KEY ISSUES IN THE FUTURE DEVELOPMENT OF OUR TRANSPORTATION SYSTEM

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OBJECTIVES

- To identify the key issues affecting the development of a Transportation System for Trinidad & Tobago.

- To highlight some of the Policy items which need to be addressed going forward.
Transportation System Characteristics

- Well Developed Highway System linking E-W and N-S communities
- High Per Capita Vehicle Ownership - 500 veh/1000
- 95% of public transportation by 13,000 privately-owned 4-5 passenger sedans and 5,000 privately-owned 9-25 seater para-transit vehicles.
- “PH” taxis operate on rural routes and unsociable hours but also affect the livelihood of legitimate taxis. Certain Traffic Regulations encourage this.
Transportation System Characteristics Cont’d

- State Owned bus company, PTSC, operating 300 medium, full-sized and articulated buses per day.
- Both Bus and taxi services operate without published schedules.
- Priority Bus Route (PBR) from Arima to Port of Spain
- Heavily Subsidized low-volume luxury Water Taxi System linking North to South.
Transportation System Characteristics Cont’d

- Public Operations :-
  - PTSC - 11m pass.; Op Subsidy - $300M.
  - Water Taxi - 0.5m pass.; Op Subsidy - $50M.

- Private Operations (Maxi-Taxis and taxis) - 275m pass trips per year. Unsubsidized, Assets $4.5Bn. - 40,000 direct jobs.

- No coordination, published schedules, rates
Key Policy Issues

- Mobility of People Not Movement of Vehicles.
- Institutional Strengthening
- Sustainable Transportation Development
- Increased Role for The Private Sector
- Sustainable Funding for Services
Mobility of People Not Movement of Vehicles

- We cannot Build Enough Highways to Solve Traffic Congestion Problems.
- Policies Need to Encourage High Occupancy Vehicle Usage.
- Postponement of rapid rail should not mean delay in the implementation of a mass transit system.
- Use of the PBR to move cars in emergencies is counter-productive. Cars can’t die - people can.
Institutional Strengthening

- Current Institutional Arrangements do not adequately provide for transportation demand management, transportation planning or public transportation planning & regulation.

- We need to collect and analyse data and make decisions on a continuous basis regarding:-
Institutional Strengthening cont’d

- Transportation demand management: Immediate & Short-term decision making, including traffic management
- Transportation Planning: Medium and long-term decision making regarding the entire transport sector & intersecting with land use planning
- Transit planning and regulation: Coordination and oversight of the entire public transportation sector.
Sustainable Transportation Development

“Sustainable Development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs”

1. Integrated Land Use/Transportation Planning

- National Physical Development Plan (none since 1984).
- National Spatial Development Strategy (2014)
- National Transportation Policy (none since 1967).
Integrated Land Use/Transportation Planning cont’d

• Poor Planning results in:-
  ► Unnecessary Travel
  ► Congestion
  ► Unregulated Development & Services
  ► Wasteful Subsidies
2. Develop Clean, Safe, Efficient, Affordable Public Transportation Options

- A mass transit system is one that :-
  - Is available to all paying passengers
  - Carries multiple passengers with different origins, destinations and purposes
  - Coordinates services creating reliability and predictability in the system of operations.
Efficient, Affordable Public Transportation Options cont’d

- Mass Transit Systems include:-
  - Commuter Trains
  - Rapid rail
  - Light rail
  - Trams
  - Bus Rapid Transit
  - Guided Buses
Efficient, Affordable Public Transportation Options cont’d

- Require Proper Analysis of Travel Demand Patterns

- Choice of Vehicle type/size/technology based on cost effectiveness.

- Operating Policies based on National Transportation Policy Objectives
Source Yabe, T and Nakumara, F. Journal of the Eastern Asia Society for Transportation Studies, Vol. 6, pp. 408 - 422, 2005
3. Ensure Access to Affordable Rural Transport Services

• the establishment of a National Transit Authority to determine and ensure delivery of minimum standards of transportation services to all communities.

• PTSC has put 99 buses on 66 new rural routes over the last six years.
4. Address the mobility needs of special groups e.g. elderly and disabled

“ A Universal Design Approach to Meeting The Needs of People With Disabilities...will benefit many people without Disabilities...”

Establish Minimum Standards for provision of services and facilities for persons with disabilities.
5. Facilitate walking & non-motorized transport in urban centers

- There has been no planning or infrastructure development in this area.
- The streets of major urban centers are not pedestrian friendly
- Bicycles, scooters and motorcycles are underrepresented as a transport mode
6. Reduce Air Pollution & Carbon Emissions

- GOTT has set up a high level Task Force mandated to implement measures required to maximize the use of Natural Gas in Trinidad and Tobago. The terms of reference include:
  - Updating the Petroleum (CNG) Regulations
  - Developing a Public education program for the green fuel
6. Reduce Air Pollution & Carbon Emissions cont’d

- Moving from less than 1% to 15 - 20% of the vehicle population (i.e. about 75,000 to 100,000 vehicles) to CNG, especially the high mileage vehicles
- A 40% reduction in liquid fuel volumes which in turn will significantly reduce the petroleum subsidy bill
- A 10 - 15% reduction in the carbon footprint of the transportation sector.
- Targeting up to 20 dedicated and 40 multi-fuel CNG filling locations, as well as 20 CNG conversion/repair centers
6. Reduce Air Pollution & Carbon Emissions cont’d

Given the rapid growth of Electric Vehicles (EV) developed by major auto manufacturers should we be investing in CNG infrastructure or EV infrastructure?
Increased Role for the Private Sector

- Should Government continue to operate public transport vehicles?
- Deregulate ownership restrictions
- Deregulate seating capacity restrictions
- Public Private Partnerships
- Role of “Uber”, “Lyft” & Ridesharing Apps
Sustainable Funding for Services

- Establish a general policy of payment for use.
- Subsidy based only on clearly identified equity and/or efficiency or externality concerns.
- User-targeted not producer-targeted subsidies.
Conclusion

- In times of crisis, the first response should be a plan.
- Plans should be based on data and analysis.
- Implementation requires Institutions.
- “Low Hanging Fruit” comes from trees that have been planted years before.