

REPORT

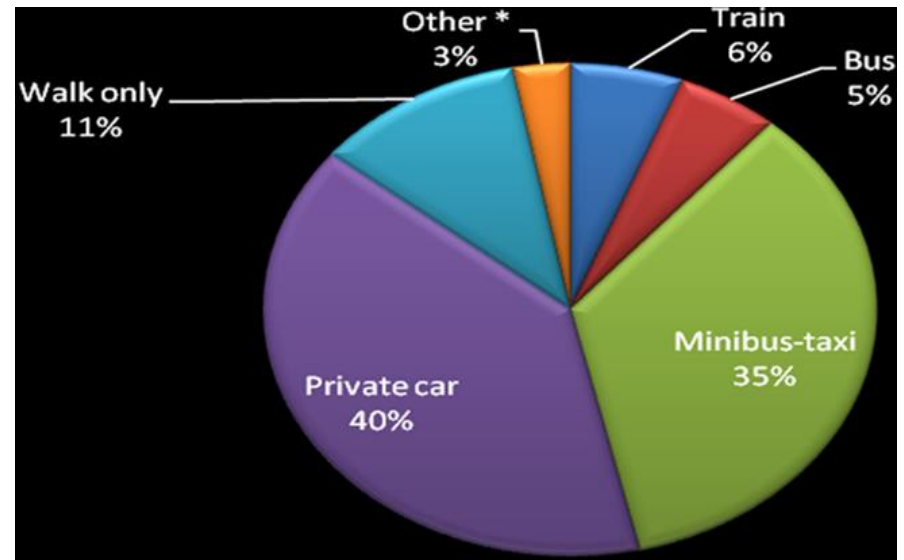
(BY ALEX BHIMAN CITY OF JOHANNESBURG)

REGIONAL WORKSHOP:
PROMOTING SOOT FREE BUS AND
SUSTAINABLE PUBLIC TRANSPORT
13 – 15 JUNE 2017, ACCRA GHANA

Transport modes in Johannesburg

- The main modes are:
 - Private vehicles
 - Mini bus taxis (not subsidised, privately owned – organised in associations)
 - Rail (Gautrain – high class and Metrorail – for the poorest)
 - Bus (City bus fleet, provincial subsidised, Rea Vaya BRT)

Specific challenges arise out of our apartheid spatial legacy (poor people on the periphery) and decades of car centred, security focused planning



Main mode to work

What is our vision for transport?

“A people-centred transport system that is transformed.”



We are guided by:

- Joburg Growth and Development Strategy 2040
 - Liveable city: Very pro-public transport, walking and cycling (ecomobility)
 - Radically increase public transport use
 - More compact city with future development around public transport corridors
 - Support economic growth
 - Actively engage the citizenry
 - Support entrepreneurship
 - Job –intensive economy
 - Low-carbon city economy
- National Public Transport Strategy
- National Development Plan

ROAD TO GREENING TRANSPORT

GOVERNANCE

- **Previous Administration :**

- Ensuring that all new buses that are to be rolled out for bus rapid transit or convention bus use a green fuel
- Refleet existing bus fleets with a green fuel source including replacement and conversion of existing buses

- **New Administration - A Joburg that works is a South Africa that works**

- Priority 9 Preserve our resources for future generations – EuroVI standard
- Outcome 2: Enhanced, quality services and sustainable environmental practices
- Business Plan Focus - Refleeting with clean energy bus fleets
- Contribute to City's goal of environmental sustainability
- Achieve mandate for environmentally friendly public transport

MBS: Conversions and Refleeting

- Refleeting - 150 new buses – DDF Technology. Test bus completed. Achieving 48% substitution rate
- Existing Fleet Conversions - 30 buses done. Remainder of 100 pending funding. 30% gas substitution achieved.
- Targetting 50% optimisation to 70% substitution rate
- DDF Performance Assessment Kick-off: Change management - Driver Capacitation – Technical, Management, Monitoring



Rea Vaya Objectives

- Provide fast, safe, reliable and affordable public transport
- Enable public transport transformation
- Contribute to spatial restructuring and transit orientated development
- Contribute to broad based black economic transformation
- Prevent climate change and reduce air pollution
- Promote social inclusion

Rea Vaya now refers to all quality public transport, walking and cycling – not only BRT



Rea Vaya BRT progress

- We have introduced two phases of Rea Vaya BRT:
 - Phase 1A in 2009 (143 buses, 25 kms of trunk route)
 - Phase 1B in 2013 (134 buses, additional 16 km of trunk routes)
- Passenger numbers are approximately 50 000 per weekday.
- Over 600 taxis have been removed from operations, two bus operating companies (Piotrans and Ditsasmaiso) formed with majority shareholding by previously disadvantaged mini bus taxi operators
- Over 400 ex-taxi drivers now bus drivers of the above companies
- Introduction of EMV smart card has been 'bumpy' but improved reliability of technology and shift to new points system has improved stability
- We are implementing the third phase which will: link N & S, TOD opports – hsg, jobs, quality of life facilities; 588 buses in 3 Phase procurement; Phase A – EVI/Gas; CBA on clean fuel options; Gas infra; Respond to Corridors of Freedom initiative and the growing imperative to integrate with walking and cycling and other public transport modes.

Other initiatives

- CoJ Internal fleet – Since launch of 10 vehicles converted total now at 60
- CoJ Special Fleets: EMS and JMPD Vehicles - 140
- Mini-bus Taxi – Provided support to DORLOTJA Taxi Association Gas Filling Station project. 2 new stations Wynberg, Tshwane
- Initiated focus on Gas Dispensing Infrastructure
- Initiating focus on change management and capacitation for buy-in, technical maintenance and operational efficiency, evaluation and monitoring
- Collaborating with DoT – Sustainable Urban Transport Tsamaya NAMA

CONCLUSION

The new administration has been encouraging in its approach to the green economy and the low carbon shift:

- The Mayor has encouraged green concessionary financing for bus funding bus procurement.
- The MMC: Transport has made site visits to see the gas supply, compressing and dispensing infrastructure at Langlaate and Metrobus Milpark Depot.
- The need is for alignment with new priorities in particular the pro-poor and service delivery impact, efficiency, co-benefits eg better air quality better health.

Thank you.