

THE FRENCH PUBLIC TRANSPORT : INSTITUTIONAL CONTEXT



GROUPEMENT DES AUTORITÉS
RESPONSABLES DE TRANSPORT

PLAN OF THE PRESENTATION

The Association Of Public Transport Authorities (GART)

The Institutional organisation of public transport in France

Focus on the urban public transport authorities
(outside of "Île-de-France")

PRESENTATION OF THE GART

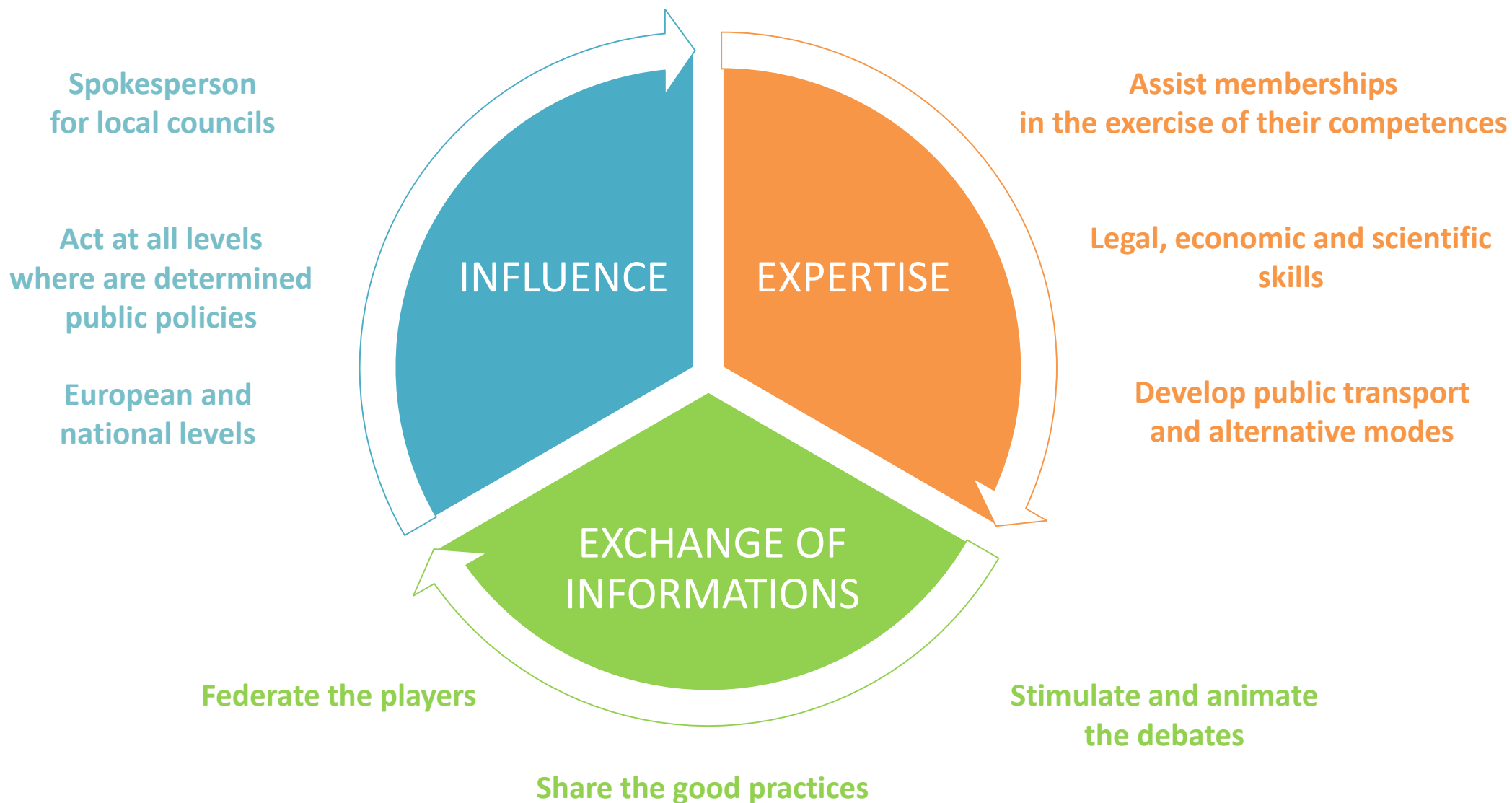


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THE GART IN SOME WORDS



MISSIONS



ORGANISATION

SCIENTIFIC COUNCIL

Contribute to the thought
on major challenges
of sustainable mobility

STAFF

Support the Transport and Mobility
authorities to better understand the issues
of our sector

