

French Association of Public Transport Authorities

Coordinated Approaches to Expanding Access to
Public Transportation



"Transport for a Sustainable Development" Conference – TDeS' 07

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French Association of Public Transport Authorities

- **Founded:** 1980
- **Status:** Non profit organization, financed only by its members
- **Membership:** 261 public transport authorities: cities, départements and regions.
- **Goals:** To promote public transportation and represent elected transport representatives.



The GART Mission

- Be the public spokesperson for local governments, as well as their representatives to institutions, the government, parliament, organs of the European Union, and the press.
- Offer its members economic, financial, judicial and technical advice and expertise.
- Stimulate and animate transportation debates through the proposal of innovative and practical solutions.
- Objective: Better living and commuting through development of the public transport sector.



The Transport authorities in France

- Elected bodies responsible for the management of mobility and organisation and financing public transport
- 3 levels: regions, départements, cities
- Urban transport authorities: generally the body is the group of municipalities responsible on the urban area, for urban planning, public transport, economic development, waste ...



The role of transport authorities

- Mobility management: in urban areas over 100 000 inhabitants, sustainable urban transport plan is obligatory
- Organisation and financing public transport

mobility management : the Sustainable urban transport plans (SUTP)

- Global policy of transport, with push measures to develop use of public transport and bicycle, and pull measures to control the use of cars
- Very important link with land-use

SUTP

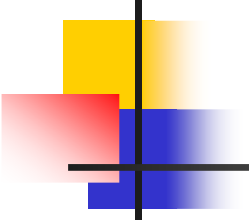
Involvement of stakeholders

- Mobility plan has to answer the inhabitants needs.
- The involvement of inhabitants (workers, women, ...) very useful to:
 - Define cheap and adapted measures
 - Increase public awareness of effects of the mobility choices on environment and health

SUTP

Push measures

- Developing public transport
- Developing intermodality
- Sharing the road space:
 - Sidewalk and areas for pedestrians
 - Lanes for bicycles and buses
 - Right of way for BRT and LRT
- Priority for buses, BRT and LRT at traffic lights



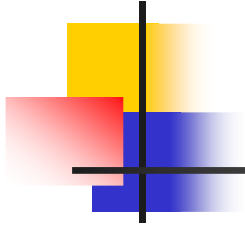
SUTP

Pull measures

- Parking control and restriction
- Taxation of the use of cars: petrol tax, road pricing

SUTP

Link with land-use



- Low density = mobility by car
- High density = public transport, cycling, walking
- Hospitals, universities, commercial centers, ... have to be developed in central areas and not outside the dense city

SUTP

The role of Local Governments



- Mobility, land-use planning, housing are key issues
- Involvement of stakeholders essential for success
- Choices and decision: level closed the citizens



Public transport and sustainable development

- **Economic:** Good mobility for people and easy traffic for freight is essential for economic development.
- **Social:** Public transport is essential for those who do not have access to other means of transport and in context of structural increase of the price of oil.
- **Environment:** Public transport is an efficient tool for reducing the negative impact of individual motorized traffic, such as pollution, greenhouse effect, noise, urban and territorial planning, health and safety.



The organization by local authorities for a better efficiency

Public transport is service of general interest:

recognised by the new european regulation for public transport

The organization at local level:

- to meet the users needs
- for a better control

Market alone cannot is not enough:

- All operators are interested by the same lines and timetable, so local authorities have to regulate the market
- Local authorities have to be aware of the importance of the quality of service, and not only interested to perceive money from operators
- The level of regulation depends of the implication of local authorities : founding, control, ...



The operation of public transport

- **Local governments have to choose if they operate themselves or if they call for tenders.**
- **Call for tenders is very useful (in France, 90 % of networks are operated in PPP):**
 - Private operators have large experience of transport networks all over the world
 - Private operators can have its own rolling stock
 - No problem with staff
- **Nevertheless, local governments get interest to own the infrastructures and rolling stock depots.**



Contractual relationships

Call for tenders (1)

- Call for tenders have to define objectives in terms of quality of service of the lines and network, the fares and eventually the exclusive rights.
- It is not useful to have very detailed characteristics of service: this is the work of the operator who have to meet the objectives of the local government.
- The level of details of the call for tenders depends of the control capacity of the local authority.
- The control is very important.



