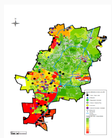
RETHINKING PUBLIC TRANSPORT:

INCREASING ACCESSIBILITY THROUGH RESILIENT AND INCLUSIVE OPERATIONS

THE JOURNEY WE WALKED TO GET TO THE 30th OF AUGUST 2009 (Launch of Rea Vaya):

Why the city of Johannesburg opted for the Rea Vaya Project BRT-

- The transport system was defined by apartheid as a segregated, car-centred special agency for transport
- Transport system designed to keep people apart.
- By the time democracy arrived the was a growing use of private cars.
- Major congestion impacts how people spend their time
- Map index of extreme poverty: where the poorest of the poor living on the periphery of the city spending most of their money on commuting (Locational disadvantage adds to peoples poverty status
- Johannesburg responding to the environmental crisis, inequality and the need to provide dignified transport to its residents



> Creating a bus system that wasnt only about mobility, but was also responding to the environmental issues, the poor air quality, the poverty and inequality in our city and the need to provide dignified public transport system that could respond to the need of all of Johannesburg's residence

When Johannesburg embarked on the Rea Vaya Project in November 2006: we had no reference point on the continent of what a BRT system would look like

The only references were in South America and thanks to ITDP enabled us to take members of our Mini Bus Taxi Sector on study tours to South America.

The model built long before the infrastructure was built on the streets of johannesburg so we could begin a conversation with our communities, our taxi industry, our political parties, and with the Mini Bus Taxis Operators who had captured 70% of the market share of PT against subsidized modes

There was no way we could begin to talk about improving public transport in johannesburg without including The Minibus Taxi Sector

One of the reasons you see so much security, is because so many in the Minibus Taxi Industry saw Rea Vaya as a threat to themselves, as a foreign imposed context that will be taking their livelihoods from them

A large part of the Transformation work we had to do as the City was investmenting in people, in the Minibus Taxi Industry, in buses, and the appointment of experts to assist the Minibus Taxi Industry that were paid for by the City

What kept us going when things were difficult in relation to this transformative project: Was really the vision of an accessible transport system. Accessible to all, including persons with disability, including parents travelling with young children, including issues of women's safety and giving women dignity on the transport system

The price for transformation was a heavy price

A child left without a father and a woman left without a life partner, when he chose to climb onto a bus and people who were opposed to the system shot at commuters on the buses, and her dad was killed in that attack on a Rea Vaya bus

There are many stories of people who lost their lives, to enable this project of transformation, on the economy of transport of the space use of transport, of the change in air quality in our city to happen

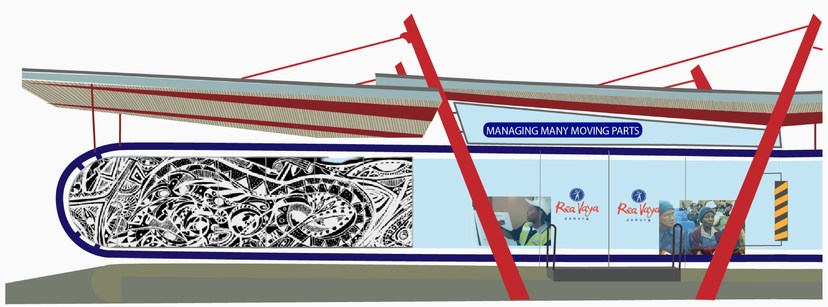
As part of the Transformation: Members of the minibus taxi gave in 585 Minibus taxi vehicles to make way for 134 buses

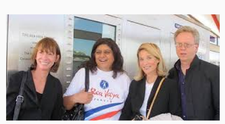
That journey of transformation was not an easy one. The difficulty of colleagues in the Minibus Taxi Sector to give up a business that they knew, that they ran out of their own accord for something that was unknown

That minibus taxi vehicle is not just a vehicle. For Mr Kayni in the picture, that minibus vehicle represents a vehicle that put food on the table for that family, that would have sent the children in that family to school

