



*Kementerian Perhubungan*

# “SISTEM PENGANGKUTAN AWAM YANG TERKAWALSELIA DAN EFISIEN MENJANA PEMBANGUNAN NEGARA”

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# KANDUNGAN:

- 1). Sejarah ringkas sistem pengangkutan bas awam dan teksi diNegara Brunei Darussalam.
- 2). Isu-isu dan cabaran yang telah dan masih dihadapi.
- 3). Cadangan dasar dan strategi kearah sistem pengangkutan yang terkawalselia dan berkesan.

## **BAS AWAM:**

<b>1968:</b>	<b>Bas pertama yang beroperasi di Negara Brunei Darussalam.</b>
1982:	Lesen kebenaran dalam Negeri diberi kepada 275 buah syarikat (12 syarikat sahaja yang aktif dan beroperasi)
1995 - sekarang	Bas Francais / Bas Awam beroperasi di daerah Brunei-Muara (5 Pengusaha tempatan)
2000 – sekarang	Bas Francais di KB dan Seria bermula (1 syarikat tempatan).
	Bagi perkhidmatan antara-daerah dan antara-bandaraya juga ada beroperasi dari BSB ke Seria, Lamunin, Tutong dan melintas batas ke negara jiran.
	Tidak ada perkhidmatan bas awam di daerah Tutong, Temburong, kawasan pedalaman daerah Belait dan begitu juga perkhidmatan ekspres (point to point) antara-daerah.
	Majoriti bas yang ada pada masa ini juga adalah bas yang lama berumur lebih dari 10 tahun.
	8 buah bas jenis 'low floor' telah beroperasi didaerah Brunei-Muara dimana ia telah dapat sambutan yang baik dari orang ramai.

# TEKSI

<b>1982:</b>	<b>Perkhidmatan teksi mula diperkenalkan</b>
	2 kumpulan yang identiti berlainan iaitu yang beroperasi dari Lapangan Terbang Antarabangsa Brunei (LTAB) dan awam iaitu beroperasi di luar LTAB
	Sejumlah 468 lesen dikeluarkan sejak 1982: Hanya lebih kurang 50 teksi berlesen aktif beroperasi (34 Teksi Awam & 16 Teksi LTAB). Majoriti beroperasi di daerah Brunei-Muara.
	Mengapa kebanyakannya tidak aktif: (i) syarat-syarat yang dikenakan yang mana kewangan mereka tidak kukuh dan sukar mendapat pinjaman pembelian kereta baru. (ii) Majoriti pengusaha memohon itu terdiri dari mereka yang telah berpencen.
1996 (CTS) 1998 (PPP)	City Transport Services (CTS) dan system teksi PPP diperkenalkan dan beroperasi. Diberhentikan disebabkan oleh perkara-perkara tertentu.
2009-2011	3 kali percubaan pengenalan Sistem Francais Teksi.

# Isu dan Cabaran

## KAJIAN BRUNEI LAND TRANSPORT MASTERPLAN 2014

Category	%
New Mode of Transport (MRT, LRT, Monorail, Alternative Modes)	24%
Improve Existing Mode of Public Transport (e.g. Taxi, Purple Bus)	20%
Road Network Extension (Build new roads, more lanes etc.)	13%
Improve Road Safety	4%
Improve Facilities for Walking / Cycling	3%
Better Management of School Traffic	3%
Introduce Intelligent technology (journey Time, new technology etc.)	3%
Better Road Management (Car Pool, Bus Land, Trunk Lane etc.)	3%
Integrate Transport Planning and Town Planning	3%
Improve Inter-District Travel	3%

- 1) 24% of the public demand for new mode of transport such as MRT, LRT, Monorail and alternative modes.
- 2) 20% respondents recommend the Government to improve the existing purple bus systems and taxis.
- 3) Only 41% of the public satisfied with our existing land transport services. This is associated with the current poor level of services.

## Transport Surveys – Satisfaction of Public Transport Users

- Issue: Imbalances caused by differences in public bus routing as well as the high costs involved in public transport.
- Existing Operations: Depends on demand and supply, license issued & related law exists but lack of enforcement.
- In Need for **GOVERNMENT INTERVENTION**. There will be cost involved and revenue collected has to be ploughed back to the industry.

- Strengths:
  - Low Level of Fare (BND1 Per Trip)
  - Good Geographical Coverage

### Good Geographical Coverage



- Areas to be Improved:

- Unreliable Service
- Poor Condition of Buses
- Poor Bus Stop Accessibility
- Lack of Public Subsidy
- Short Operation Hours (6am To 6pm)
- Social Separation (Concern of Foreign Workers on the Bus)
- Limited Information Available to the Public

### EXISTING PROBLEMS TO OUR PUBLIC BUS

### Satisfaction of Public Transport Users

	Satisfied	Neither	Dissatisfied
Journey Time	45%	20%	35%
Convenience	45%	30%	25%
Frequency	28%	28%	44%
Reliability	40%	20%	40%
Information	40%	25%	35%
Cost	60%	30%	10%

Source: Transport Attitude Survey

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### **LTMP: Outcomes of transport Survey on PUBLIC BUS SERVICES**

=== Drivers did not follow the intended route === Did not stop at designated bus stop === Operate as “Taxi-like” operations === Not adhering to schedules === Lack of socialization, distribution of bus information available to public===inconsistent bus services mushroomed private taxi operations.