Contractual relationships

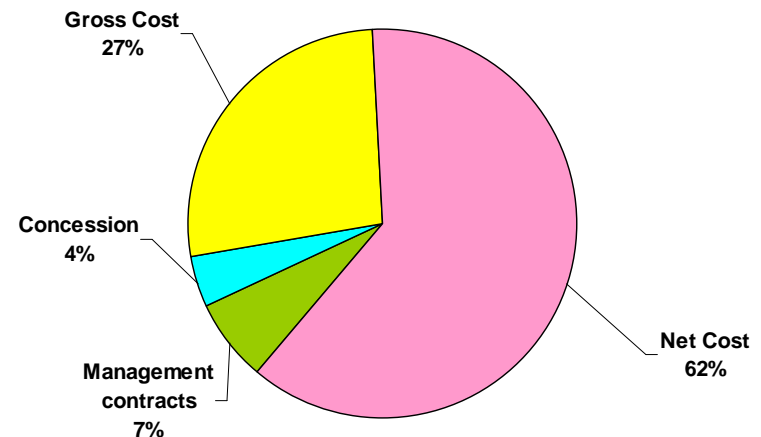
Life of contracts (2)

- **The local governments have to choose to contract for all the network or by lots:** even if, in France, generally we have an alone contract for all the network, lots are better because they allow to benchmark with several operators and facilitate the entrance of new operators
- **The duration of the contract depends of:**
 - the rolling stock property : 5 to 10 years
 - The choice between contracting for all network or by lots : it is easier to make call for tenders with several lots (during different periods) than for all network

Contractual relationships (2)

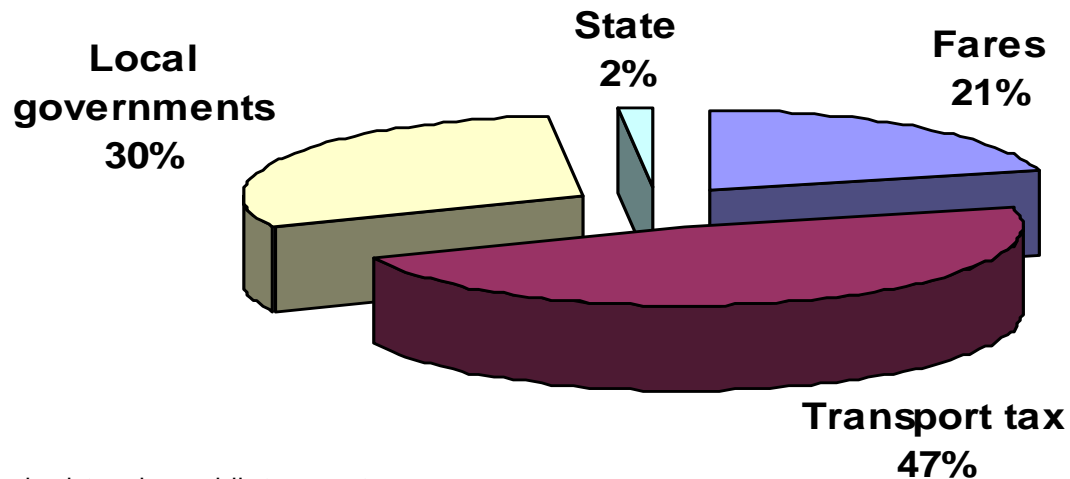
- The choice of the type of contract depends of the implication of the local authority.
- Gross cost contract allow a better control than net cost contract.
- The situation in France.

The type of contract for urban transport networks in 2004
(total delegated management outside Ile-de-France)



