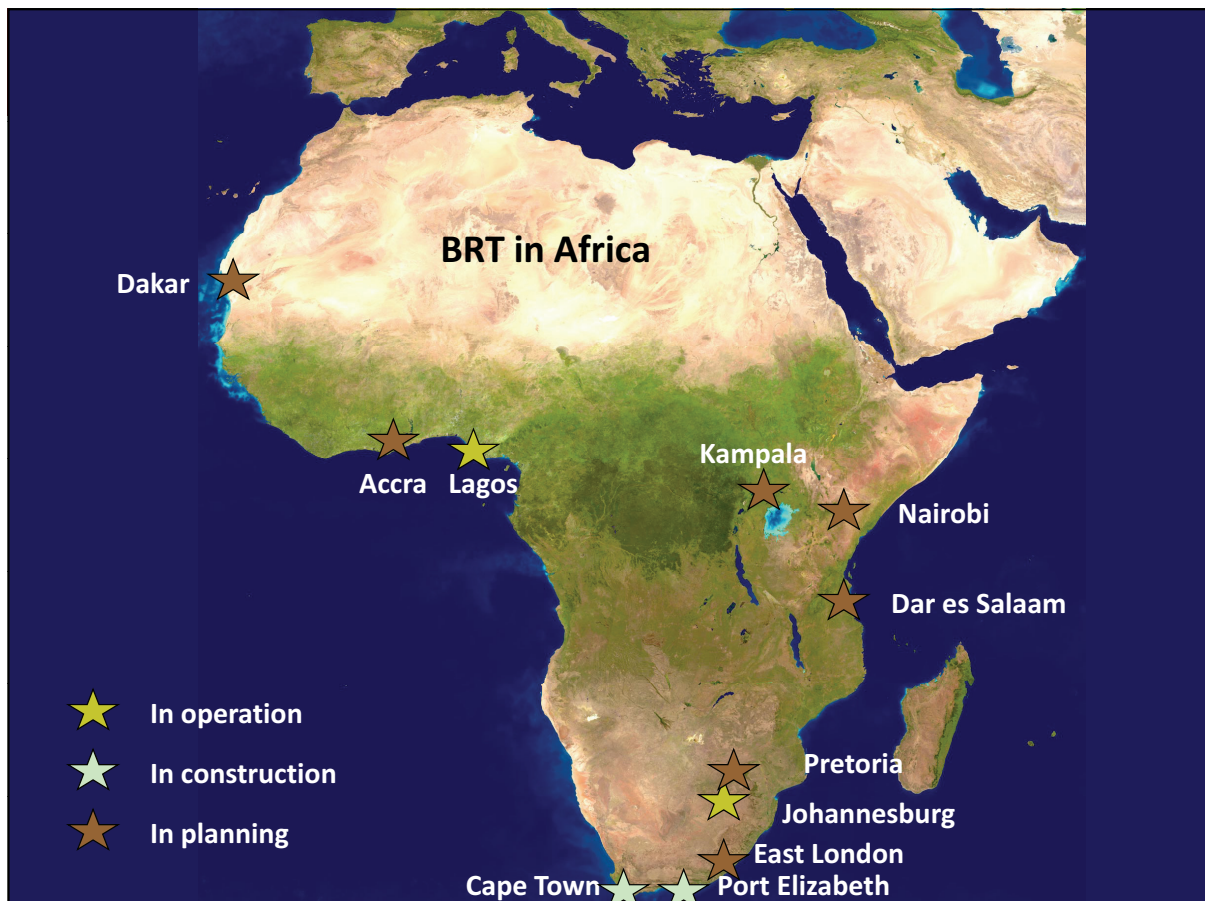


# Bus Rapid Transit in Africa





## High accident and fatality rates





**Abidjan busway, late 1970s**



**Johannesburg**



**Cape Town**



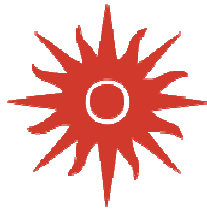
**Port Elizabeth**







## Major events and transformational projects



**Olympics**

**World Expo**

**FIFA World Cup**

**Cricket World Cup**

**Asian Games**

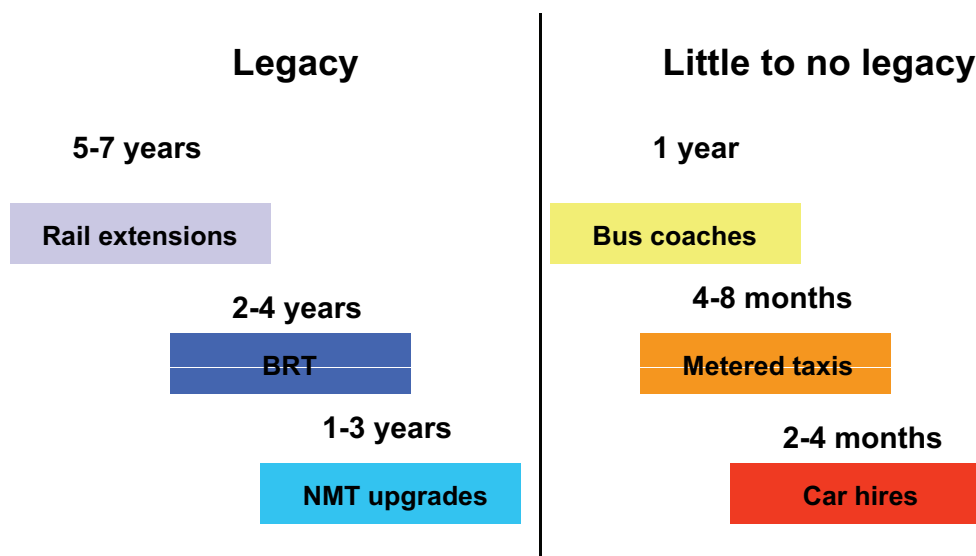
**Commonwealth Games**

**Southeast Asian Games**



## Timelines

**Number of years prior to event that project can be initiated**

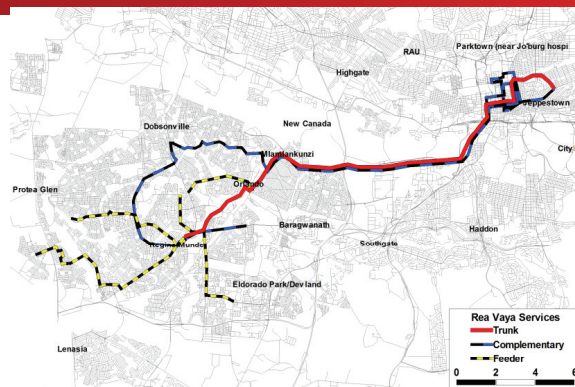


## Rea Vaya: First full BRT in Africa



## Johannesburg Rea Vaya

1. Population: 3.2 million
2. Phase 1A
  - 25 km of busways
  - 143 buses
  - 70 000 passengers per day
3. Operations began in 2009
4. Full Phase 1
  - 122 km of busways
  - 805 buses
  - 434 000 passengers per day





## Phase 1A: Soweto services



## Features

- ✓ **Dedicated** priority infrastructure
- ✓ **Frequent** and **rapid** services
- ✓ **Level** boarding and alighting
- ✓ **Pre-board** fare collection and fare verification
- ✓ **Fare-integration** between routes, corridors, and services
- ✓ **Enhanced stations** that are secure and weather-protected
- ✓ **Clean** Euro 4 vehicles



## Financing Rea Vaya

1. National grant for infrastructure  
R 2.3 billion (US\$ 300 million) to date
2. HSBC developed financial structure, including financing of vehicles by Brazilian development bank
3. German government grant for planning (BMZ/KfW/GTZ)  
€ 2 million euros