<p>TAXI services</p>	<ul style="list-style-type: none"><li>• UNREGULATED (Fare, No taxi Meter)</li><li>• ATTEMPT TO INTRODUCE TAXI METER FAILED.</li></ul>
<p>STUDENT'S MOBILITY</p>	<ul style="list-style-type: none"><li>• MEMASTIKAN RANGKAIAN LALUAN BAS AWAM BERKAIT-HUBUNG DIANTARA KAWASAN KEDIAMAN DAN SEKOLAH-SEKOLAH DISELURUH NEGARA.</li></ul>
<p>TRANSPORT SERVICES FOR JAPEM'S RECIPIENTS</p>	<ul style="list-style-type: none"><li>• More than 6000 household recipients and issue on transport were highlighted.</li><li>• Scattered all over the country.</li><li>• Incorporate their locations by kampong in the Public bus routings.</li><li>• Memastikan pergerakan yang mudah bagi penerima ini dan juga kategori-kategori mereka yang kurang mampu dan tidak mempunyai kenderaan persendirian juga adalah satu kewajipan.</li></ul>

- Jumlah kenderaan dinegara Brunei Darussalam menunjukkan pertumbuhan purata 8% setiap tahun sejak tahun 2013.
- 411,900 penduduk pada 2014: Anggaran nisbah 1.5 orang bagi setiap 1 kenderaan.
- Nisbah yang tinggi ini adalah menjadi satu cabaran yang besar dalam usaha mentransformasi sistem pengangkutan awam dinegara ini.
- 'Accessibility' orang ramai kepada perkhidmatan teksi yang berlesen.... terhad.
- Komen dan aduan orang ramai mengenai dengan tambang yang tidak konsisten: Orang ramai kurang yakin terhadap perkhidmatan teksi di Negara ini.
- Perkhidmatan ini dikategorikan sebagai perkhidmatan yang tidak terkawalselia dan kurang menarik keyakinan orang ramai terutama sekali orang tempatan. (CTS dan PPP popular).
- Aktiviti kereta "sapu" yang memberikan perkhidmatan tambang yang murah dari teksi berlesen: Kurang orang menggunakan teksi yang berlesen dan juga bas awam dan pendapatan pengangkutan awam terjejas.
- 261 pengguna kenderaan yang disyaki beroperasi menjalankan aktiviti 'sapu'.
- Tindakan-tindakan dibuat dapat mengurangkan aktiviti bagi segelintir dari mereka namun ia masih kurang berkesan menangani isu ini secara keseluruhannya.

Apakah yang telah  
dilaksanakan sebelum  
ini?

# PUBLIC TRANSPORT IMPROVEMENT INITIATIVES SINCE AUGUST 2013



2013

New image  
launched in  
August 2013

2013 - 2018

2015-2016  
Consortium /  
New Franchise?

2018 & Beyond

- Feb 2014 & 2015: Service level still less satisfactory. Issues on Punctuality..consistency..
- Ridership increased at an average of 2% in 2014 compared to 2013.
- Colour-coded bus well accepted by public

- Map by JPD-MOC.
- Maps for KB/Seria & other parts of the country redeveloped.



**“Transforming Public  
Transport Systems. What’s  
the clear purpose?”**



1. Addressing the issues of unregulated and inefficient service.
2. Ensure greater mobility of the people: Locals, students, employees, tourists, special needs, under-privileged citizens, those who do not own car or even pull those who own car(s) for daily commute (less car on the road).
3. Opportunities: Private sectors' participations, business, employment for locals.
4. Spin-Offs / Multiplier Effects / Intangible Benefits: Facilitate development of non-transport sectors, mobility of the services and goods, GDP, economy.
5. Regulated taxi and bus services, connected and reliable bus services hence increase confidence, the pulling factors, the ridership, revenue, sustainability and ease mobility.
6. Walking: Good for health.

# Objectives and Strategies

# OBJECTIVES



- ❑ Outline the Ministry of Communications' plan to bring about a regulated and efficient public transport systems in Brunei Darussalam.
  
- ❑ For these modes: Public Bus (School Bus) and Taxi Services.
  
- ❑ Formulation based on MOC policy directives:-
  - i) Advocates government intervention in public transportation nationwide
  
  - ii) Works closely with the Private Sector within the framework of Public-Private Partnership.
  
  - iii) Regulate public transport services by introducing suitable and best model (s) for Brunei Darussalam.