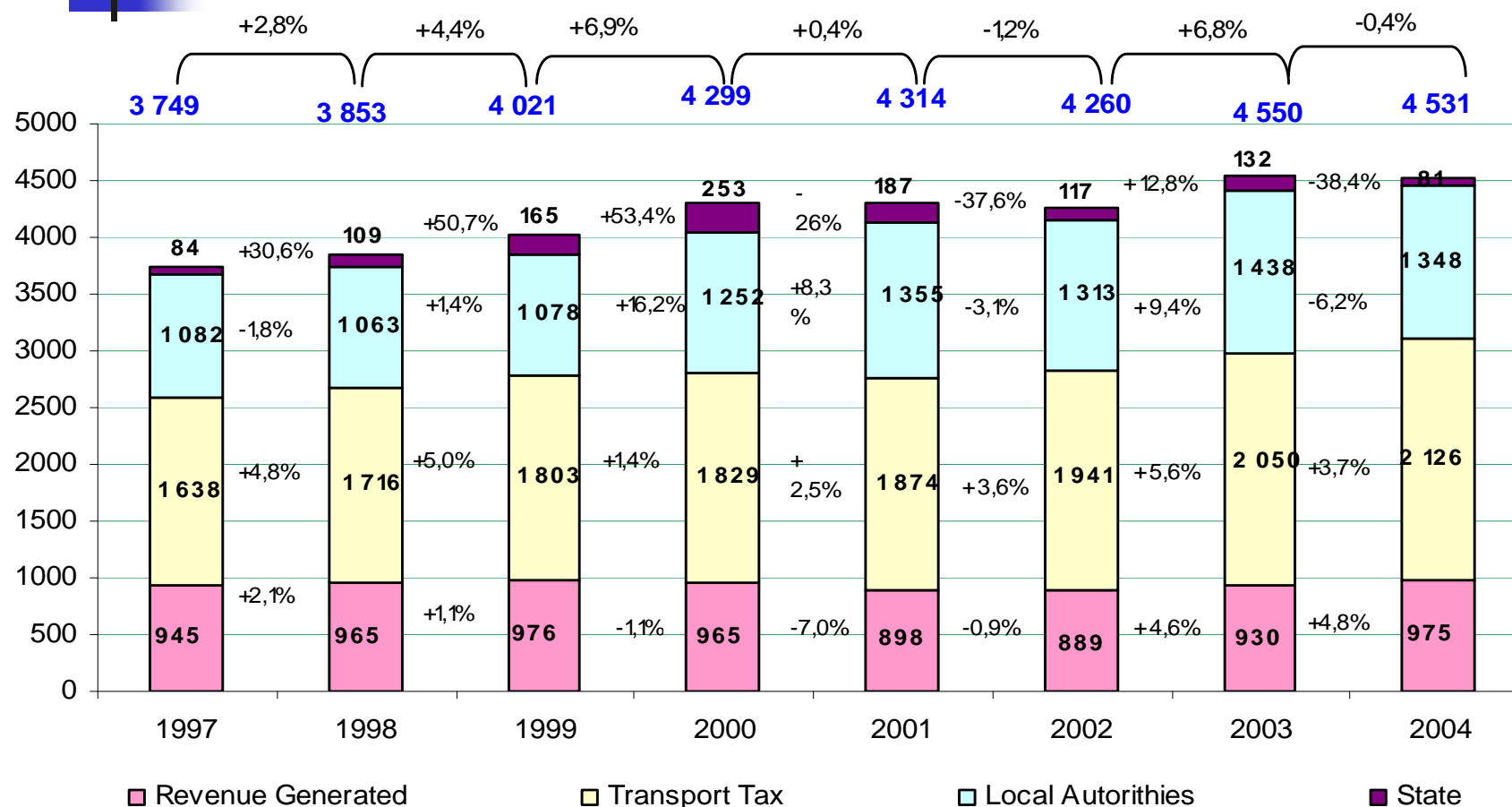
Financing of public transport in french conurbations

Distribution of sources of urban public transport financing in 2004
(outside Ile-de-France and not including loans)
Total own funds : 4 531 millions euros