BOARD OF DIRECTORS

Decide on strategic resolutions and positions

COMMISSIONS & WORKING GROUPS

Analyze and discuss
on legislative and regulatory matters
Share best practices and local experiences

PARTNERS CLUB

Gather industrials and service companies
from the sector

THEMATICS IN WITH THE GART IS ACTIVE



THE INSTITUTIONAL ORGANISATION OF PUBLIC TRANSPORT IN FRANCE



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ROLE OF THE NATIONAL GOVERNMENT IN THE FRENCH PUBLIC TRANSPORT



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Organizing authority for rail services of national interest:

- high speed trains (TGV)
- since 2010, for national lines grouped under the name "Trains d'Équilibre du Territoire" (TET)

Manager of the motorway network not conceded to private companies and of the national road network

Participation to the development of territories and land use planning through State – Regions planning contracts (€ 20 billion on the period 2021-2027)

Participation in the **financing of investments in urban public transport**, within the framework of national calls for projects "Transports Collectifs en site propre" (TCSP) resulting from the "Grenelle de l'Environnement" (article 13 of the Law Grenelle 1)

FOCUS ON THE NATIONAL CALL OF PROJECTS FOR URBAN PUBLIC TRANSPORT

	Period	Number of winning projects	Global amount of national subsidies (in millions of euros)
1st call of Projects "TCSP"	2008-2009	50	800
2nd call of projects "TCSP"	2010	78	590
3rd call of projects "collectif transport and sustainable mobility"	2013-2014	99	450
4th call of projects "TCSP and multimodal hub"	2021-2025	162	900

Source: GART

The French national government: A role of regulator in the organization of local public transport with different national laws and regulations

1982: "Loi d'orientation des transports intérieurs" Law

2015: "Nouvelle organisation territoriale de la République" (NOTRE) Law

2014: "Modernisation de l'action publique territoriale et d'affirmation des métropoles" (MAPTAM) Law