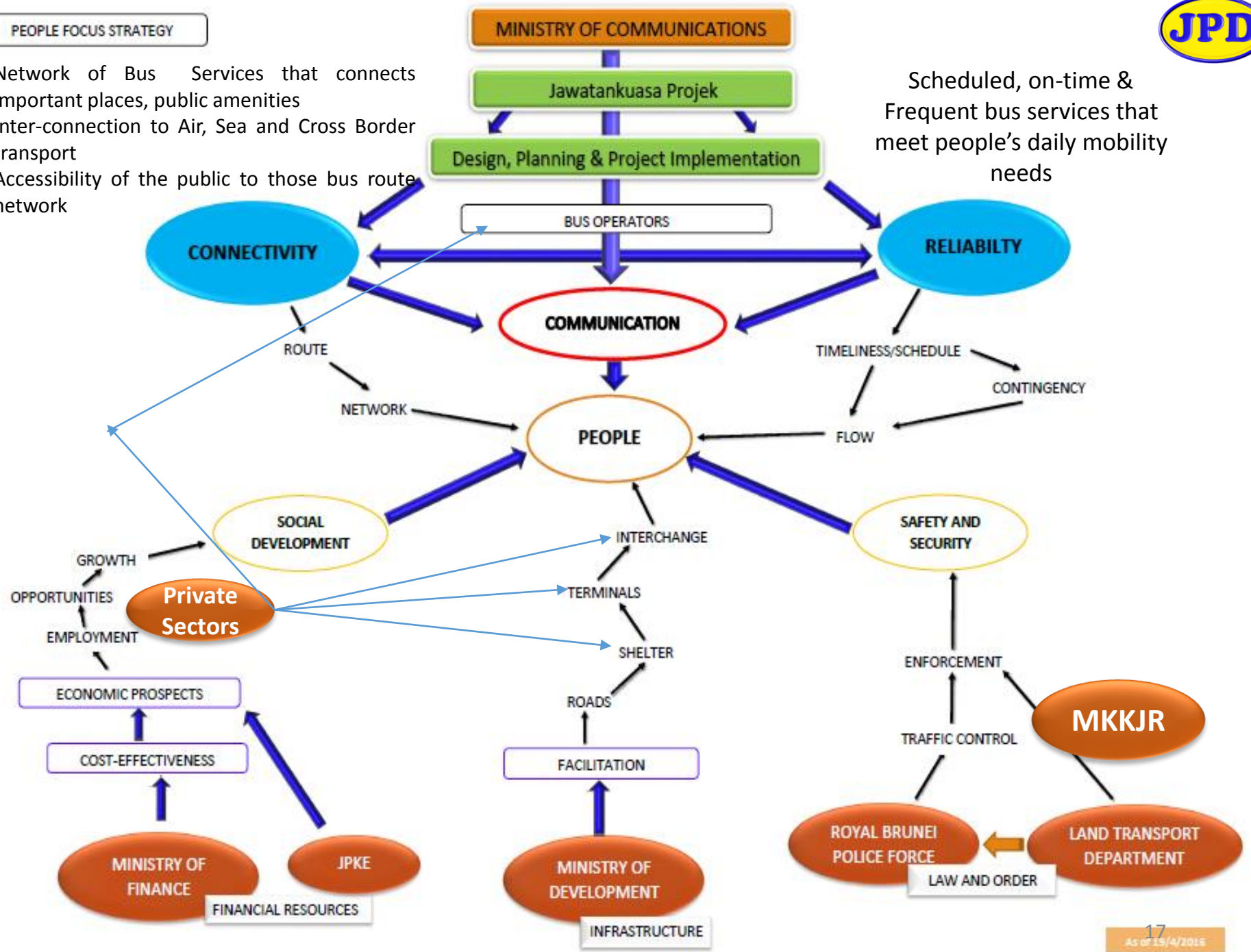
## MinCom Strategies:

- i) Developing a **Business Model** to ensure win-win situation between the authority and bus operators and ensure **sustainable bus operation**;
- ii) To set up a **Brunei Public Transport Authority (BPTA)** as a regulatory body and a legal framework to be set up;
- iii) Set **bus types and standards**; *(a)Low Floor City Bus minimum 25 seater up to 33 seater, 45 seater inter-district coach type and 15 seater for feeder bus fit for the geometrical design of the Brunei road network, (b)Euro 5 engine type from renowned bus maker that has track record proven for bus to last long at least minimum 15 years, (c)Auto gear transmission, (d)area for special needs, (e)optional double decker for city tour buses (f)concept of pink seats priority for lady passengers on left-side of bus.*
- iv) Regulates bus fares, routes, schedules and development of interchanges/bus stops – **improved connectivity & accessibility**;
- v) Infrastructure and provision of “**DEDICATED LANES FOR BUS**”: **Ensure reliability**
- vi) Intelligent Transport System: ITS (IT-based ticketing system, bus tracking, security surveillance and entertainment) - **Enhance reliability and to discipline drivers & operators.**
- vii) Enforcing **regulated taxi services.**

**PEOPLE FOCUS STRATEGY**

- Network of Bus Services that connects important places, public amenities
- Inter-connection to Air, Sea and Cross Border transport
- Accessibility of the public to those bus route network

Scheduled, on-time & Frequent bus services that meet people's daily mobility needs

