

THE PUBLIC TRANSPORT AND THE ROLE OF THE PUBLIC TRANSPORT AUTHORITIES IN FRANCE



CONFERENCE CODATU XVII, Hyderabad, India

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Saturday, 4th, November 2017





**THE FRENCH PUBLIC TRANSPORT ASSOCIATION
(« GROUPEMENT DES AUTORITÉS RESPONSABLES
DE TRANSPORT ») :**

PRESENTATION AND MISSION



PRESENTATION OF THE GART

➔ Association (law 1901)

- ⊖ Non profit organization founded in 1980
- ⊖ **231 Public Transport Authorities (PTA) members:**
 - ✓ 181 urban mobility transport authorities (UMTA)
 - ✓ 35 Counties
 - ✓ **14 Regions** and **Île-de-France mobilités** (Syndicat des transports d'Île-de-France)

➔ **Objective: to promote public transport and sustainable mobility, and represent the Public Transport Authorities at national, european and international level**



THE POLITICAL ORGANIZATION OF THE GART

- ➔ GART is overseen by a council composed of **42 members, all elected people**, last elected on the 13th, septembre 2017, for a three years term.
- ➔ The council reflects the **geographic and political diversity** of the association.
- ➔ The administrative council elects a President and an executive committee of 20, for three years, from within its ranks.
- ➔ President: **Louis NEGRE, mayor of Cagnes sur Mer.**
- ➔ 1st vice-president : **Roland RIES, Mayor of Strasbourg, Vice-president of the metropolitan area of Strasbourg.**



THE AIM MISSIONS OF THE GART

||| INFLUENCE

Spokesperson of the Transport Public Authorities (PTA): to represent the collective interests of the PTA beside the national Government, the Parliament and the European Institutions, to federate the actors of the Transport sector, to promote sustainable mobility policies

||| EXCHANGE OF GOOD PRACTICES

Place of exchange of the good practices of the Public Transport Authorities (PTA): to animate and stimulate the debate, to advise and to value the projects of the PTA members, to propose legislative, regulatory, and technical evolutions, on the base of the good practices of the PTA members

||| EXPERTISE

Expert of the important issues of the sustainable mobility



THE ORGANIZATION OF PUBLIC TRANSPORT IN FRANCE

THE FRENCH INSTITUTIONAL ORGANIZATION

	Number in France	Municipal voting process	Deliberative body	The executive power
CITIES	35 416	Municipal elections (all the 6 years)	Municipal Council	Mayor
INTERCOMMUNALITIES	2 588	Intercommunal elections (alle the 6 years)	Intercommunal Council	President of the intercommunal council
COUNTIES	101	Cantonal elections (all the 3 years)	County council	President of the county Council
REGIONS	18	Regional elections (all the 6 years)	Regional council	President of the regional council

