

# **SAN PEDRO**

**PUBLIC TRANSPORT COMPANY LTD.**

P.O Box 13, San Pedro Town, Ambergris Caye, Belize

## **A PUBLIC SERVICE PROJECT**

PRESENTED BY:

**TALY CORPORATION**



## **WHO WE ARE:**

Headquartered in the US, Taly Corporation is the parent company of San Pedro Public Transport Company Ltd. (a Belize Company) and has owned businesses in the San Pedro community for over 15 years.



## WHY SAN PEDRO?

We seek solutions for the lack of Public Transportation in Ambergris Caye.  
We hope to solve:

- 1) Congestion during peak hours.
- 2) High cost to locals for transportation.
- 3) Fuel emissions.
- 4) Safe and comfortable transportation for all locals.

# **TRANSPORT STUDY SAN PEDRO**

## **SAN PEDRO TRAFFIC FLOW STUDY**

**Prepared by:**

Darwin Juell, Transportation Manager, City of Lethbridge.

**Final Report Submitted:**

April 28, 2017

On behalf of the Federation of Canadian Municipalities (FCM) for the Caribbean Local Economic Development Program (CARILED).

## **BACKGROUND**

San Pedro, Belize, is a town of approximately 16,444 people as of mid-2015. It has experienced incredible growth over the last 5 to 15 years. Over the last five years it has seen a growth rate of over 8% per year and the previous ten years prior has experienced an annual growth rate of 17%.

It is estimated that up to 25% more people reside in San Pedro on a part time basis, workers, vacation homeowners and tourists.

# RECOMMENDATIONS FROM STUDY

## 3.5 Transit Service

San Pedro is still considered to be a relatively small town of about 16,500 to 22,000 depending on the amount of tourists, temporary residents and nonresident workers living in San Pedro. This may seem like a relatively small number to need a transit service, however with the poor transportation system (including road conditions) and lack of parking, specifically in the downtown, there may be a need for a transit or bus system primarily to transport children to/from schools and workers to/from the downtown. Presently there is no transit system available in San Pedro so people are forced to drive, cycle, walk or take a taxi.

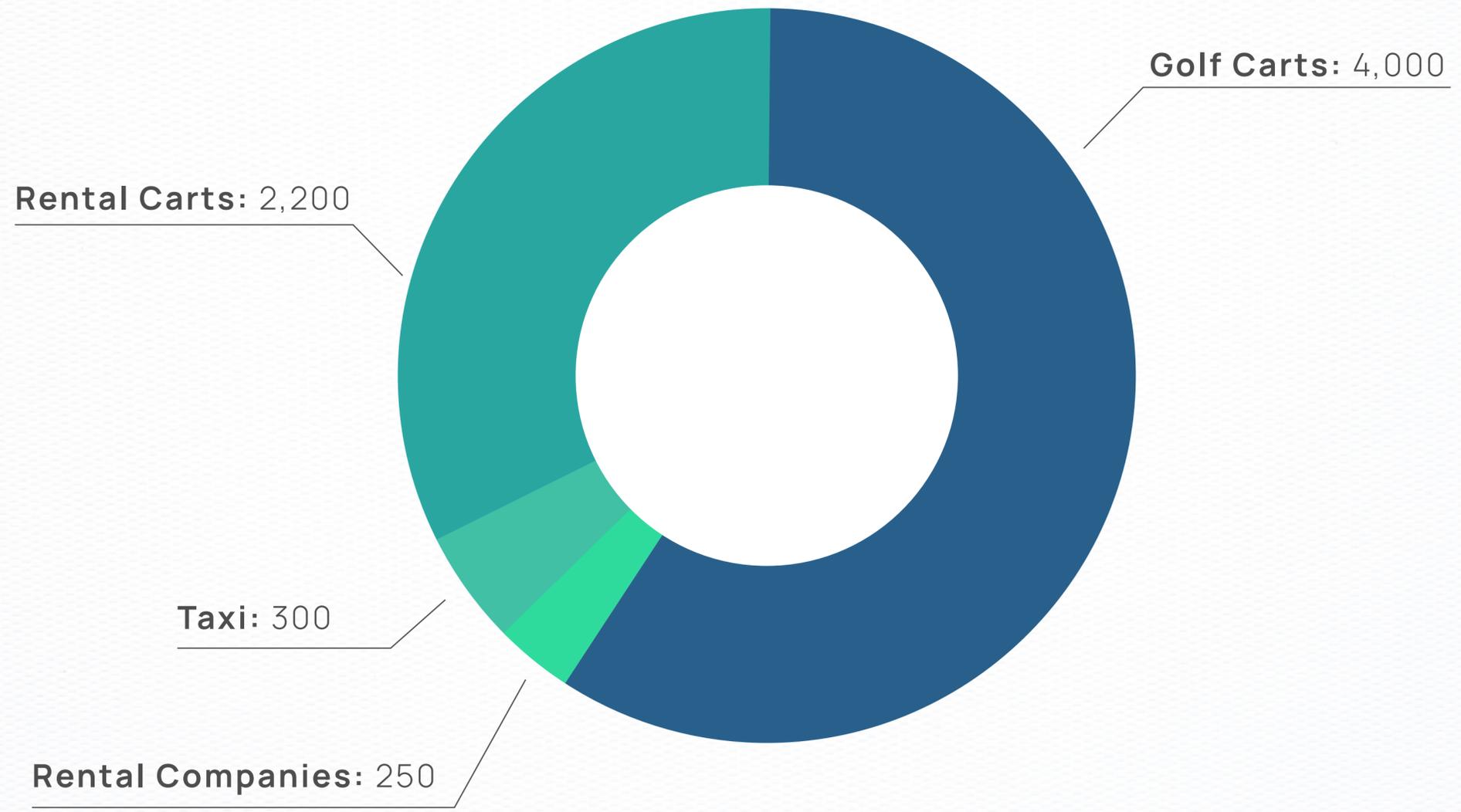
Some of the geographic constraints in San Pedro may require an alternative approach to moving people and goods which may justify a transit service to alleviate the traffic and parking issues identified to be such a concern in San Pedro, specifically in the downtown.