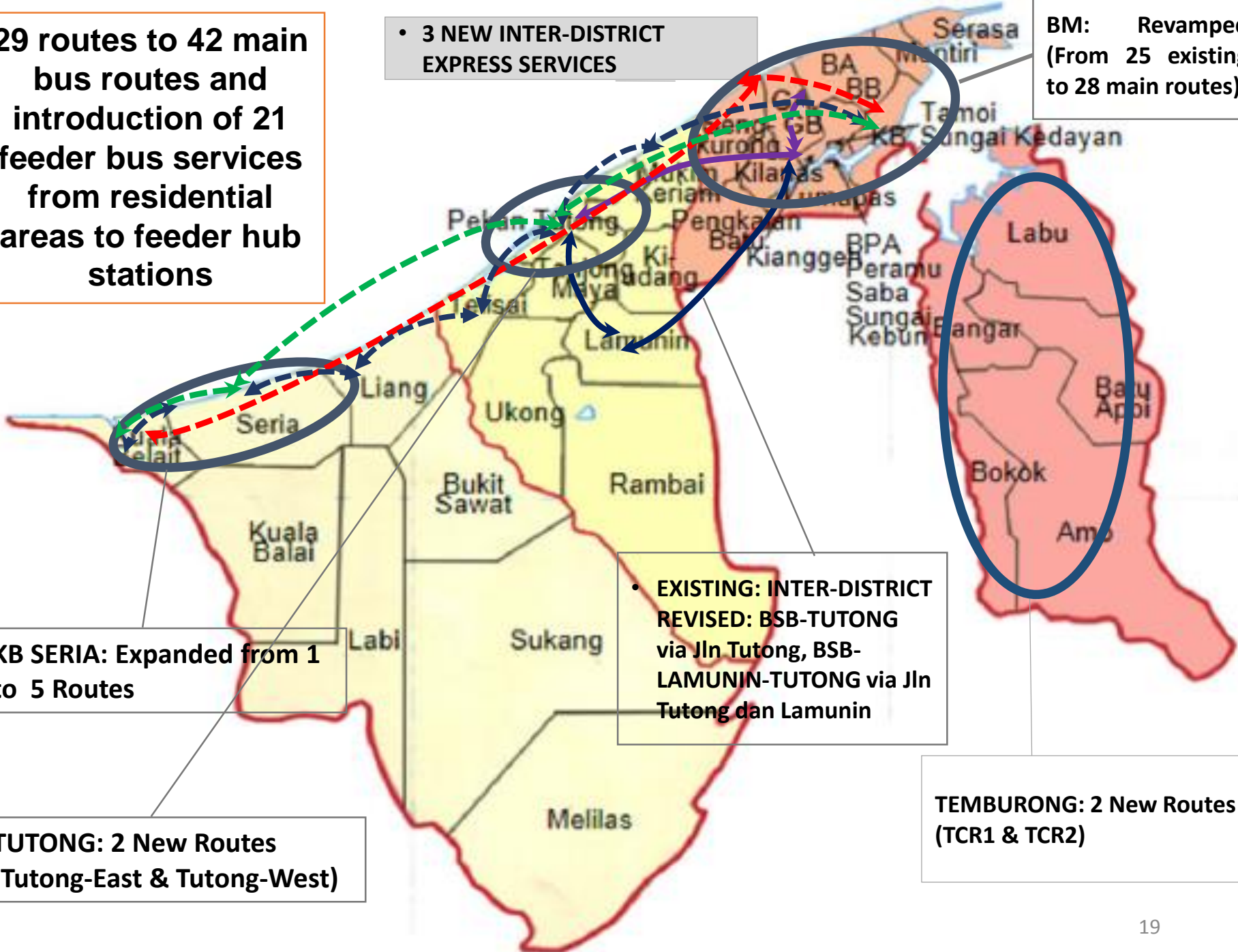


# Designing the Routings & improving the degree of connectivity

**29 routes to 42 main bus routes and introduction of 21 feeder bus services from residential areas to feeder hub stations**

**• 3 NEW INTER-DISTRICT EXPRESS SERVICES**

**BM: Revamped (From 25 existing to 28 main routes)**



**KB SERIA: Expanded from 1 to 5 Routes**

**• EXISTING: INTER-DISTRICT REVISED: BSB-TUTONG via Jln Tutong, BSB-LAMUNIN-TUTONG via Jln Tutong dan Lamunin**

**TEMBURONG: 2 New Routes (TCR1 & TCR2)**

**TUTONG: 2 New Routes (Tutong-East & Tutong-West)**

# Connecting Public Amenities and Places in Brunei-Muara through the main bus routes



Places	Total Identified	Pass By @ Walking distance
Hospital / Clinics	25	7 (35%) out of 20 within 200 m walking (5 not for public/Kg Ayer/Unknown); 6 in between 350-800m walking and 3 still under review
Shops complex/ Eateries	19	19 (100%)
Mosques	34	28 (82%)
<b><u>Government Schools:</u></b>		
<ul style="list-style-type: none"> <li>• Universities / Higher Institutions</li> <li>• PTE</li> <li>• Secondary</li> </ul>	<ul style="list-style-type: none"> <li>• 11</li> <li>• 4</li> <li>• 22</li> </ul>	<ul style="list-style-type: none"> <li>• 11 (100%)</li> <li>• 4 (100%)</li> <li>• 10 (45%) within a 200m walk; 2 (9%) more than 200m walk.</li> </ul>
<ul style="list-style-type: none"> <li>• Primary</li> </ul> <i>Ugama gunasama secondary/primary</i>	<ul style="list-style-type: none"> <li>• 62 (49 on land &amp; 13 Kg Ayer/Not for public)</li> </ul>	<ul style="list-style-type: none"> <li>• 32 (65%) out of 49 within 200m walk; others more than 200m walk.</li> </ul>
Private Schools	49	30 (61%) @ <100m; 5 (10%) @100-200m; 14 (29%) @ 200-300m
Government Ministries & Departments	12 & 93	All Ministries & ....out of 93 depts. (App. 70%)
Hotels	22	18 (81%)
Places of interests:		
<ul style="list-style-type: none"> <li>• Parks</li> <li>• Beaches</li> <li>• Others (Kg Ayer, Gallery, Tamu, Pusat Kesenian etc)</li> </ul>	<ul style="list-style-type: none"> <li>17</li> <li>6</li> <li>36</li> </ul>	<ul style="list-style-type: none"> <li>14 (82%)</li> <li>4 (67%)</li> <li>27 (75%) (6 by water taxi or boat trip)</li> </ul>

**Approximately at an average of 70% connectivity for Brunei-Muara for at least 200m walking distance to the main bus routes.**

# KUALA BELAIT & SERIA

(Other parts of Belait District has been explored: Sg Liang, Sg Mau, Bukit Sawat, Labi, Rampayoh, Bukit Teraja)  
Opportunity for Feeder Bus Service to Sg Liang Feeder Hub Station.

