



For Immediate Release
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Guangzhou Bus Rapid Transit Cuts CO2 Emissions by 86,000 Tonnes Annually *System's innovative design featured in Cooper-Hewitt's "Design with the Other 90%: Cities," Exhibition*

Guangzhou, China's first, 22.5-kilometer Bus Rapid Transit (BRT) corridor is cutting congestion on one of the city's busiest roads, Zhongshan Avenue, and improving the efficiency of the city's bus system. Its innovative design will be featured at the Smithsonian's Cooper-Hewitt National Design Museum's exhibition "Design with the Other 90%: Cities" exhibition from Oct. 15 through Jan. 9, 2012. The exhibition is being held at the United Nations building while the Cooper-Hewitt's facilities undergo renovation.

The Institute for Transportation and Development Policy advised the City of Guangzhou on the design of the system and has monitored the impacts of the Guangzhou BRT and has found that the system:

- Improves travel time for motorists and bus riders along the corridor by 20% and 29% respectively.
- Carries nearly one million passengers daily and is carrying more passengers per hour than any metro line in mainland China outside of Beijing, more than tripling the capacity limits achieved with any other BRT system in Asia.
- Reduces Guangzhou's CO2 emissions by 86,000 tonnes annually, mostly through improved bus operations efficiency.
- Has helped boost bicycle ridership in the corridor by nearly 50% thanks to a new greenway parallel that was built as part of the BRT corridor construction and a 5,000 bike public bike share system that was instituted as part of the project.

Karl Fjellstrom, ITDP's Regional Director for China and Indonesia says, "The Guangzhou BRT system expands the menu of options available to mayors seeking high quality transit systems to address congestion, showing that BRT can meet the needs of even the highest demand corridors in the largest cities. The project has been a huge success with the public, increasing satisfaction with public transport in Guangzhou from 29% to 65% since the project opened."

With rapid increases in wages and standard of living, private vehicle ownership in Guangzhou has increased 22% annually over the past five years (over 310,000 new cars in 2010 alone). Still nearly half of residents, or over 7 million people rely on mass transit. This project helps meet this high demand and maintains transit as an attractive option. It also serves as a model for other cities throughout China and around the globe, of a high-quality, cost-efficient transit solution.

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A complete evaluation of the CO2 and air pollution mitigation impacts of the Guangzhou BRT is available online at www.itdp.org. This is the first part of a longer-term monitoring and evaluation program for the Guangzhou BRT.

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About the Institute for Transportation and Development Policy

The Institute for Transportation and Development Policy promotes socially equitable and environmentally sustainable transportation worldwide. ITDP works alongside city governments and local advocacy groups to create projects that reduce poverty and pollution, and fight climate change.

About “Design with the Other 90%: Cities”

“Design with the Other 90%: Cities” is the second in a series of themed exhibitions that demonstrate how design can be a dynamic force in transforming, and in many cases, saving lives. The first exhibition in 2007, “Design for the Other 90%,” focused on design solutions that address the most basic needs for 90% of the world’s population not traditionally served by professional designers. The exhibition will be on display at the United Nations visitor center from Oct. 15 through January 9, 2012.

The United Nations’ Visitors Centre is located on First Avenue at 46th Street and is open to the public from 9 a.m. to 5:30 p.m. daily. Public transit routes include the Lexington Avenue 4, 5 and 6 subways to Grand Central Terminal and the M15, M27, M42 or M104 buses. Admission to the exhibition at the United Nations is free of charge. The United Nations is fully accessible.

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