That journey of transformation of 585 vehicles belonging to over 300 Minibus Taxi Operators had to be handed in to make way for this Rea Vaya system and did require leadership

> The project was never about building roads or stations or busses, it was about the people





2006 Mayor Amos Masondo appointed me as the Political head for transport in The City of Johannesburg

The Major in all his wisdom of extreme portfolios he created it as a new portfolio in 2006, it had historically been part of the Development Planning, Transport and Environment Portfolio

Johannesburg had been announced as the host city for the FIFA 2010 World Cup

Mayor Masondo put pressure on politicians, on city administrators in the municipality asking us two questions:

1. What Legacy of the hosting of the world cup leave for the residence of our city
2. How do we use the pressure of the world cup to do things we wouldn't ordinarily have done but the fact that the eyes of the world were upon us, meant that we could do things that much faster

The Mayor had had a range of Legacy Projects

The planting of 200 000 trees in the Southern parts of Johannesburg, Cleaning up rivers, housing projects and Rea Vaya was part of the 2010 Legacy Projects

"Major Masondo schooled us in that: Leadership is dispersed across society"

We needed to recognize the leadership of the Minibus Taxi industry in South Africa

Mr Eric Molwanje (Chairperson of the greater Johannesburg Taxi council) and Mr Jerry Mabaso Matsela (Chairperson of top six) The leadership of these colleagues and others played in allowing us to get this project was vital

There was no way the City could have done this project on its own

On the 30th of August: First fully fledged BRT system on the continent

The Mayor had to triverse intergovernmental relations with Province and National

"I was not easy working with the Minibus Taxi Industry I guaranteed to get this project going. A Lot of the funding did come from Provincial Government. Thereafter Some of the funds had to come from the Provincial Department of Transport. The City lead the project

The leadership went on to Provide the leadership in our own country, in our own continent but in fact we had the opportunity to have Ms Pumzile Mlambo-Ngcuka NY Commissioner of transport and planning, the former head of ITDP visiting a Rea Vaya station taking inspiration

The project did not only inspire other cities but a global– Taking inspiration around people centered transport system

Public Participation

In managing the Rea Vaya projects was managing many moving parts with 26 different work streams running concurrently

- Public participation: when a woman in a wheel chair in a community meeting said "I can't get on the bus without needing someone to push my wheelchair, and I will be able to leave the township and go into the inner city on my own", we all knew when we built this
- Professionals working with communities to design together, from bus look and feel, station design, toilets– all were co-created with community members together with professionals
- People thought it was just roads and stations, but it was a lot of station came up: Young people walking past, taking pictures with their phones, with guns, and saying "Ma'am, we want to be off the stations that they unloaded to us were only things they saw in movies. Things they only thought happened in other parts of the world
- Political and technical components working together for the bigger vision was very important

> At the tip of Africa you could have a world class public transport system that gave dignity to people, but also included the Minibus Taxi Industry at the heart of the transformation of public transport was really something that was the pride for the people of Johannesburg

QUESTIONS FROM THE CHATBOX

Did the government provide any incentives to the BRT more so that the operation was going to either increase fees of maintain low fees to encourage the marginalized communities to afford. what is the status today?

We tried to keep the fares in line with what people were paying in minibus taxis - fares remain affordable and the system is currently looking at differentiated fares for peak and off peak

Tell us about how compensation was done for those who did not want to join BRT?

No compensation for those who chose not to join the system - they continued to operate in competition with the new system

Did the system have transfer stations from BRT to feeders?

Like in Tanzania, Where some of the Feeder buses were kept in place at the end of the BRT lines.....do you think if this was applied to your stories would it have made the transition smoother?