# KB/Seria:

Cover a total 112 KM. New bus stops required 298 (total) – 36 (existing) = 262. **Main bus routes pass through 7 out of 20 Government Schools, most hotels and shopping areas**



**Expanded: "From only 1 route to 5 Routes"**

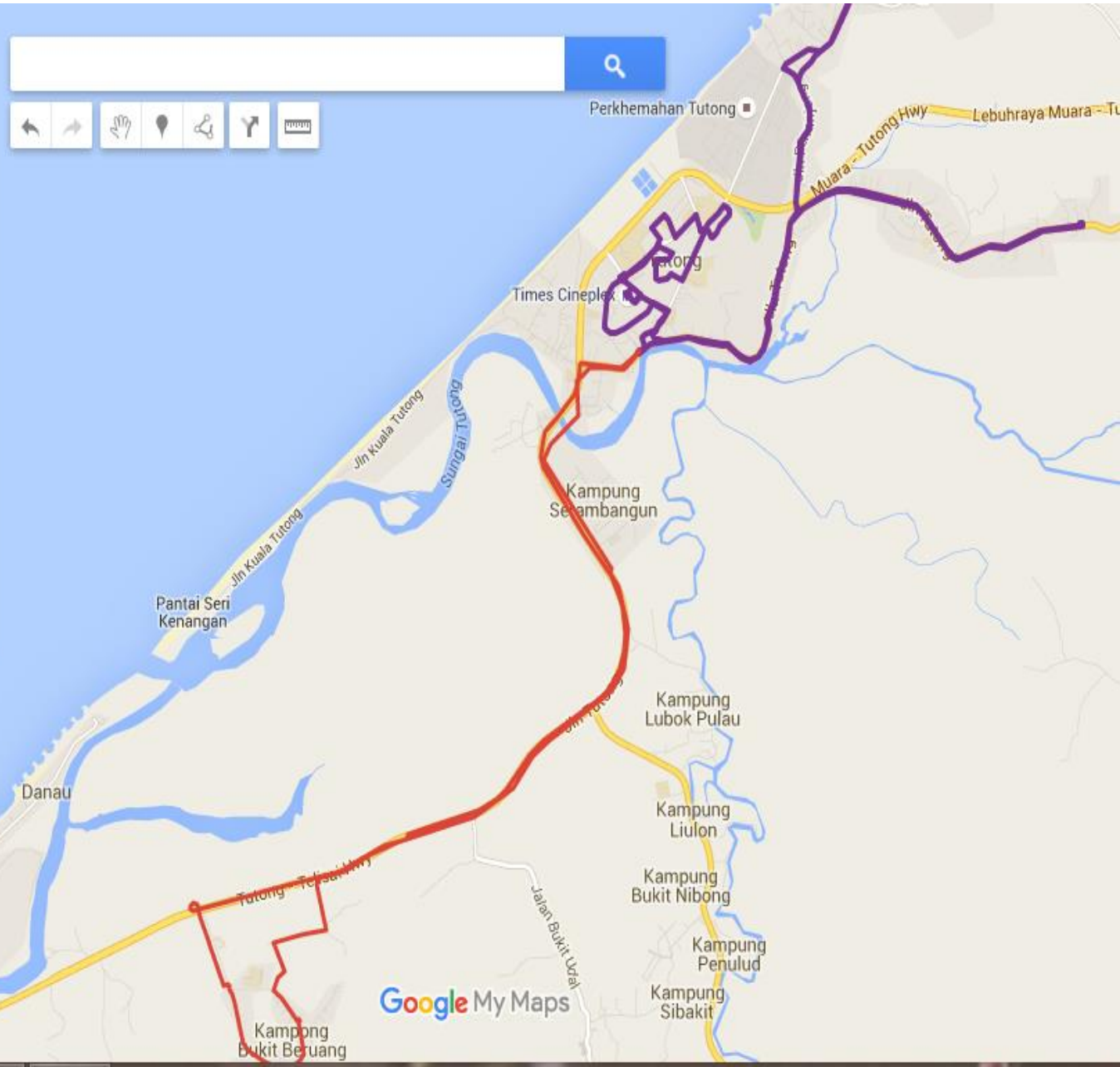


**TUTONG**

- (1) TutongEast (Purple): BKT BENDERA-TUTONG-PENANJONG-KERIAM &
- (2) TutongWest (Red): TUTONG-SERAMBANGUN-BKT BERUANG

