

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-wheelers (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!