THE 320 PUBLIC TRANSPORT AUTHORITIES IN FRANCE IN 2017

METROPOLITAN FRANCE

**FRANCE OVERSEAS
(OUTRE-MER)**

ÎLE-DE-FRANCE

**OUT OF ÎLE-DE-
FRANCE**

**12 URBAN MOBILITY
AUTHORITIES**

**ÎLE-DE-FRANCE
MOBITÉS**

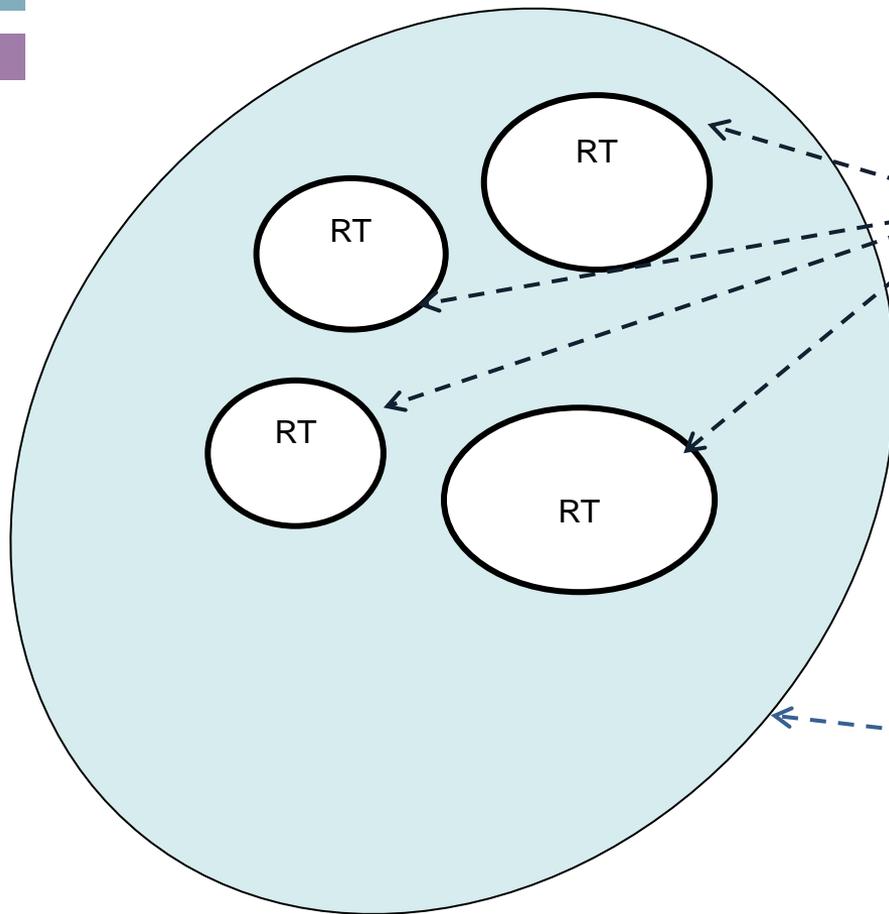
**290 URBAN MOBILITY
AUTHORITIES**

**1 SINGLE PUBLIC
TRANSPORT
AUTHORITY
(MARTINIQUE)**

**12 REGIONAL PUBLIC
TRANSPORT
AUTHORITIES**

**4 REGIONS AND
COUNTIES
(RÉUNION, GUYANE,
GUADELOUPE, MAYOTTE)**

