
TABLE OF CONTENTS

Executive Summary	11
■ Key Messages	12
1. Introduction.....	17
■ Urban Public Transport in Developing Countries: Potential and Problems	19
■ Why Urban Transit Buses?.....	22
■ The Importance of Getting Buses Moving.....	23
■ The Role of New Bus Technologies.....	24
■ City Experiences: IEA's Case Studies.....	24
2. Bus Systems	27
■ Bus Rapid Transit Systems	27
■ Improving Bus Systems: Potential Benefits.....	41
■ New Technologies for Bus Systems	51
■ Improving Bus System Management.....	55
■ How to Afford Better Buses	58
3. Bus Technologies and Fuels.....	61
■ Diesel Technologies	61
■ Water-in-oil Emulsions.....	75
■ Biodiesel and Blends.....	80
■ Compressed Natural Gas	81
■ Liquefied Petroleum Gas	90
■ Dimethyl Ether	94
■ Hybrid-electric Vehicles.....	100
■ Fuel-cell Buses	107
■ Chapter Summary: Moving up the Technology Ladder.....	119

4. Bus System Development: Six Case Studies	123
■ Surabaya, Indonesia	123
■ Dhaka, Bangladesh	131
■ Sao Paulo, Brazil	142
■ Bangalore, India	156
■ Jakarta, Indonesia	161
■ Mexico City	168
Bibliography	183

LIST OF TABLES

Table 2.1	Busway and Rail Transit System Characteristics	29
Table 2.2	Modal Share of Passenger Travel.....	31
Table 2.3	Changes Over Time in Daily Average Public Transport Trips in Selected Cities.....	32
Table 2.4	Transit System Problems and Potential Solutions using Bus Rapid Transit.....	33
Table 2.5	Characteristics of Busways in Brazilian Cities.....	36
Table 2.6	Capital Costs for BRT and Light-rail Projects in the United States.....	39
Table 2.7	Vehicle Capacity, Load and Road-space Assumptions.....	45
Table 2.8	Scenario I: Mode-switching Impacts of One Bus.....	46
Table 2.9	Assumptions for Vehicle Efficiency and Emissions Factors	47
Table 2.10	Indicative Bus Operating Characteristics and Revenues for Buses in South Asia and OECD	59
Table 3.1	Bus Emissions Standards for NO _x and PM through 2010, US and EU	63
Table 3.2	The “Euro” Standard System for Heavy-duty Vehicles.....	64
Table 3.3	Findings from the Jupiter 2 Project	68
Table 3.4	NO _x reduction Measures	68
Table 3.5	Emissions from Test Buses Operating on Ultra-low- sulphur Diesel (ULSD) and Water-blend Fuel (WBF)	77

Table 3.6	Comparison of Emissions from CNG and Standard Diesel Engines	84
Table 3.7	CNG Buses in Europe	86
Table 3.8	Natural Gas (CNG and LNG) Transit Buses in Use in US Markets.....	88
Table 3.9	Inventory of Liquefied Petroleum Gas (LPG) Buses, 2000	91
Table 3.10	Results from NAVC study, NYC test cycle.....	102
Table 3.11	Criteria-pollutant Emissions from Georgetown University's Methanol-powered Fuel-cell Buses	111
Table 3.12	Bus Technology Cost Estimates.....	120
Table 4.1	Licensed Vehicles in Surabaya	125
Table 4.2	Illness Breakdown by Age Group	126
Table 4.3	Dhaka Vehicle Estimates, 1997	133
Table 4.4	Estimated Vehicle Emissions Factors	134
Table 4.5	Air Quality in Different Areas of Dhaka, 1996-97	135
Table 4.6	Estimates of CNG Bus Operating Costs	141
Table 4.7	Comparison of Emissions with Other Cities	144
Table 4.8	Sao Paulo Emissions Comparisons by Fuel for Light-duty Vehicles	145
Table 4.9	Sao Paulo Transport Indicators.....	146
Table 4.10	Summary of PITU 2020 Objectives	147
Table 4.11	Trunkline Bus Corridors in the Sao Paulo Metropolitan Region.....	150
Table 4.12	Travel and Fuel-use Estimates for Bangalore, 2000.....	158
Table 4.13	Vehicle Emissions Estimates for Bangalore, 2000	159
Table 4.14	Age Distribution of Buses in Bangalore.....	160
Table 4.15	Vehicle and Travel Data for Jakarta, 1999	163
Table 4.16	Gasoline and Diesel Price Changes	165
Table 4.17	Emissions Inventory for the Mexico City Metropolitan Area, 1998	171
Table 4.18	Transport Mode Shares of Total Emissions, 1998.....	172
Table 4.19	Mexico City Transport and Emissions Data, 1998	173
Table 4.20	Mexican Government Entities Involved in Transportation, Land Use and Environment	175

LIST OF FIGURES

Figure 1.1	World Oil Consumption: Transport and Total	17
Figure 1.2	Forecast Growth in Oil Use in Transport, Developing and OECD Countries.....	18
Figure 1.3	Estimated and Projected World Population, 1950-2030..	18
Figure 1.4	Two Future Visions For Delhi.....	21
Figure 2.1	Scenario I: Former Travel Modes of Passengers Switching to a Bus Added to the System	45
Figure 2.2	Estimated Reductions in Road-space Requirement, Fuel Use and Emissions from the Introduction of One Additional Bus.....	47
Figure 2.3	Scenario II: Former Travel Modes of Passengers Switching to a Bus Added to the System	49
Figure 2.4	Estimated Reductions in Pollutants and Other Impacts from the Introduction of One Additional Bus.....	50
Figure 3.1	Results of NYCT Diesel Bus Emissions Tests	67
Figure 3.2	Comparison of CRT/ULSD Diesel and CNG Buses by NY City Transit Agency	85
Figure 3.3	RATP Emissions Tests Results.....	93
Figure 3.4	Fuel Economy Comparison, NYC Bus Test Cycle.....	103
Figure 3.5	Representative Emissions of Fuel Cell and other Bus Technologies	112
Figure 3.6	Fuel-Cycle CO ₂ -Equivalent Emissions for City Transit Buses.....	113
Figure 4.1	Bus Service Frequency on Different Routes.....	127
Figure 4.2	Headways on One of the Better-served Routes.....	128
Figure 4.3	Evolution of Modal Shares of Trips in the MCMA.....	171