## **RECOMMENDATIONS FROM STUDY**

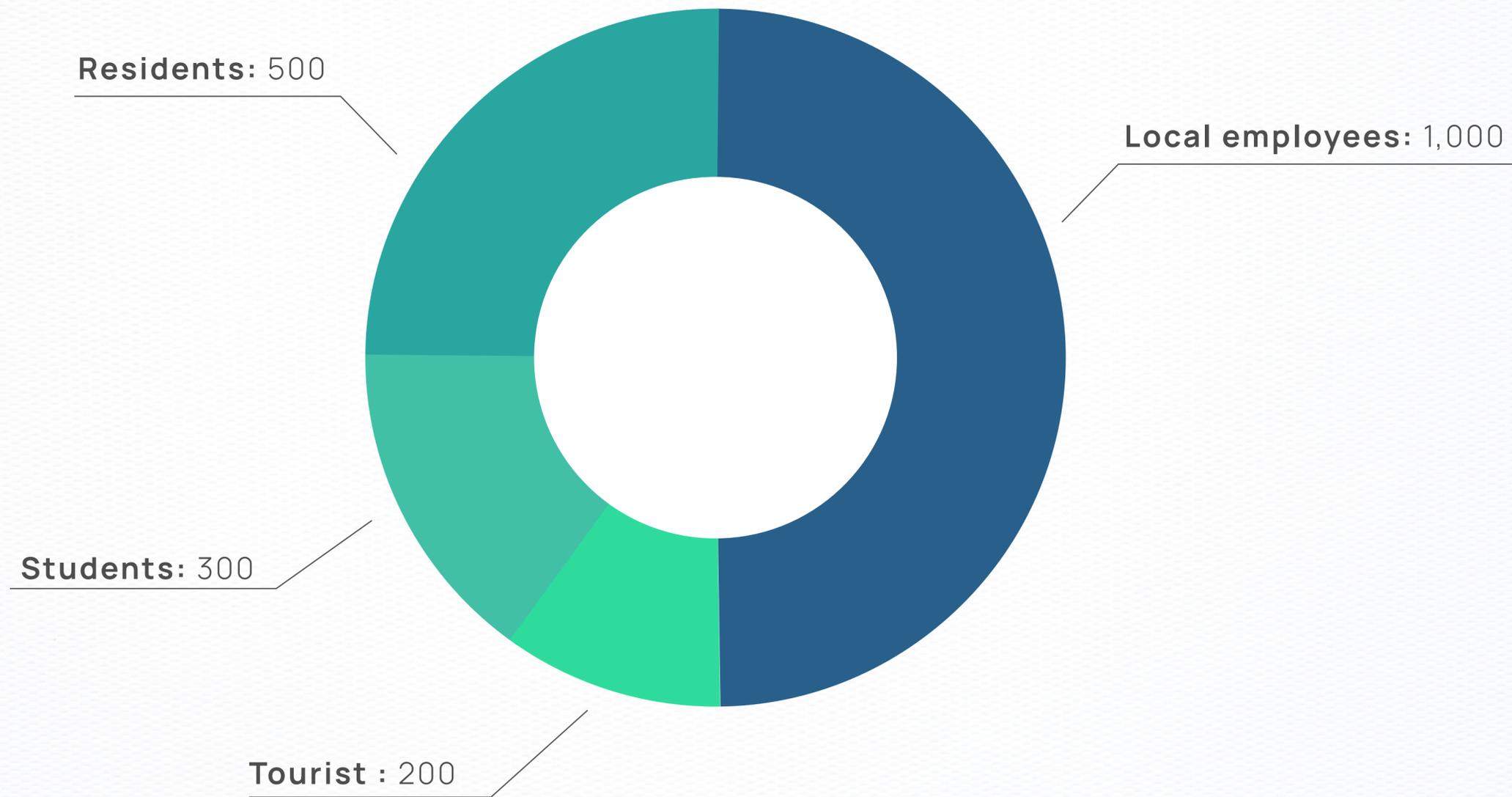
**7) Start a transit service serving the areas closest to the downtown,** from just south of the bridge across San Pedro River, through the downtown to the water plant and tower to the south (on Sea Grape Drive), area that is paved. This will start to reduce traffic and parking issues in the downtown and elsewhere. Suggest starting with a cost of approx. \$1 BZE for children and \$2 BZE for adults. This may be a contracted service or operated by the Town of San Pedro and may be expanded as necessary. This Transit route should travel on paved streets only so may require some street upgrades and upgrades for adequate turnaround points. Transit stops should be placed a min. of every second block downtown to approximately 500ft intervals outside of downtown. More info provided in Appendix B.

