

Greater Reykjavik Transport Restructuring Progress 2001



Background

- SVR founded 1931, owned and operated by Reykjavik City authorities
- Bus operation in Reykjavik and 2 neighbour municipals with own bus fleet and local line network for the area
- AV founded in 1991, owned by 4 municipals south of Reykjavik.
- Local line network for the area
- Buses in the area operated by private contractors

Reykjavik – the car city

- 630 cars / 1000 inhabitants
- More cars than valid drivers license



2001

- SVR & AV closed down
- GRT (Greater Reykjavik Transport) established
- Responsible for PT in 7 municipals (Reykjavik & 6 neighbour municipals)
- Bus operation with own bus fleet (60%) and contractors fleet (40%)

Main tasks

- Reconstruction of the line network – create a new line network for the area as a whole
- Implement electronic payment system



The main goals

- Increase the service level
- Reduce the cost
- Increase the efficiency



Results

- New line network was implemented in July 2005
- 6 “BRT” lines (think train, drive bus)
- More trips made in peak hours
- Travelling time in general was reduced
- New bus lanes created

Better or worse?

- GRT is owned by 7 municipals
- The Board of Directors have 7 delegates
- Different emphasis from different municipals
- More tax money is now needed
- The bus operation is still mixed between own bus fleet and private operators
- For whom is the public transport?

Conclusions

- Separate the bus operations from the PTA
- Stop focusing only on cost reducing actions
- Focus on actions in order to have new passengers
 - more bus lanes
 - increased service on peak hours
 - better bus stops (closed shelters)
- Increase the service area (50 km radius)
- New legislation – the authorities must take more responsibilities
- Give GRT more freedom to take initiative