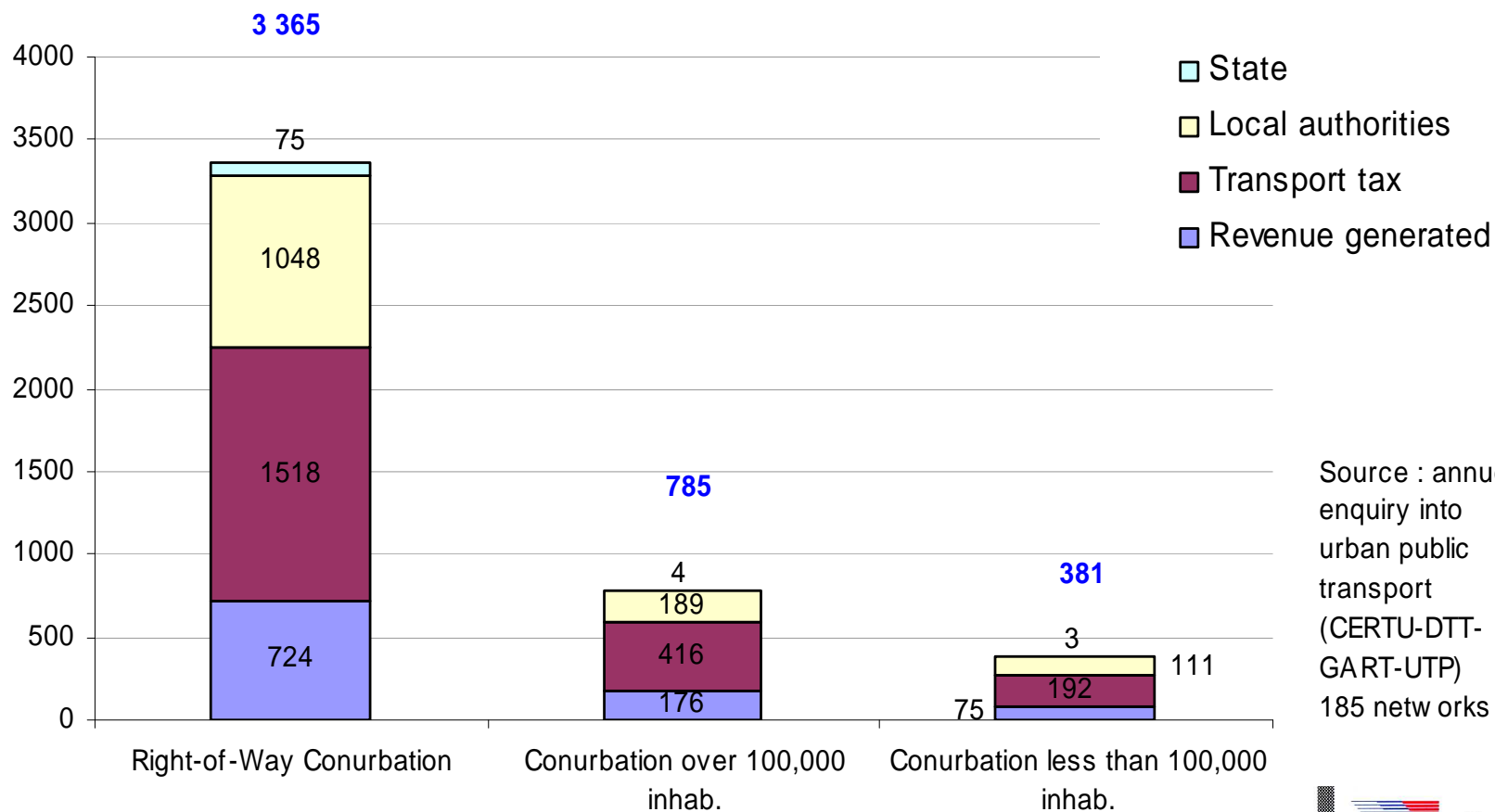
Source :Annuel enquiry into urban public transport
(CERTU-DGMT-GART-UTP)

Changes to sources of financing (not including loans and outside of IDF) For urban public transport from 1997 to 2004 in millions of euros 2004



