



## CDM PROJECT CO-BENEFITS IN BOGOTÁ, COLOMBIA

### Rapid and reliable bus transport for urban communities

#### Project description

The TransMilenio Bus Rapid Transit (BRT) project (Phase II to IV) involves the design of a comprehensive and sustainable mass urban transport system in the city of Bogotá, Colombia

The project has overhauled the disaggregated city bus system of Bogotá, replacing over 9,000 old inefficient buses with over 1,200 large capacity centrally fleet managed modern buses. A range of upgrades were incorporated including new infrastructure of over 130 km of dedicated bus lanes, a range of feeder networks integrating into the main system, and a new integrated fare card system to allow free transfers. Implementation problems have led to slower than expected uptake, however, passenger journey numbers increased from 94 million per year in 2006 to 134 million in 2009, with the new extensions to the system currently under development being expected to increase total passenger journeys to more than 400 million per year after 2012. Despite the increases in passengers, the project will reduce emissions by almost 250,000 tonnes per year.

#### Co-benefits

The project illustrates how the CDM can help improve the quality of life for urban dwellers, by:

- Increasing access to affordable, reliable and timely public transport, with shorter wait times and station attendants who provide assistance to passengers
- Enhancing the quality of transport services with improvements in cleanliness, safety, travelling time and efficiency
- Improving health and welfare of the urban population. The TransMilenio system has significantly reduced overall traffic congestion and accidents in the city

*"The TransMilenio project is widely regarded as a global example of how to introduce sustainable mass rapid transit systems in a rapid and relatively low cost way, delivering welfare benefits for large urban communities."* (statement by project participant)

#### KEY PROJECT BENEFIT

#### Improving the quality of life for urban communities

Over 460 million comfortable and secure passenger journeys have been made on the new BRT system since its start in 2006, reducing traffic congestion and improving cycle routes for other commuters

Bus Rapid Transit station in Bogotá during rush hour  
(Courtesy of GTZ)





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### CO-BENEFITS IN DETAIL

<p><b>Economic</b></p>	<ul style="list-style-type: none"> <li>The old, inefficient and poorly organised bus system placed a significant cost burden on public funds and resulted in high ticket prices for commuters. The BRT system has significantly rationalised the cost of bus service provision in the city</li> <li>Congestion on major routes in the city has been significantly reduced with less traffic and costs to other commuters</li> <li>Average speed prior to implementation was less than 10 km/hour, and average travel time to work was 1 hour 10 minutes. The BRT system has reduced journey times by on average 32%, and future journey speeds are forecast to reach 25 km/hr</li> <li>Encouragement of entrepreneurial activities such as sub-contractors to TransMilenio and, by extension, creation of additional employment opportunities for transit workers</li> </ul>
<p><b>Social</b></p>	<ul style="list-style-type: none"> <li>Of the 460 million passenger journeys made since 2006, 37 million would have used cars or taxis, 12.5 million would have been made by foot; 410 million would have used the old buses; the balance would not have travelled at all on account of access barriers under the old transport system</li> <li>Bus stations have elevated platforms, allowing level access for people with disabilities Buses include blue seats dedicated to the elderly, women with children and the disabled</li> <li>Accident rates have dropped by up to 90 % in the TransMilenio bus corridors</li> <li>Integrated bicycle routes have been designed alongside the bus corridors, and stations include large bicycle parking facilities</li> <li>Air quality improvements through a reduction in pollution caused by congestion and old inefficient buses</li> </ul>
<p><b>Empowerment</b></p>	<ul style="list-style-type: none"> <li>Empowering people to make more informed choices about sustainable transport</li> <li>Enabling access to community services (social activities, schooling etc.) formerly not possible due to poor public transport</li> </ul>

### PROJECT FACTS

<p><b>Project title &amp; number</b></p>	<p>BRT Bogotá, Colombia: TransMilenio Phase II to IV – 672</p>	
<p><b>Project type &amp; methodology</b></p>	<p>Transport AM0031 – Methodology for Bus Rapid Transit Projects</p>	
<p><b>Location</b></p>	<p>Bogotá, Colombia Lat: 4° 35' 53" S Long: 74° 4' 33" W</p>	
<p><b>History &amp; CERs</b></p>	<p>Registered: 7 December 2006 Project operational life: 21 years Expected CERs: 246,563 (tCO<sub>2</sub> eq/year) Expected total CERs: 5,177,823 (tCO<sub>2</sub> eq) CERs issued to date: 197,718</p>	 <p>The maintenance and control depot (Courtesy of Deysi Rodríguez)</p>
<p><b>Project link</b></p>	<p><a href="http://cdm.unfccc.int/Projects/DB/DNV-CUK1159192623.07/view">http://cdm.unfccc.int/Projects/DB/DNV-CUK1159192623.07/view</a></p>	
<p><b>Facts as at</b></p>	<p>November 2010</p>	

This factsheet has been compiled from information provided by project participants of the CDM project, either through the project design document, monitoring reports or subsequent correspondence with project participants. The information is not verified as part of the CDM registration or issuance processes. This factsheet is one of a series produced by the UNFCCC secretariat to highlight the types of co-benefits generated by the CDM.