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Rationale

• To provide users with improved public transport in terms of quality, reliability and safety
• To provide residents with better mobility, accessibility and environmental sustainability
• To provide a catalyst for land use restructuring and economic development
• To provide operators with a more profitable and sustainable business model (and to provide a model for accessing subsidy for (IRPTNs)
• To provide workers with improved conditions of employment
Phase 1 BRT Network

Approx 122 kms and 150 stations
Phase 1A Network for 2009

Approx 40 kms and 48 stations
Phase 1B Network for 2010

Approx 86 kms and 102 stations
• Phase 1 approved by Council in November 2006
• Phases 1A and 1B approved in October 2007
• Estimated costs……..

⇒ Infrastructure >R2-2,5bn (10% PTIS)
⇒ Buses >R2,0bn
⇒ Operating Contracts >R5,0bn
⇒ TOTAL >R10bn
BRT work streams

- **Project Management**
  - Funding
  - Financial modelling
  - Financial controls
  - Risk management
  - Legal
  - Programming
  - Marketing & Communications
  - Stakeholder management
  - Values
  - Probity

- **Operations**
  - Taxi
  - Bus
  - Operator business plan

- **Operational design**
- **Service development & operator contracts**
- **System hardware – ITS**
- **Institutional plan**
- **Safety & Security**

- **Infrastructure**
  - Lanes & Stations (JDA)
  - ITS (JRA)

- **Planning**
  - System hardware - fleet
  - Environmental
  - TDM
  - NMT & PWDs
  - Land use & urban design
## BRT project team

**National DOT & Treasury**

**Executive Mayor**

**MMC: Transportation**

**City Manager & EMT**

### Core Project Office
- Project Manager
- Infrastructure Manager
- Legal Advisor
- Admin support

### Lanes & Stations
- JDA: 5 Project Managers

### ITS
- JRA: 1 Project Manager

**City’s consultants**
- Taxi liaison
- Taxi support
- Taxi audit
- Operator skills audit
- Operator funding/ECAs

**GTZ Team**
- ITS
- Institutional
- Bus contracts
- Environmental
- Operator Business Plan

**GEF/UNDP Team**
- Marketing & Communications
- Legal
Probity Advisor reporting to and advising JRAS on………….

⇒ Governance
⇒ Processes
⇒ Finances
⇒ Procurement
⇒ Contracts, etc
Taxi & Bus operator engagement

- MOUs now signed with both the taxi and bus industries to work with the City to explore BRT
- Taxi operator engagement is very extensive – including the Steering Committee, Technical Committee and 18 affected associations
- Assistance being provided by City to BRT Steering Committee into consulting and logistical support
- Bus operator engagement involves one group comprising PUTCO and Metrobus
- Working towards joint negotiating forum
Operator business plan

- New bus companies (comprising incumbent taxi and bus operators) will be contracted to operate the system
- Conceptual operator business plan has been developed based on Phase1 services and depots, and five (5) operating companies are envisaged
- Key principles and criteria for participation are currently under discussion
- Database of affected taxi operators underway
- Skills audit underway
Principles of operator business plan

- Contracts - negotiated, gross, performance-based, five, combined bus types, length
- Depots – public ownership, one per contract
- Operating companies – incumbent affected operators, combined taxi and bus, existing market share/permits/operating licences, JV companies
- Fare management by government
- Employment neutral
Being implemented by JRA and it consists of several electronic components of ITS, namely:

- Fare system
- Automatic vehicle location system (GPS)
- Passenger information system
- CCTV system
- Advanced Traffic Management System (ATMS)
- Control centre – at Martindale
Fare System - Contract Structure

- Rea Vaya BRT agency
  - AFC consortium (issuer of single application cards)
  - Top-up Vendors
  - Station contractor
  - PASA
  - EMV Bank card issuers
  - BRT System’s Bank
  - Bus operators
Infrastructure contracts