2019: "Loi d'orientation des mobilités" Law

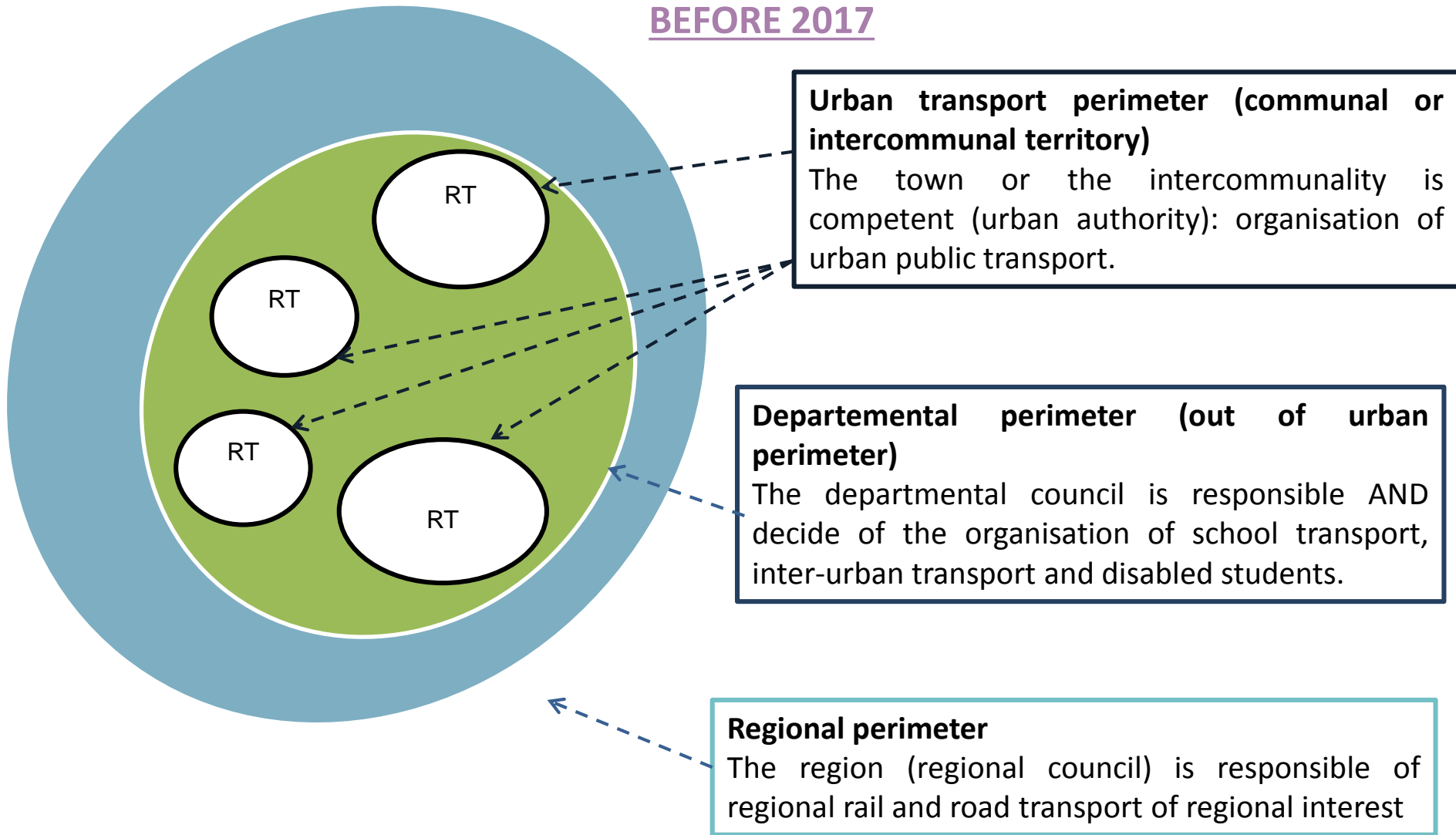
LOCAL TRANSPORT ORGANISATION IN FRANCE



GROUPEMENT DES AUTORITÉS
RESPONSABLES DE TRANSPORT

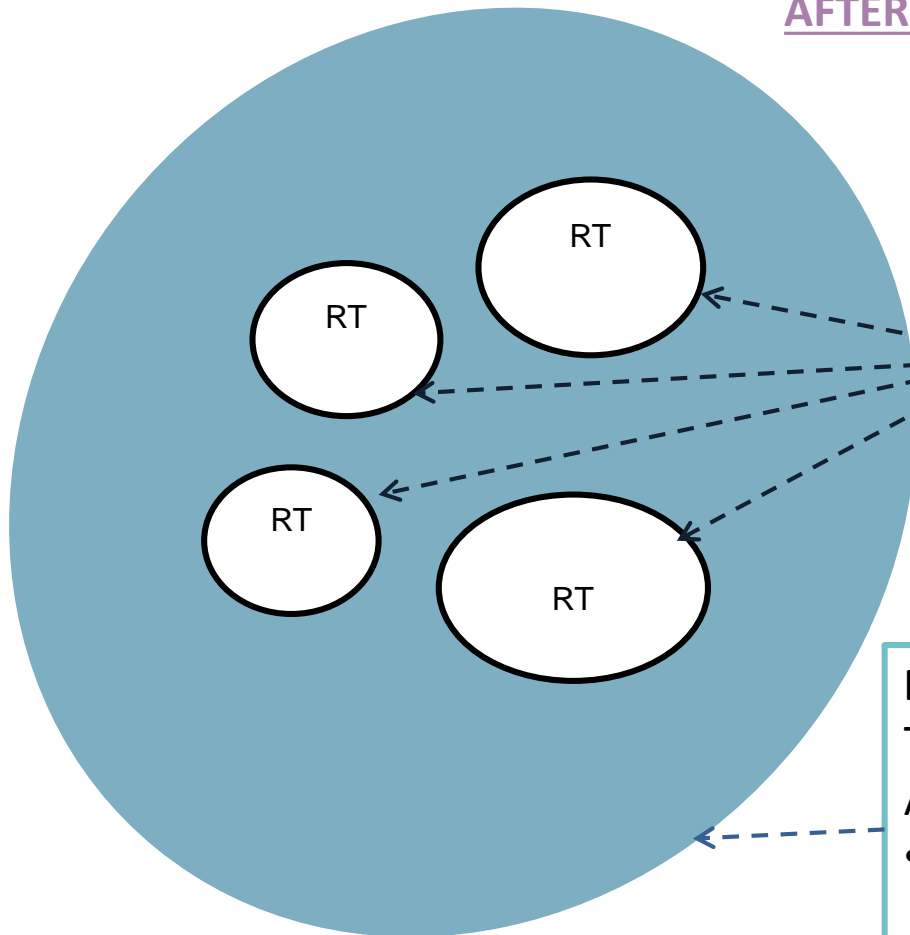
THE DIFFERENT LEVEL OF LOCAL AUTHORITIES

