VREF
project governance
metropolitan transport
part II
governance of BRT
BRT governance in modernizing/developing/industrializing countries

- Latin America (Onesimo Flores, Rodrigo Diaz)
- Sub-saharan Africa (Jackie Klopp and others)
- India (Shalini Sinha)

- NOT China, not Indonesia
BRT in *modern* countries:
- Just another mode

BRT in *modernizing* countries:
- one promise
- two problems
The BRT promise:

’BRT is more cost-effective than other modern alternatives: metros, commuter rail’

true, but ...
BRT two problems in modernizing countries:

problem 1:
- must compete with *existing* public transport

problem 2:
- needs more *sophisticated* public institutions than *existing* public transport
problem 1: The *existing* public transport

- minibus industry (LA, SSA), 2- or 3-wheeler (IND)
- profit driven
- line by line (if at all)
- fragmented **and** flexible
- lightly regulated and badly enforced
- seen as ’pre-modern’
- poorly understood
- politically powerful

= *strikes back if not co-opted*
= takes *political* skills
Problem 1 conclusions

= BRT almost (?) always needs subsidies
= rarely foreseen!!
= BIG problem in expanding!!!
Problem 2: the need for *more sophisticated public institutions* than the status quo

- reasonably competent public administrations
- rule of law?! 
- political rulers being held to account

*if not: risk of capture, nepotism, clientelism ...*
Need for competent public administrations

- meritocratic and impartial (Max Weber!)
- democracies without are politically empty!!
- enormous literature (Fukuyama, North...)
- descriptive ON WHAT they should look like
- NOT prescriptive ON HOW to arrive at them
The two REALLY BIG BRT questions:

1) can BRT *contribute* to modernizing the relevant public institutions?

2) will BRT do this *with* or *against* the status quo public transport industries?
The three papers illustrate this very well!