### Tutong:

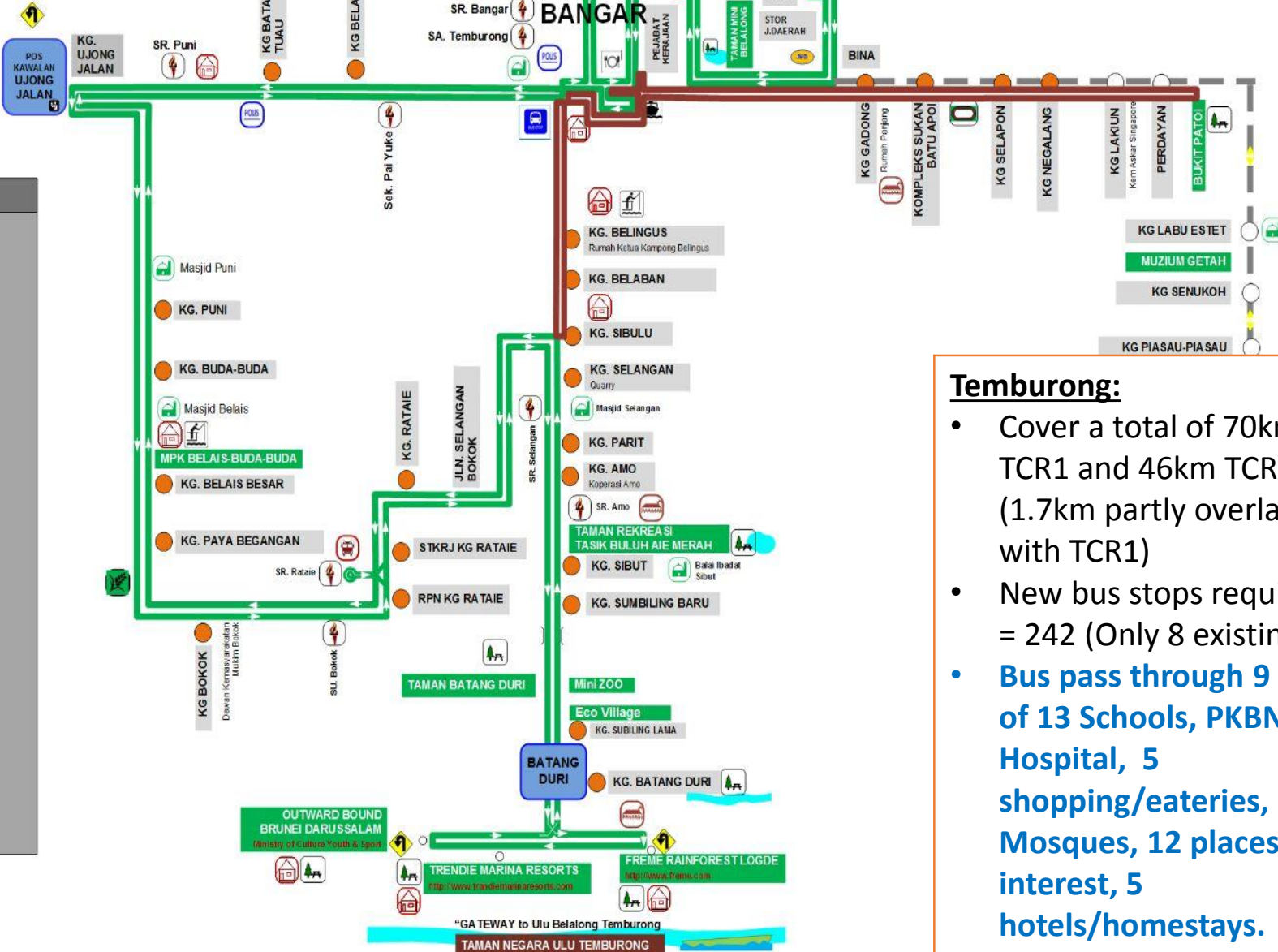
- Cover a total of 63 km.
- New bus stops required = 68
- **Main bus route pass through 12 out of 35 Schools, 1 Hospital, 3 shopping/eateries, 3 Mosques, 1 place of interest, 1 hotels/homestays.**



**TEMBURONG**

**TCR1** Temburong Circle Route 1  
**TCR2** Temburong Circle Route 2

Ke Kuala Lurah (Brunei) Melalui Sarawak, Malaysia



PETUNJUK PETA

- Perhentian Bas
- Kampong
- Masjid
- Jeti
- Sekolah
- Home Stay
- Balai Polls
- Bomba
- Sawah Padi
- Hospital / Klinik
- Imigresen
- Hotel
- Tempat Rekreasi
- Kompleks Sukan
- Tempat Memancing
- Restoran
- Rumah Panjang
- Tempat Bas Pusing Balik
- Tasek

**Temburong:**

- Cover a total of 70km TCR1 and 46km TCR2 (1.7km partly overlap with TCR1)
- New bus stops required = 242 (Only 8 existing).
- **Bus pass through 9 out of 13 Schools, PKBN, 1 Hospital, 5 shopping/eateries, 10 Mosques, 12 places of interest, 5 hotels/homestays.**

## Interdistrict:

- **Connect all major PTIs in Brunei-Muara, Tutong and KB/Seria** except for Temburong which currently connected by Speedboat from BSB to Bangar.