BEFORE 2017



THE DIFFERENT LEVEL OF LOCAL AUTHORITIES

AFTER 2017



Urban transport perimeter (communal or intercommunal territory)

The town or the intercommunity (municipal or community council) is competent for: the organisation of urban public transport.

Regional perimeter

The region (regional council) is Public transport Authorities at regional level responsible of :

- regional rail and road transport of regional interest
- Inter-urban transport and school transport

THE DIFFERENT LEVEL OF LOCAL AUTHORITIES

SINCE 2019

Objective of the "LOM Law:

Endow the entire French territory of Authorities
Organizing Mobility at local level ("AOM")

Reducing the "white areas" of mobility devoid of local authorities in charge
of mobility (75% of the territory, 25% of the population)



Intercommunality, local urban authority of mobility, competent to organize different services within its territorial jurisdiction

The region, regional Authority of mobility, responsible for all services that go beyond the territorial jurisdiction of a local authority (local urban authority)

THE REGION AS A REGIONAL AUTHORITY OF MOBILITY

The region become, with the LOM Law, a **regional authority of mobility**, and can organise also different other services than regional rail services and interurban and school transport: “active mobility” services (bike rental, etc.), “shared mobility” services (car sharing, carpooling, etc.), “solidarity mobility” services, ...

The Region, “**chef de file**” **leader in the mobilities**: definition of the common actions with the local urban authorities, the **mobility basins** and **operational contracts**

The region: **possibility to become also local authority in substitution** of local intercommunalities which decide not to take the mobility competence at local scale (deadline fixed by the LOM law to 31, march, 2021)

THE SPECIFICITY OF "ÎLE-DE-FRANCE MOBILITÉ"

Previously managed by the national government, public transport in Île-de-France has been, since 2004, under the responsibility of a **single transport organizing authority, "Île-de-France mobilités"** (formerly the Syndicat des transports d'Île-de-France), which brings together **the region, the city of Paris and the departments of "Ile-de-France"**

The area of jurisdiction is the **entire regional territory**, including rural areas, and interurban (urban transport and regional rail transport)

