US has more options to save money. In Germany all money is taken by government in form of insurance and pricy taxes. It's a pretty well known fact that, salaries in Germany are much less than in the USA. Also, taxes are very high. I am not sure how banking system works in the USA, but I feel its not poor and laborious. Since we have a startup, I know most of the things are done using online banking and there isn't much of labor involved. People would counter saying Germany has great public transport and autobahns but the transportation (train ticket, car rentals) is way pricy than USA. My senior transit pass cost something like €67 a month, it wasn't worth using a car. I don't have cause to use the common gripe of Sunday closing. A comprehensive comparison, which is still missing, is being envisaged within a joint master thesis at the University of Los Andes and the Kaiserslautern...

We use cookies to make interactions with our website easy and meaningful, to better understand the use of our services, and to tailor advertising. For further information, including about cookie settings, please read our Cookie Policy. By continuing to use this site, you consent to the use of cookies. This article focuses on the renaissance of tram and light rail systems in France and Germany. Significant innovations are low-floor trams, track sharing with railways, appealing design of the vehicles as well as the stops and the streetscape in general. Hide publication data in Spanish. BRT systems by countries and regions Regional comparisons of BRT ridership and performance Urban densities and BRT usage. 4. Characterising BRT: the supply side. public transit system, instead relying on a constellation of mostly uncoordinated private bus and informal paratransit services, BRT is part of a major transformation, serving as the backbone of a new public system. This characterises cities like Lagos, Jakarta and Ahmedabad. One study in the US estimated that 24 percent to 33 percent of riders served by new BRT systems are new transit users, most having switched from private car (Peak et al., 2005). In Adelaide, 40 percent of those riding track-guided buses were former motorists (Cervero, 1998).