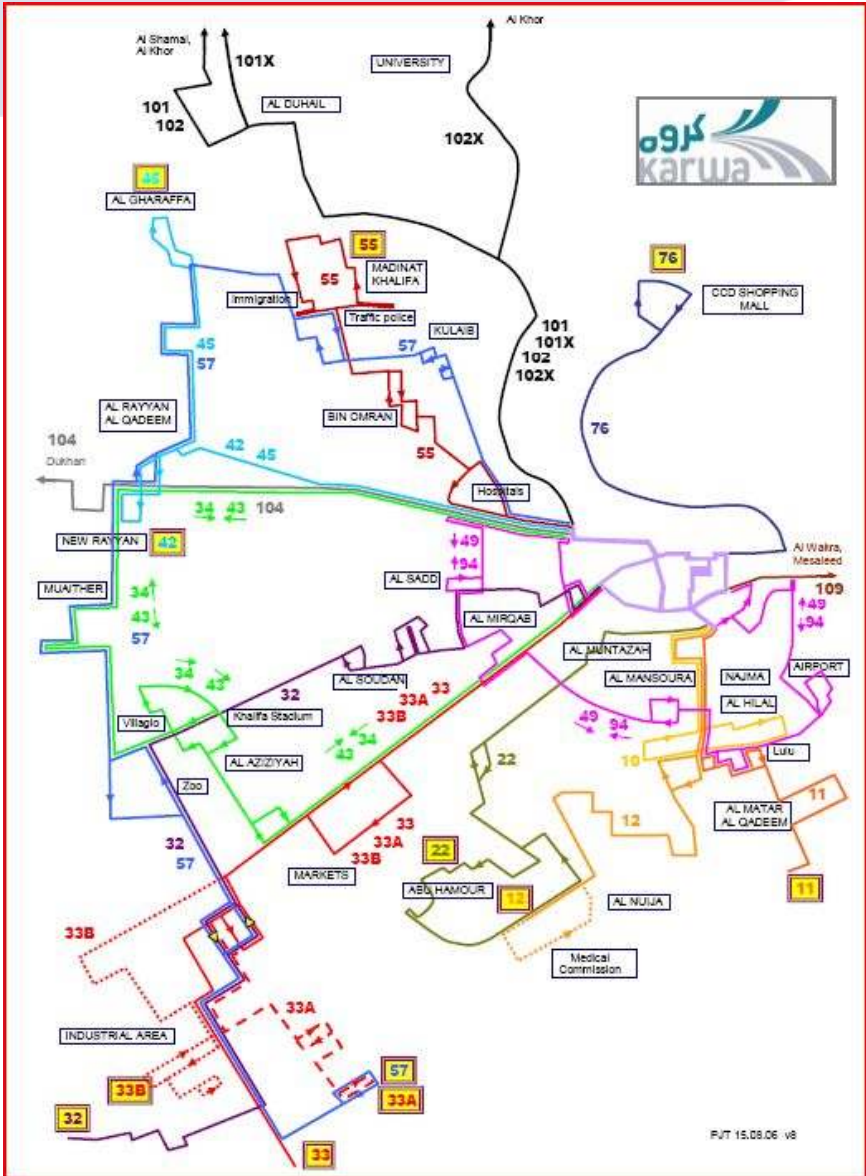
# The Asian approach

- High passenger volumes
- Different forms (Seoul vs. India)
- Boom of BRT systems in Chinese cities
- Example: BRT in Changzou (China)

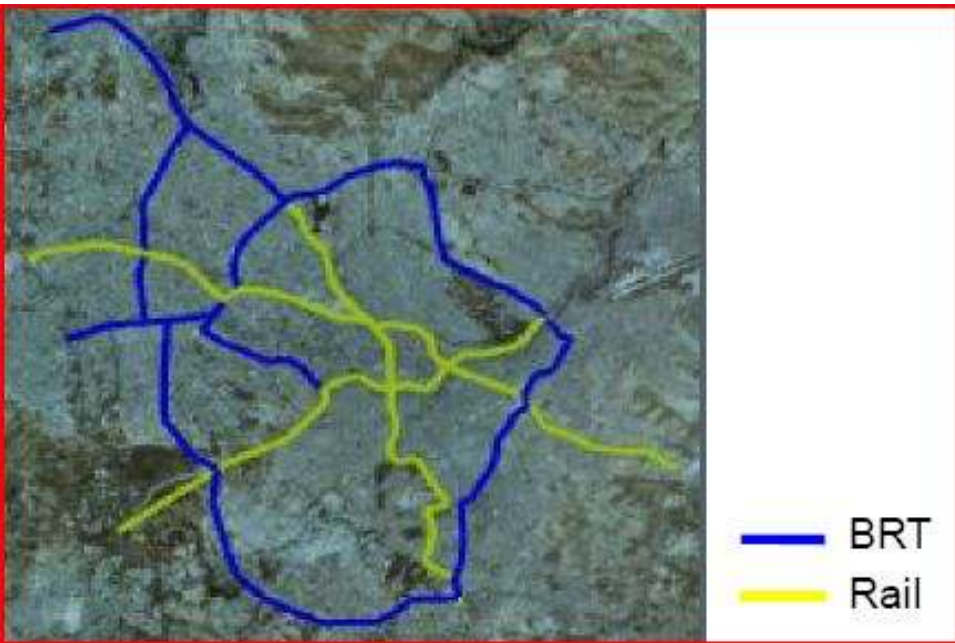


Photos: ITDP

# 4. Bus systems in the MENA region



**Doha:** conventional urban bus network



**Amman:** network of radial railway lines and orbital BRT lines

Tehran, Istanbul in next presentations

## 5. What is the MENA approach for BRT?

An exploration:

- Is BRT 1<sup>st</sup> tier or 2<sup>nd</sup> / 3<sup>rd</sup> tier system for the typical city in the MENA region?
- Focus on 'transport for the masses' or 'high quality of services'.
- Passengers satisfaction is high in areas where informal or overcrowded buses are replaced by BRT.
- BRT supported by measures stimulate use of public transport:
  - integrated ticketing for public transport
  - parking policy, congestion charge

Further issues:

- Current attitude towards public transport
- Sense of urgency (traffic jams, urbanization process, etc.)



## 5. What is the MENA approach for BRT?

A possible MENA approach:

1. BRT as quick win in the process towards sustainable cities.
2. Fast decision making process can enlarge the advantages of quick win
3. Cities where BRT is 1<sup>st</sup> tier system:  
Transport for the masses.
4. Cities where BRT is 2<sup>nd</sup> tier system  
(as addition to metro/tram system):  
High quality of services.





## 5. Conclusions

1. BRT is relatively cheap to construct and has a short period of planning and construction.
2. BRT can be used as a quick win in the process towards sustainable cities.
3. The four typical approaches (South American, European, African and Asian) can be used for the development of a MENA approach for BRT.
4. Since its flexibility, BRT can be applied in different ways in a new or existing network.



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