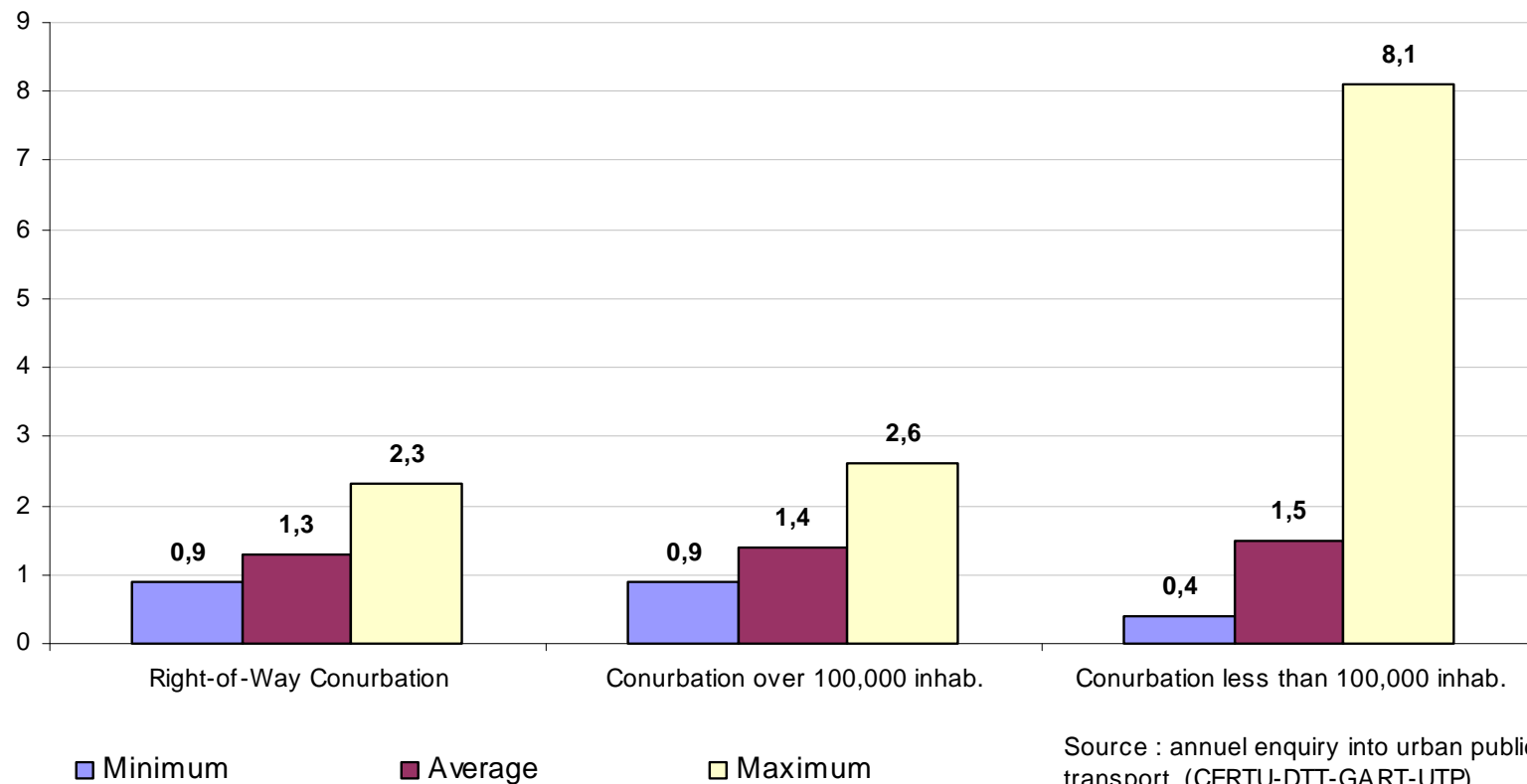
Source: Annual enquiry into urban public transport (CERTU-DTT-GART-UTP)

Sources of financing (not including loans) for urban public transport In 2004, million euro, according to the size of the network



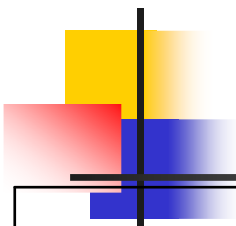
Source : annuel
enquiry into
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185 netw orks

Operating cost per journey in 2004, according to the size of the network, in €Average for all networks: 1.3€

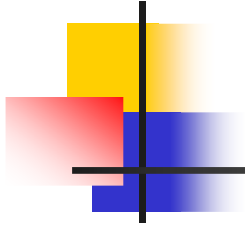


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Transport tax rates



Territorial area	Maximum rate
Ile-de-France: Paris, Hauts-de-Seine	2.6 %
Ile-de-France: Seine-Saint-Denis, Val-de-Marne	1.7 %
Ile-de-France: Essonne, Seine-et-Marne, Val-d'Oise, Yvelines	1.4 %
Outside Ile-de-France: Conurbations > 100 000 inhabitants that have decided to construct a public transport infrastructure and whose dossiers have been examined by the State	1.75%
Outside Ile-de-France: Conurbations > 100,000 inhabitants	1%
Outside Ile-de-France: Conurbations between 10,000* and 100,000 inhabitants	0.55%
Outside Ile-de-France: Supplement for the communities that have also formed a group for other tasks	0.05%



Thank you for your attention

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