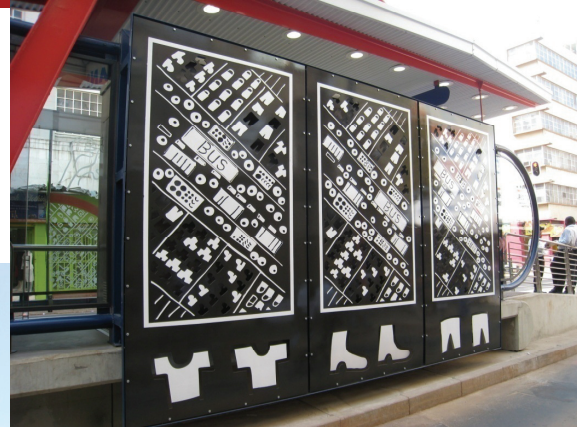


## Universal access





## Station amenities



## Customer service



**Some violence from minibus taxi industry**

**Strong response from National and Metropolitan police**

**Security at stations and in vehicles**



**New system largely supported by existing industry**

**Some elements of the industry have protested**

**Two major strikes have been held**

**Overwhelming support for system from public transport users**





## Port Elizabeth

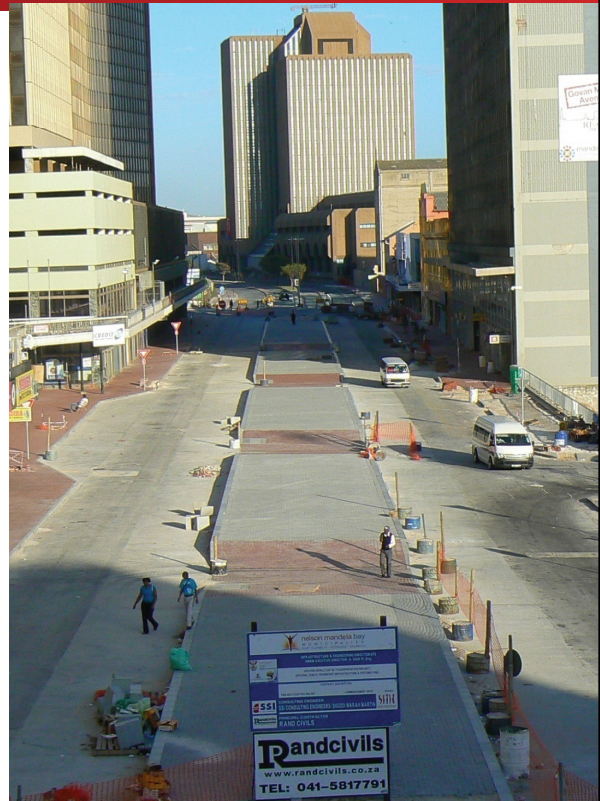
### Phase 1A

- 9 km of dedicated busways
- Completed by June 2010

Phase 1 involves a city-wide re-organisation of the existing services

### Phase 1

- Operational in October 2010

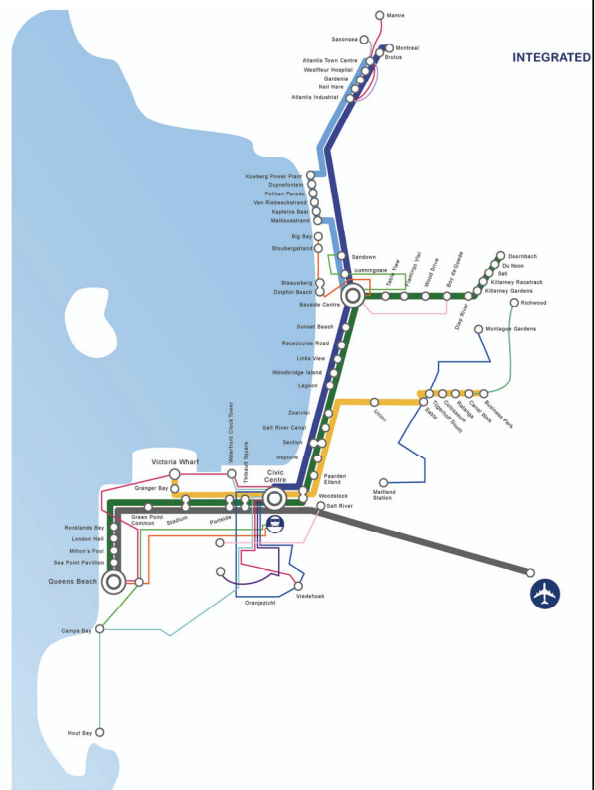


## Cape Town



## Complete integrated approach

- ✓ Full BRT model
- ✓ High-quality feeder services
- ✓ Integrated cycle ways
- ✓ Upgraded pedestrian facilities
- ✓ Transit-oriented development (TOD)
- ✓ Bicycle sharing programme
- ✓ Pedicab integration
- ✓ Parking levy on private vehicles
- ✓ Application to CDM



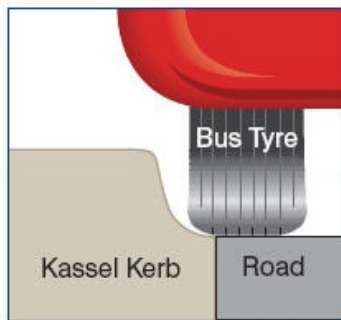
## Innovation: Low-cost colourisation







Smooth contact face



Boot shaped profile



Kassel kerbs

