URBAN PUBLIC TRANSPORT IN 21ST CENTURY
Focusing on China

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INTRODUCTION

- What is this project about?

- What is discussed in this session?
- Data were mainly collected through national statistics offices or national public transport organisations,

- When data were not available for the whole country or for the whole timeframe, « extrapolation » was used,

- For China, national statistics office was the source, although quality check was needed for data,

- Given identifying driving forces behind changes in demand in China, various documents studied + local contacts were consulted
SITUATION TODAY

- **243 billion** public transport journeys made in total in countries studied,

- **85 billion** journeys out of this were taken in China (**35% of total**),

- Total public transport journeys is the function of “journeys per capita” and “urban population”
SITUATION TODAY

Total journeys-2015

- U.S (10.6)
- Canada (3.3)
- Russia (12.0)
- Brazil (19.7)
- China (84.5)
- Japan (29.2)
- Ukraine (5.0)
- Singapore (2.5)
- Korea (9.8)
- Oceania (2.1)

Journeys per capita vs Urban population (million)
SITUATION TODAY

- 121 public transport journeys per capita in all countries on average in 2015,

- 109 public transport journeys per capita in China in 2015
- Trajectory of rate of using public transport in China:
INFLUENTIAL FACTORS

Can be clustered in three major groups:

A) Urban planning and development,

B) Public transport supply,

C) Policies
Some reasons for large PT growth in China concerning these factors:

- **Urban planning and development**: Introducing TOD (Transit-Oriented Development) in large cities,

- **Public transport Supply**: Plans for multi-modal development of public transport, establishing majority of metro and tramway systems after 2000,

- **Policies**: Schemes to limit car use (“Car license quota auction system” and “No driving, one day per week” in Shanghai and Beijing respectively), increasing fuel tax and vehicle consumption tax
Thank you!

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