## InterCity (Regional connection within Borneo under BIMP-EAGA):

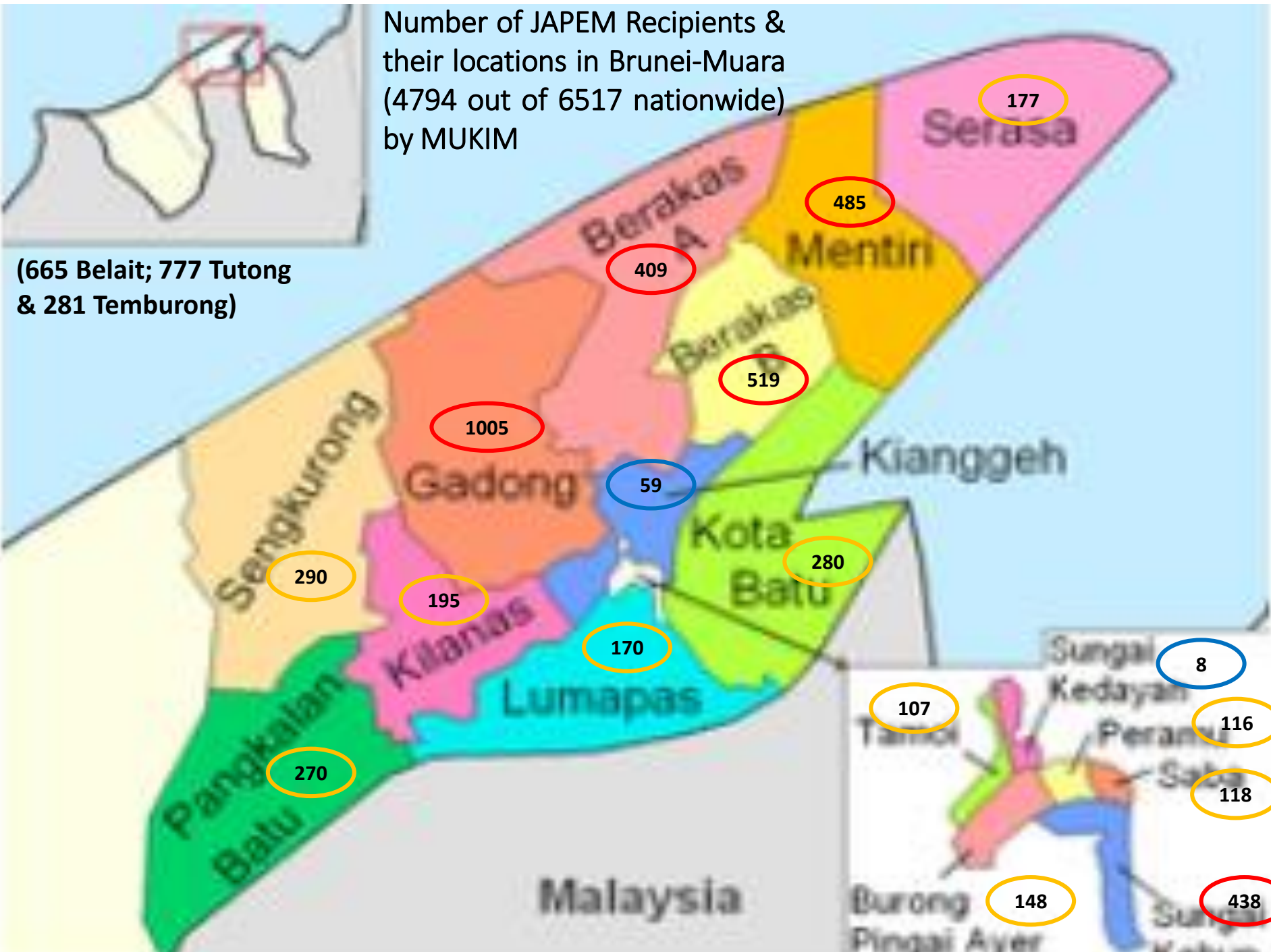
- PTIs in BSB, Bangar and *KB* act as Designated embarkation and disembarkation points under BIMP-EAGA MOU.

- 1) To support this connectivity, 12 Passenger Terminal / Interchanges and 27 feeder hub stations have been identified.
- 2) About 1,500 new bus stops were also identified nationwide that will provide better accessibility.
- 3) Pursuance with relevant agencies for the provision of dedicated lanes for public bus and the use of Bus Intelligent Transport Systems (ITS) introduced.
- 4) Integrated bus ticketing systems will also be introduced in each bus to further facilitate greater mobility of the people hopping on and off from one bus to another.



Number of JAPEM Recipients & their locations in Brunei-Muara (4794 out of 6517 nationwide) by MUKIM

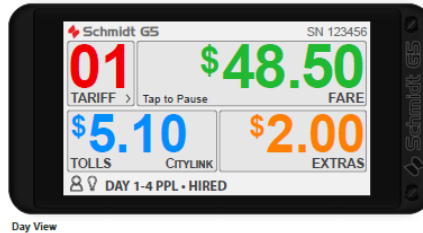
(665 Belait; 777 Tutong & 281 Temburong)



Malaysia

# THE ON-GOING INITIATIVES AND OTHER OPPORTUNITIES

- i) *“Tender for the supply of taximeter and signage”* telah dianugerahkan dan meter ini adalah dalam proses pengantaran sebelum dipasang untuk digunakan sepenuhnya.
- ii) Membuka peluang kepada syarikat ICT yang berminat untuk memberi kemudahan ‘platform’ tempahan teksi melalui kemudahan ‘mobile apps’.