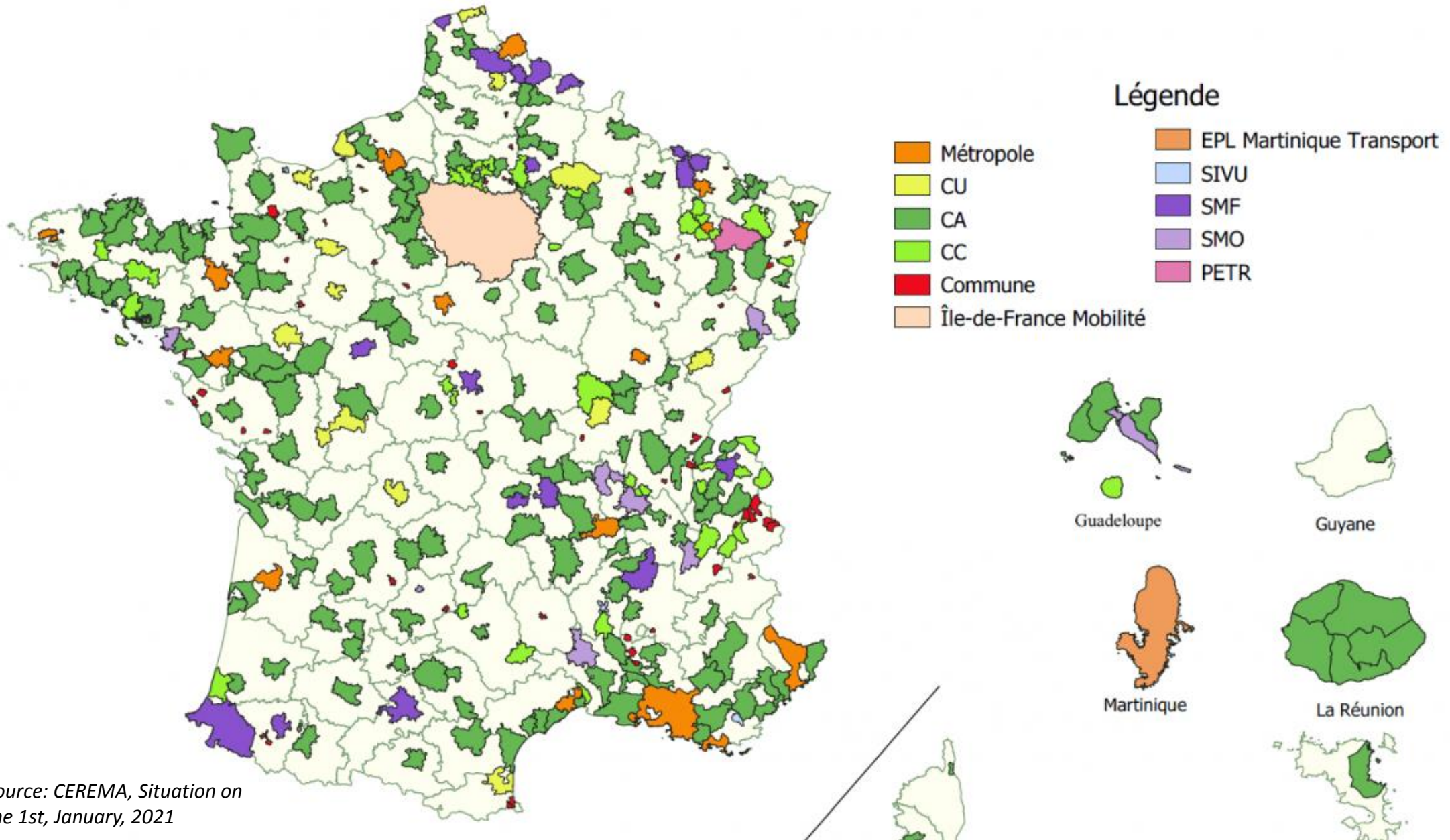
Ile-de-France mobility is responsible of:
organizing, coordinating and financing public passenger transport in Île-de-France, defining the general operating conditions, creates the tickets and setting the prices also, **defining the transport offer** and the level of quality of the service, within the framework of contracts signed with private companies (RATP, SNCF, OPTILE).

FOCUS ON THE URBAN AUTHORITIES IN CHARGE OF MOBILITY (OUTSIDE ILE-DE- FRANCE)



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TERRITORIES OF THE URBAN AUTHORITIES IN CHARGE OF MOBILITY IN FRANCE (OUT OF "ÎLE-DE-FRANCE")



"Single AOM – Martinique Transport"	1
"Communes"	50
"Communautés de communes"	34
"Communautés d'agglomération"	174
"Communautés urbaines"	13
"Métropoles"	16
"Pôle d'équilibre territorial et rural"	1
"Syndicat intercommunal à vocation unique"	