Rea Vaya runs with 3 types of service: Trunk Routes / Complementary and Feeder buses. Trunk Routes are dedicated infrastructure with median lanes and stations on the route. Complementary Routes start in mixed traffic busses have doors on both sides enabling curb side pick up as well as docking at stations. Feeder Buses pick people up in local areas and drop them off at stations to transfer to trunk services

What lessons can you give other cities on things you believe you could have done better. Especially on the participatory and engagement process.

I would suggest that whilst you learn from others internationally - make sure you understand your local conditions and what you are solving for

To Ms. Rehana Moosajee
Thank you for your great presentation.
I have a direct question about Taxi and Minibus sector; Did the operation revenues of this sector decreased/ or increased or else after BRT operation?

Modelling indicated that Fare box revenue would cover the operating costs when the project was approved by council which didn't happen

Rea Vaya is an amazing achievement with wide ranging benefits - what are your thoughts on the transferability to other cities in Africa. Wat would be your main point of advice?

Understand what you are solving for, your conditions and what your are addressing

Nice presentation -
Question: what lessons can you give other cities on things you believe you could have done better. Especially on the participatory and engagement process.

Clarity of vision/ Leadership / Technical capacity and know what you're solving for

Having a vision for what you are trying to solve for, having many moving parts and you need to understand your circumstances. People want to show you projects from South America and Johannesburg and you need to know what you are trying to solve for and what you can adapt into your own context

During the transformation did you include the transport trade unions as stakeholders . Anna Karume IT

Yes, we had an internal stakeholder committee and transport trade unions were represented on that

How protesting Operator were managed-Ami DART

Resistance was largely a factor of it being the first system in the country and had a lot to do with who in the minibus taxi industry was involved

We wanted to include the minibus taxi industry but wouldn't be held to ransom as the city by in industry so the army had to be brought in and alot of security

We kept trying to talk and negotiate / there were court cases and we also relied on law enforcement agencies

In light of environmental sustainability, please could you describe the type of BRT buses that were brought in?

Euro IV buses

Is it PPP system? Is the BRT more affordable than the minibuses and how do you deal with the last mile issue that may be the only advantage of minibuses despite their many issues

SA Legislation on PPP is very onerous so whilst there are elements of a public private partnership it was not a full PPP

To what extent has the system accounted for 'first' and 'last' mile connectivity?

Rea Vaya was never meant to be a stand alone project. It was supposed to be integrated with NMT projects and transformation, I believe we could have done better on that

The taking away of 585 private buses, how did you compensate the owners

Owners formed companies - they became shareholders in Pioneers - the bus operating company - had a 12 year contract. Also received compensation for loss of income during the negotiation phase. We also looked for other value chain opportunities within the system

If you were to do it again, will you do it the same way?

Hindsight is a perfect science. - obviously there were things we could have done better but I think under the circumstances all parties did the best they could.

What is the ownership model and what is your view about public ownership of public transport?

City owns the stations / the fare collection system and depots. Buses belong to the operating company

Contract for 12 years, compensation detail. Getting shares in the operating company and needed to prove it had the management capacity and capabilities

I believe that public ownership of public transport is important

Did mini bus drivers behave differently from minibus owners? (it could simply be just a change of job for one group).

We negotiated the commercial deal with owners. The formal conditions of employment meant that drivers were better off in the new system. However, many drivers were threatened by the anti BRT protesters with one even having his home petrol bombed. It was said that soon after operations started the drivers went on strike.

What the transformation in conditions for mini bus taxi drivers had to be retained suddenly had more formal working conditions and benefits

Drivers went from informal working conditions to formal contracts of employment with benefits like medical aid, pension, unemployment insurance, uniforms and leave days. They also received training in driving buses and customer care

Do you have any advice for areas dominated by commercial motorcycle?

Involve people as you try to seek solutions

Are the former minibus taxi owners financially better off?

I subsequently left the city so am not sure but the operators have continued to receive their fee per km payments.

> Thanks Rehana, that was beautifully done. I love 'human' touch this project had. I think my quote of the day is "this project was more than building roads." thanks again.