- iii) *“Recent invitations for public participation to vote for the best bus colour and design.”*
- iv) *‘Private sectors’ participations to indicate their interest (EOI) to operate Driving School and Training for Bus and Commercial Drivers’.*
- v) *“EOI for the provision of public bus services”.*
- vi) *‘EOI to also invite private sectors or interested parties to develop vacant land or existing infrastructures that are associated with the public transport project’.*
- vii) *Enforcement Operations on illegal taxi operations and regulating the existing with fines for offences made by the bus drivers and the operators.*

Jangkaan cabaran dan risiko yang boleh menjejaskan projek ini juga dikenalpasti dan langkah-langkah mengenainya juga telah dan akan diambil:

- i) It will definitely involve very high costs especially the construction of infrastructures. Hence participations of private sectors as one of the way to reduce the costs.*
- ii) Changing mindset of locals towards using public transport where despite the effort to improve the bus system, the public still prefer their own vehicles rather than the public transport.*
- iii) One of the way, we will share with the public the cost of owning and running a “people’s” car per day (Author’s own calculation based on 10 parameters, shows at least BND\$17 per day).*
- iv) It is hoped that with this awareness, private vehicle owners would give it a thought to consider taking a bus would be cheaper when compared to spending per day by using own car. **“KNOWING THE COST IS INDIVIDUAL CHOICE”**.

# KESIMPULAN

- **Keterlibatan kerajaan** dalam memastikan pengangkutan awam sebagai 'public goods' ini adalah penting.
- Dengan pembaikan terhadap 'connectivity', 'reliability, accessibility": Akan **memperbaiki pergerakan 'the people'**, menyumbang kepada sosio-ekonomi rakyat serta ekonomi negara.
- **Peluang penglibatan sektor swasta** dalam penyediaan pelbagai kemudahan dan infrastruktur yang berdaya tahan termasuk sistem pengangkutan awam yang berkesan.
- **Sistem teksi bermeter** dengan struktur tambang yang dikawalselia, 'transparent' dan 'affordable' serta penggunaan teknologi ICT: Mempertingkatkan '**accessibility**' & **affordability** dan satu lagi pilihan.
- Inilah yang kita hasratkan dan harapkan akan mendapat kejayaan demi kesejahteraan awam dan **memudahkan perkembangan sektor pengangkutan dan sektor-sektor yang lain** yang akan menjadi pemangkin kepada pertumbuhan ekonomi serta pembangunan negara yang lebih mapan dan dinamik.
- Ini juga boleh menyumbang kepada **pembangunan sosial, mewujudkan peluang pekerjaan, kebajikan masyarakat** dan meningkatkan taraf kehidupan rakyat dan penduduk.

# COST OF OWNING & OPERATING A “PEOPLE’S CAR” (1,500cc) PER DAY IN BRUNEI

PARAMETERS	FACTS	PER YEAR	PER MONTH (30 days)	PER DAY
<b>Hire Purchase</b> (Typical average OTR price = BND20,000)	4.25% p.a. Interest Rate (7 Years Max)	\$25,950 for 7 Years = \$3,707 per year	<u>\$309</u>	<u>\$10.30</u>
<b>Fuel</b> (For average 25,000 mileage per year made on strategic trips only (4 trips within Brunei-Muara only): Exclude leisure trips.	<u>Subsidised price:</u> <ul style="list-style-type: none"> <li>• Premium RON 97: \$0.53/L</li> <li>• RON 92: \$0.38 /L</li> <li>• Diesel: \$0.31 /L</li> </ul>	With Fuel Consumption Index of 12.5 km/l = 25,000/12.5 = 2,000 Litre = 2,000x0.53 = \$1,060 (Petrol)	\$88.33	<u>\$2.95</u>
Vehicle Licence ( <b>Road Tax</b> ) SINCE 1929 / 1954	<ul style="list-style-type: none"> <li>• Private: \$2.25/100cc</li> <li>• Commercial: \$4.25/100cc</li> </ul>	\$36	\$3	<u>\$0.10</u>
<b>Licence</b> (Registration Fee)	\$25 (Once off only during registration)	\$25 (To be spread over 5 years) = \$5 per year	\$0.42	<u>\$0.01</u>
Maintenance ( <b>Basic car engine servicing only</b> : Exclude any repair thereof / car wash / accessories etc)	Min ~\$100 per 5000KM	~\$400	\$33.33	<u>\$1.10</u>
<b>Air-Conditioning</b> Maintenance	\$150 per 2 years	\$75	\$6.25	<u>\$0.21</u>
Changing of 4 <b>tyres</b> (Average \$80 per tyre)	\$320 per year	\$320	\$26.67	<u>\$0.89</u>
Changing of Car <b>battery</b>	\$120 for 2 years	\$60	\$5	<u>\$0.17</u>
<b>Parking</b> (For those parking in Municipal Area)	Airport: \$1 per entry Mall: \$2 per entry Yayasan: \$1 per entry	BSB / KB / Seria (Based on \$100 per month) = \$1,200 per year	\$100	<u>\$3.33 (If in BSB / KB / Seria)</u>
<b>Insurance</b>	~\$500 per year	\$500	\$41.67	<u>\$1.39</u>
<b>TOTAL COST</b>		\$7,363	\$613.67	<sup>34</sup> <u>\$21</u>

**TERIMA KASIH:**

**“CONNECTED & RELIABLE”**