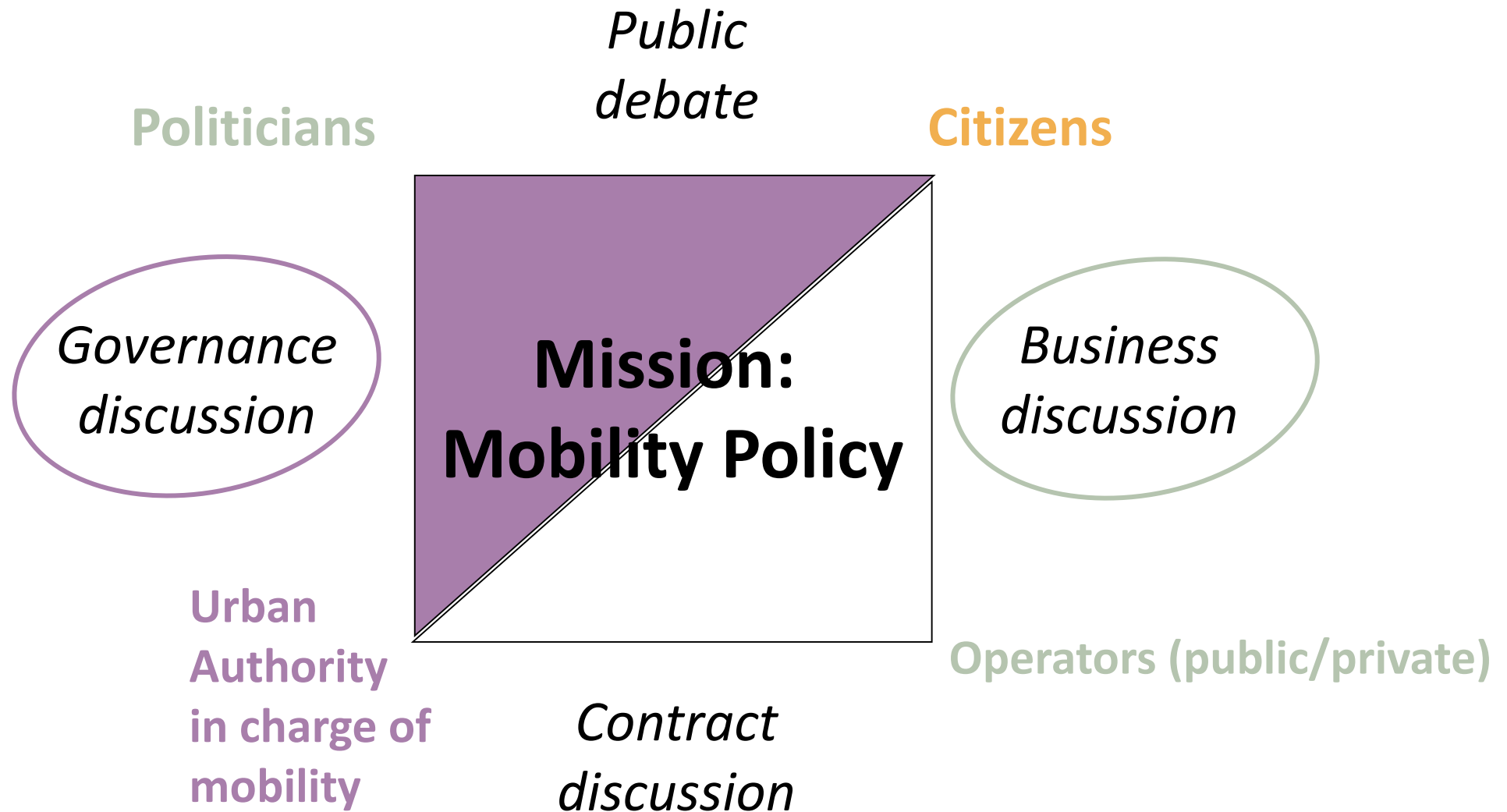
316 URBAN AUTHORITIES IN CHARGE OF MOBILITY IN FRANCE (OUT OF ÎLE-DE-FRANCE)

The urban authority in charge of mobility (out of Île-de-France) is the principal actor responsible of the organization of the mobility and urban transport within its territorial jurisdiction. This urban authority can organize “à la carte” or contribute to organize:

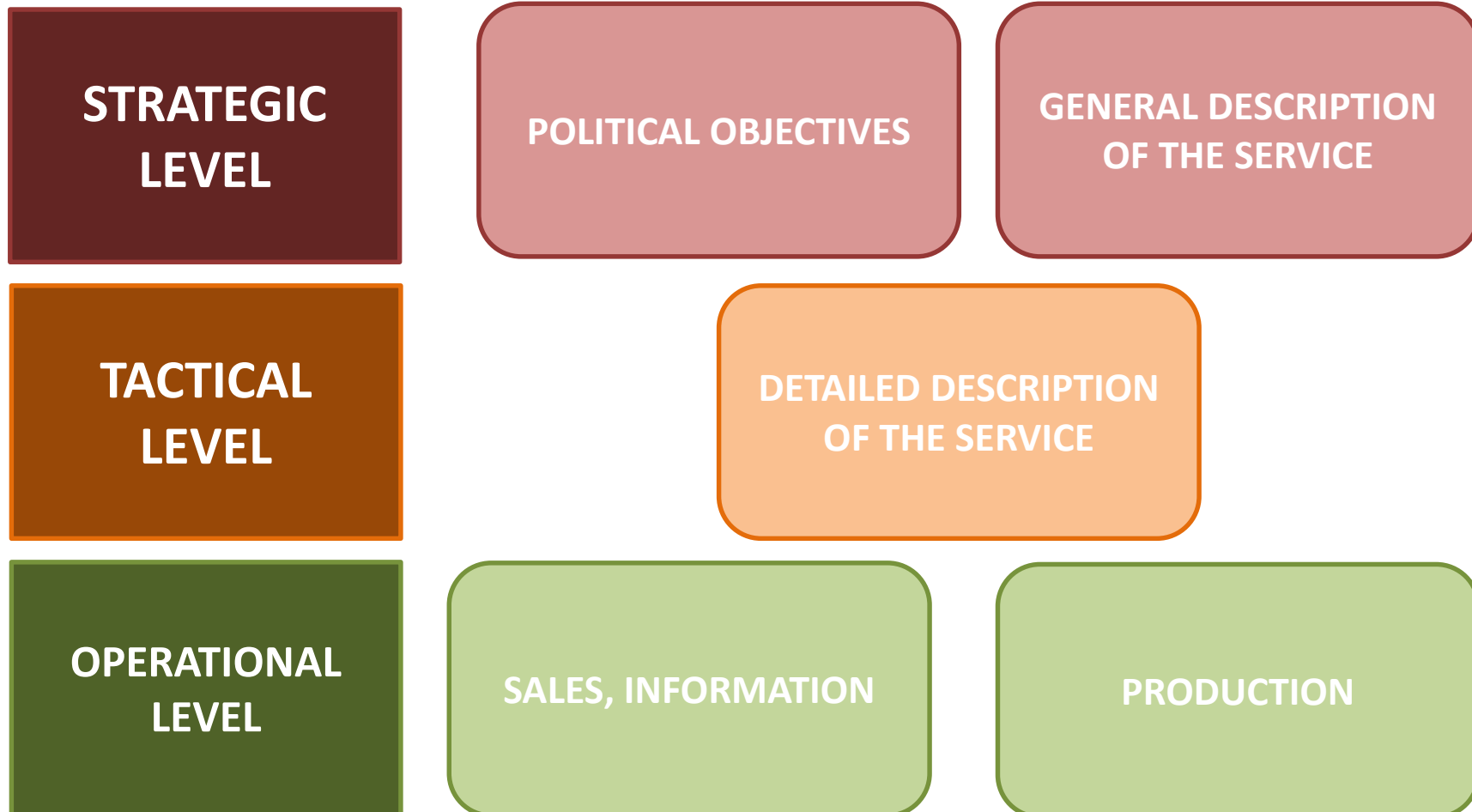


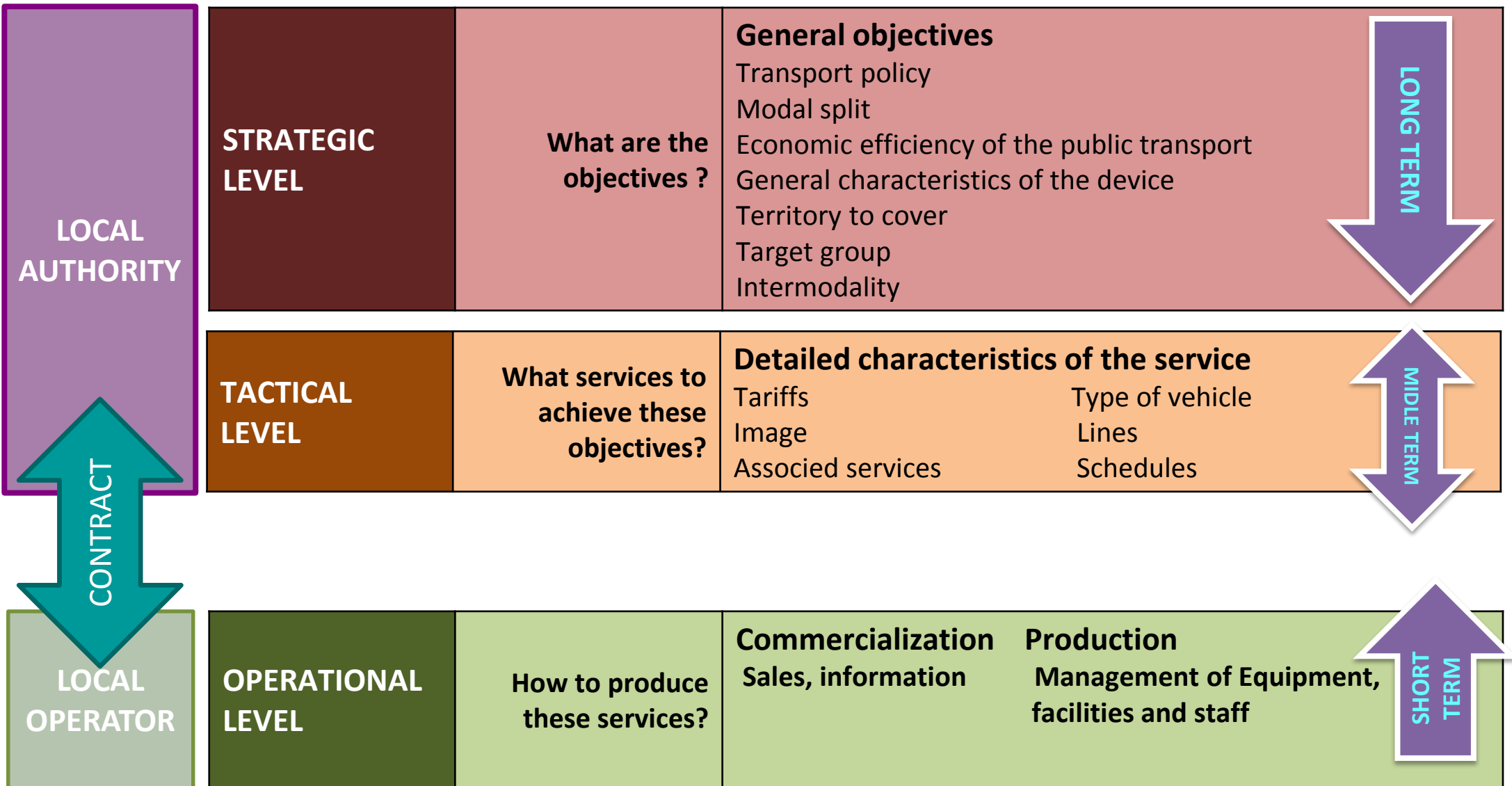
- **Regular public transport services**
- **"Transport on demand" services**
- **"School transport" services**
- **"Active mobility" services (bike rental, etc.)**
- **"Shared mobility" services (car sharing, carpooling, etc.)**
- **"Solidarity mobility" services**
- **"Advice Mobility " services**
- **Urban Freight transport or logistics services**

DIFFERENT MAIN STAKEHOLDERS



DIFFERENT LEVEL OF DECISIONS IN THE LOCAL TRANSPORT :





SOME CONCLUSIONS :

A national gouvernement in France with an important regulatory and prescriptive missions

At local level, local and regional mobility organizing authorities who decide on their local mobility policy (**decentralization of mobility competence**), while having a framework decreed at national level

Various challenges facing the local authorities organizing mobility today in France: the **financing the mobility**, the energy transition, the health crisis, etc.

THANK YOU FOR YOUR ATTENTION

Communication tools



[Website](#)



[Publications](#)



[Discussion groups \(only for memberships\)](#)



Newsletters : [L'Hebdo \(only for memberships\)](#) & [Mobilités](#)



Discussion group via *WhatsApp* (only for memberships)



[Twitter](#)



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[Administration office](#)

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