### “Europay Mastercard Visa” (EMV) technology

- ☐ Customers can use bank-issued debit cards or system-issued fare cards
- ☐ Improved security over standard smart cards
- ☐ National inter-operability between different modes and systems
- ☐ Use of card both for public transport and shopping



## Cape Town architecture



## Feeder vehicles and feeder stations



**Universal access with all feeder vehicles**



**Real-time information displays at feeder stations**



## Pedicabs as zero-emission feeders



## Dar es Salaam, Tanzania



**GDP per capita: US\$ 1 300**

## Dar es Salaam project update

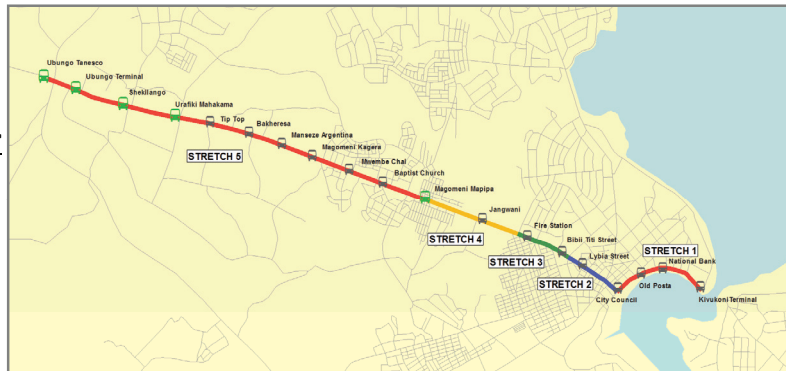
### Morogoro “DART” corridor

**11 km of median busway**  
**17 stations**  
**2 terminals**

**Cycle way development**

**World Bank financed**

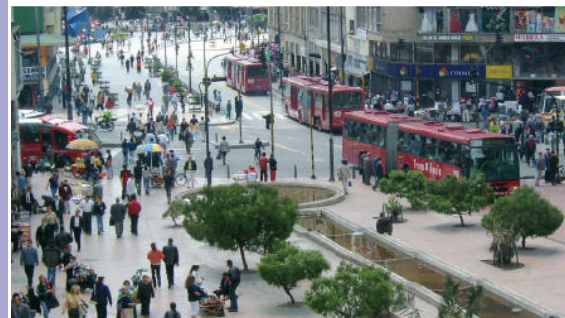
**7 construction tenders**  
**under way**



## Bus Rapid Transit Planning Guide

**[www.itdp.org](http://www.itdp.org)**

**Fourth edition being**  
**developed in 2010**



**Bus Rapid Transit**  
**Planning Guide**  
June 2007



## BRT and football



**Dutch BRT**



**Dutch football**

## BRT and football



**Brazilian BRT**



**Brazilian football**

## BRT and football



**French BRT**



**French football**

## 2010 World Cup Final



**South Korea**

**vs.**



**South Africa**