- Preliminary design, detailed design, tendering and construction being carried out variously on 22 contract
- Detailed capacity and traffic engineering work being undertaken in the Inner City and along the various sections
- Environmental approvals proving to be challenging
- All infrastructure being accessible to people with disabilities
Stations

- Station tender has evaluated and award is imminent
- There will be one prototype station by October 2008, with all of the rest being constructed off-site in a modular fashion
- Fully accessible to people with disabilities
Edith Cavell
Joubert Park
Greater Ellis Park
• Working within NDOT’s minimum uniform BRT bus specifications
• Euro 4 Diesel and bus specifications approved by Mayoral Committee
• Every bus will be accessible to people with disabilities
• Expression of Interest to be advertised in the next week
• Full tender after funding model is designed – probably in September 2008
TENDER NO. A295

REA VAYA BUS RAPID TRANSIT SYSTEM – PHASE 1A

REQUEST FOR INFORMATION FROM BUS MANUFACTURERS

GENERAL INFORMATION
The purpose of this Request for Information is an invitation to all bus manufacturing companies to submit their product offerings to the City of Johannesburg in line with the requirements as set out in the Request for Information document for Phase 1A of the Rea Vaya Bus Rapid Transit (BRT) System.

This Request for Information is intended to:
• Determine the availability of the required bus specifications for Phase 1A of the BRT
• Assess the ability of manufacturers to deliver the requisite number of buses for Phase 1A of the BRT by mid-April 2009
• Identify suitable, experienced manufacturers that would be invited to participate in the final fleet tender process for Phase 1A of the BRT.

Tender documents will be available as from Friday, 15 August 2008, on payment of a non-refundable amount of R100.00 per document. Cash payment must be made at the Metro Link Reception area before collection of the document on the 15th Floor, Metropolitan Centre, 158 Loveday Street, Braamfontein. Tel: (011) 407-6352/6281.

A non-compulsory briefing session will take place at the BRT Boardroom, 11th Floor South, JRA Building, corner of Jeppe and Sauer Streets, Johannesburg on Monday, 25 August 2008 at 09:00.

Sealed completed documents and supporting documentation must be externally endorsed with the Proposal/Tender No. A295, Rea Vaya Bus Rapid Transit System – Phase 1A: Request for Information from Bus Manufacturers, and placed in the tender box at the main entrance, Ground Floor, Main Admin Building, 158 Loveday Street, Braamfontein before 10:30 on the closing date of Monday, 15 September 2008. Tenders will be read out at 11:00 in the vestibule (main entrance), Ground Floor.

ANY TENDER RECEIVED AFTER 10:30 WILL AUTOMATICALLY BE REJECTED AND NOT CONSIDERED.

Enquiries must be directed to Hannes van der Merwe at (011) 870-4550 or, alternatively, e-mail: hannesv@joburg.org.za

Telephonic, e-mailed and facsimile tenders/proposals will not be accepted.

joburg

a world class African city
Environmental benefits

• Largest ever climate change project in Johannesburg with a huge improvement in air quality
• If only 15% of car users who live within 500m switch to BRT

⇒ 382 000 tons of CO₂ saved by 2010
⇒ 1,6m tons of CO₂ saved by 2020

• Applications being developed to have the project approved for Clean Development Mechanism (CDM) credits
Job creation

- 46,210 job opportunities from construction or 11,000 person-years of work
- 5,415 operating jobs (stations and bus companies)
- 100 as system manager
- In total, Phase 1 BRT will create over 51,000 jobs (excluding bus manufacture/assembly process)
Some lessons learnt

- Dedicated BRT project team is essential
- Try to get help from people who have done it before
- Running so many work streams in // is high risk
- Taxi industry participation is challenging
- Bus industry participation is challenging
- High infrastructure tender prices
- Environmental impact analyses
- Fare system specs and delivery times
- Bus specs and delivery times
- Congestion during construction