**8) Extend or reduce transit service depending on the usage/success,** adjust recovery or transit fares, if necessary. Remember that transit will never break even, it is at best a 40-50% recovery. The rest must be paid by the tax base, however will reduce other infrastructure investments.

## CURRENT ESTIMATED INVENTORY IN SAN PEDRO



# WHO WILL BENEFIT FROM PUBLIC TRANSPORTATION?



## OUR MISSION

- ◆ Introduce an affordable transportation solution to benefit locals.
- ◆ Improve the quality of transportation for San Pedranos – students, workforce, elderly, and the disabled.
- ◆ Re-invest in the local community by donating 100% of the profits to local non-profit organizations.

**INTRODUCING**

# **SAN PEDRO**

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**14-16 Seater Bus**

Size proposed by international Transport Consultants based off road conditions and turn studies.

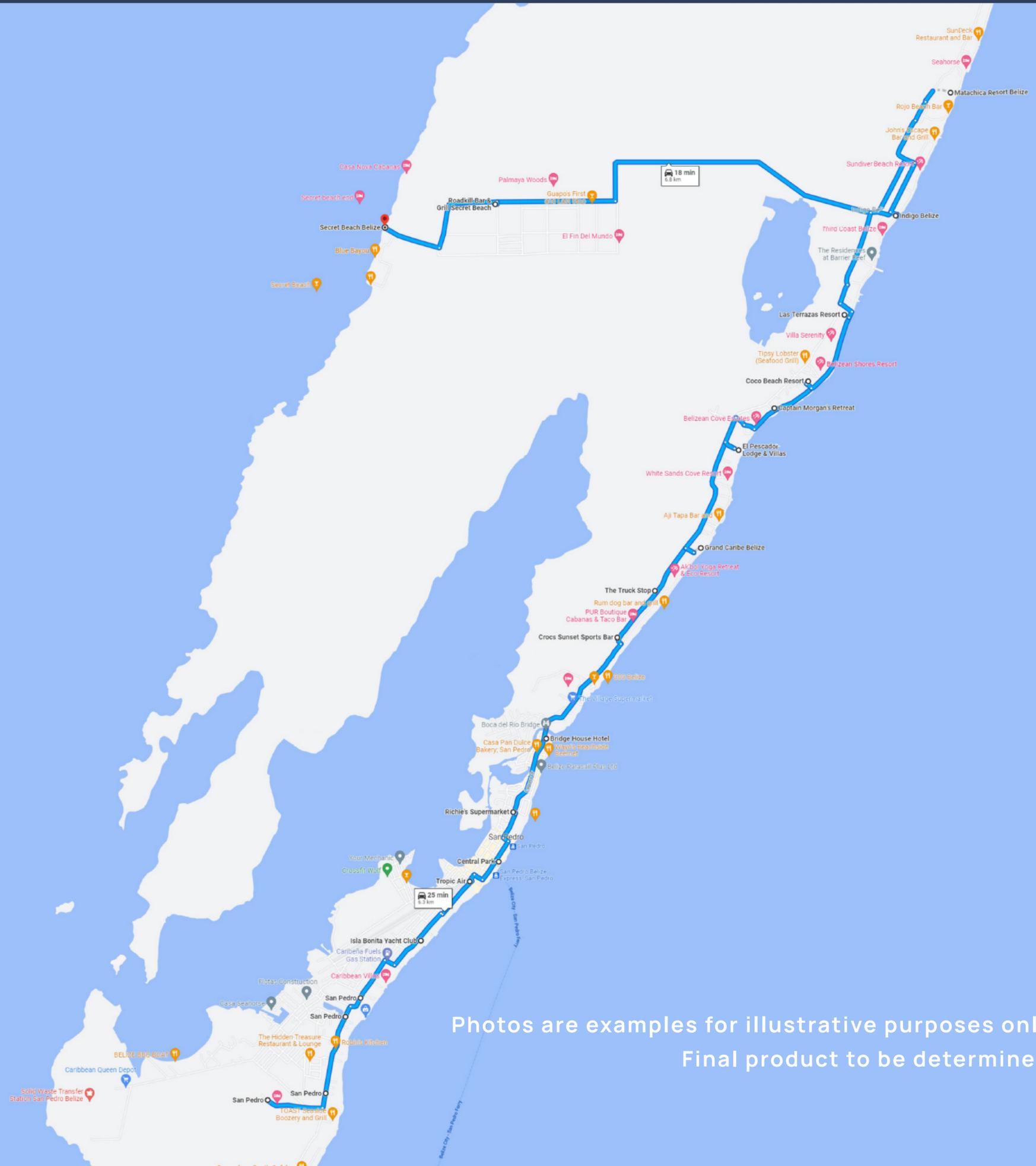
**Photos are examples for illustrative purposes only. Final product to be determined.**

