MEDIA RELEASE

myBAS BEGINS SERVICE IN IPOH ON 1st JUNE, 2016
12 Trunk and 7 Feeder Routes to Widen Bus Network and Improve Service

Ipoh, 1 June 2016 - The Stage Bus Service Transformation (SBST) project introduced by the Suruhanjaya Pengangkutan Awam Darat (SPAD) and funded by the Government is gaining speed, with the implementation of Phase 1 of the myBAS service in Ipoh beginning 1 June, 2016.

The improved myBAS service in Ipoh will offer commuters better integration, expanded routes and a wider bus network resulting in more reliable bus service across the city.

Phase 1 will see the launch of 4 trunk routes: Stesen Bas Ipoh - Terminal Amanjaya (T30a), Stesen Bas Ipoh - Chemor (T30b, via Terminal Amanjaya), Stesen Bas Ipoh - RTC Gopeng (T34) and Terminal Amanjaya - Stesen Bas Ipoh (T37, via Sultan Azlan Shah Airport) and 2 feeder routes: Oldtown Ipoh (F303) and Bandaraya Ipoh - Jusco Ipoh (F304).

The full roll out of myBAS Ipoh which is expected to be operationalised in August 2016 will cover a total route distance of 312km compared to 132km previously offering 12 trunk and 7 feeder routes.

In order to drive better integration of the overall public transport network in Ipoh, SPAD has included direct services from Ipoh Bus Station to Sultan Azlan Shah Airport. In addition, Ipoh KTMB station will be connected to Ipoh Bus Station via new feeder routes and there are also services from various locations to Terminal Amanjaya.

“The Commission has set new service standards for stage bus with introduction of myBAS and will continue to monitor the operators’ performance closely. Under this model, SPAD as the planning authority will be responsible for the network, the operating cost, and will receive the fare box revenue. In return, operators will be paid a vehicle per km rate, and are required to deliver on the agreed service level performance to ensure commuters enjoy better service and connectivity,” said SPAD Chairman Tan Sri Dato Seri Dr. Syed Hamid Albar.

The Federal Government is investing RM100 million to drive the SBST project led by SPAD in five cities, namely Kangar, Seremban, Ipoh, Iskandar Johor and Kuala Terengganu, to improve the rakyat’s mobility and access in areas outside of the Klang Valley, where stage buses still remain the backbone of land public transportation.

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Note to Editor:

- The Stage Bus Service Transformation (SBST) project driven by SPAD and funded by the Government introduced the “myBAS” service to improve the quality and ridership of stage buses across capital cities nationwide.

- myBAS also offers new social routes for areas which were underserved and is designed to eliminate duplication of routes which in turn ensures optimum coverage and accessibility to the network for 80% of the population.

- Under the SBST (myBAS) business model, SPAD will act as the planning authority; responsible for the network, the operating cost as well as receiving the fare box revenue.

- The myBAS contracting model allows bus operators to focus on delivering better commuting experience and not depend on fare box revenue to sustain and raise services standards. In addition, there is an incentive element factored aimed at encouraging the bus operators to generate more revenue by growing their customer base. This comprises 1% of the fare revenue for an increase of 5% or more in the number of passengers and revenue per route.

- SPAD will continue to impose strict measurable KPIs including punctuality, reliability, vehicle specifications, and user satisfaction, which the operators need to adhere, and there will be monetary penalties for failing to meet the targets. SPAD will monitor the operators’ performance closely. For example, services such as frequency, operating hours and ridership will be monitored via Global Positioning System (GPS) and evaluation reports by SPAD officers.

- The SBST programme aims to ensure that fares are affordable and services sustainable, and in the long run increase the use of public transport, by providing optimum access for the Rakyat.