## THE OPERATION

- ◆ The initial operation will operate 24 hours per day / 7 days per week.
- ◆ This operation will create local jobs.

The operation has been planned with 20 designated bus stops and a range from Mahogany Bay Village in the south to Secret Beach in the north.

- ◆ Multiple pricing options will be available, including reduced fare options for students, the elderly and disabled, and monthly passes. Fares will be determined based on rates dictated by the Ministry of Transport.
- ◆ Fares will be issued through a digital ticketing system.
- ◆ Travel luggage will not be permitted.



Photos are examples for illustrative purposes only.  
Final product to be determined.

## DIGITAL TICKETING SYSTEM

A digital ticketing system will be implemented to simplify and optimize ticketing.



## PATH TO A SUCCESSFUL PARTNERSHIP

- ◆ An exclusive Public Transport contract to allow the project to be implemented and absorb the potential operating losses over the early years following significant investment.
- ◆ Support requested from government:
  - ◆ Assistance in identifying land for bus stops and construction of bus stops to support waiting customers.
  - ◆ No Import duty on public transportation buses.
  - ◆ Fuel surcharge to be removed on public transportation.
- ◆ Local support will allow the Company to:
  - ◆ Re-invest a greater profit into the community through local non-profit organizations.
  - ◆ Keep fares as low as possible for the community, including students, families, elderly, and the disabled.

# OBJECTIVES & FINANCIAL HIGHLIGHTS

Currency: BZD

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Fare Revenue	1.380M	1.656M	1.932M	2.208M	2.346M	2.574M	2.806M	3.058M	3.334M	3.634M
Total Operational Costs	2.002M	2.072M	2.150M	2.228M	2.286M	2.378M	2.460M	2.544M	2.634M	2.728M
Projected Net Income	-622k	-416k	-218k	-22k	60k	196k	346k	514k	700k	906k
80% of Profit - Allocated to Return of Investment	0	0	0	0	48k	156k	276k	412k	560k	726k
20% of Profit - Allocated to Community Service	0	0	0	0	<b>12k</b>	<b>40k</b>	<b>70k</b>	<b>102k</b>	<b>140k</b>	<b>180k</b>

**After meeting return of Capital, 100% profit will be given to NGO's for Community Service.**

Projected profit distribution to NGO's for Community Services:

1st 10 Years	BZD 546k
Next 15 Years	BZD 9.972M
<b>Total in 25 Years</b>	<b>BZD 10.516M</b>

## OUR PROMISE

- ◆ To ensure the residents of San Pedro are protected by a professional, affordable Public Transport System.
- ◆ To conduct annual audits of the Company.
- ◆ To afford full accounting transparency throughout the contract to the San Pedro Town Council and the Ministry of Transport.
- ◆ To re-invest 100% of profit into local non-profit organizations.

## MOVING INTO THE FUTURE

- ◆ The size of the fleet and frequency of the routes will increase as demand grows.
- ◆ The company will explore electric bus options to improve the environmental impact as technology develops.
- ◆ Fares will decrease as ridership increases.
- ◆ Fares will also be lowered with additional concessions from the government.
- ◆ All profits reinvested into non-profit organizations.

**LAUNCH DATE**

**OPERATIONS TO COMMENCE  
DEPENDENT ON GOVERNMENT  
APPROVAL**