THE LEVEL OF LOCAL AUTHOTITIES AND COMPETENCIES AFTER THE REFORM IN 2017

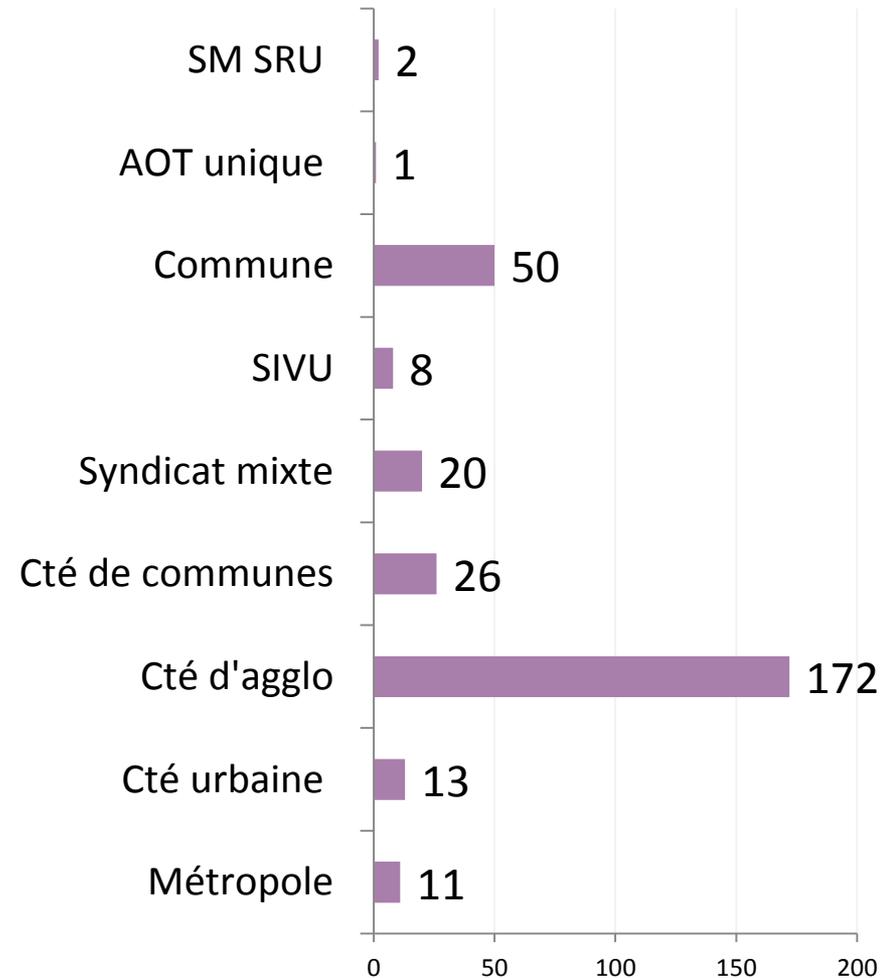
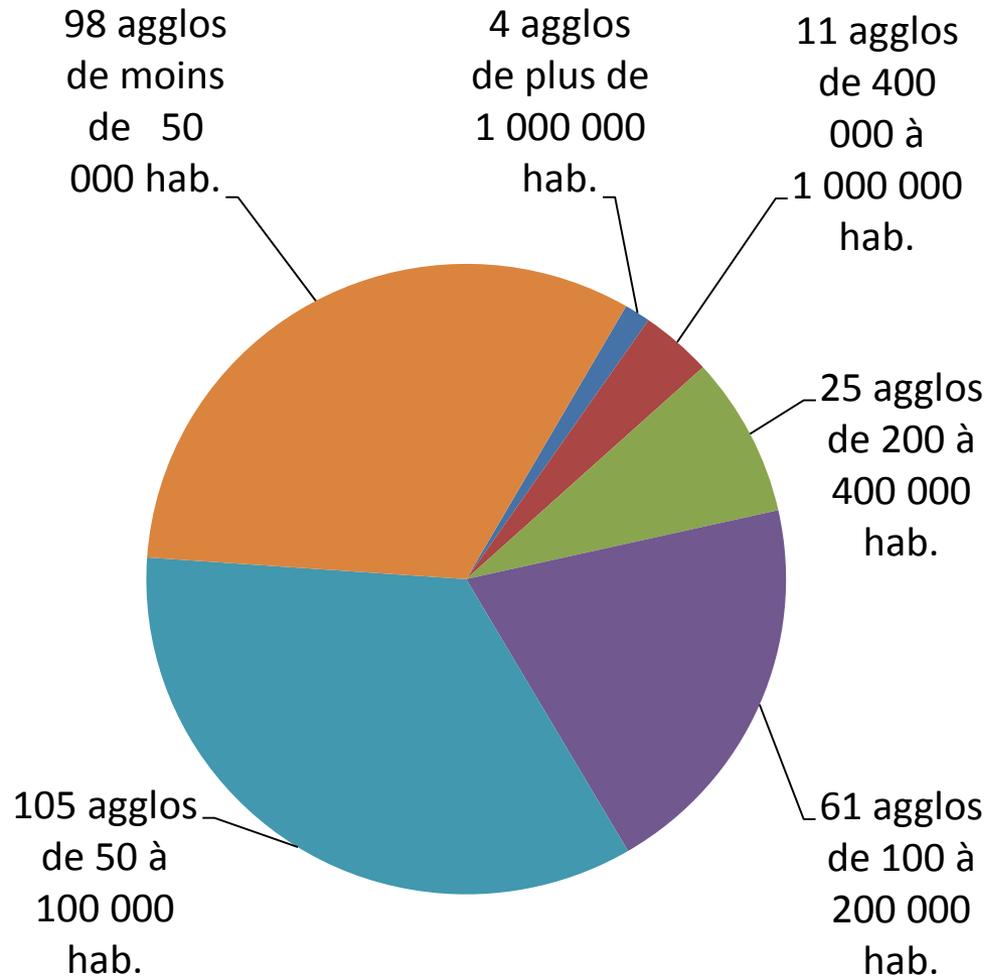


The urban public transport area (communal or intercommunal area)
The city or the intercommunality as **Urban Mobility Transport Authority**, is competent to organise the urban public transport within his area.

The regional area
The Region (Regional council), **regional public transport authority**, is in charge of organizing :

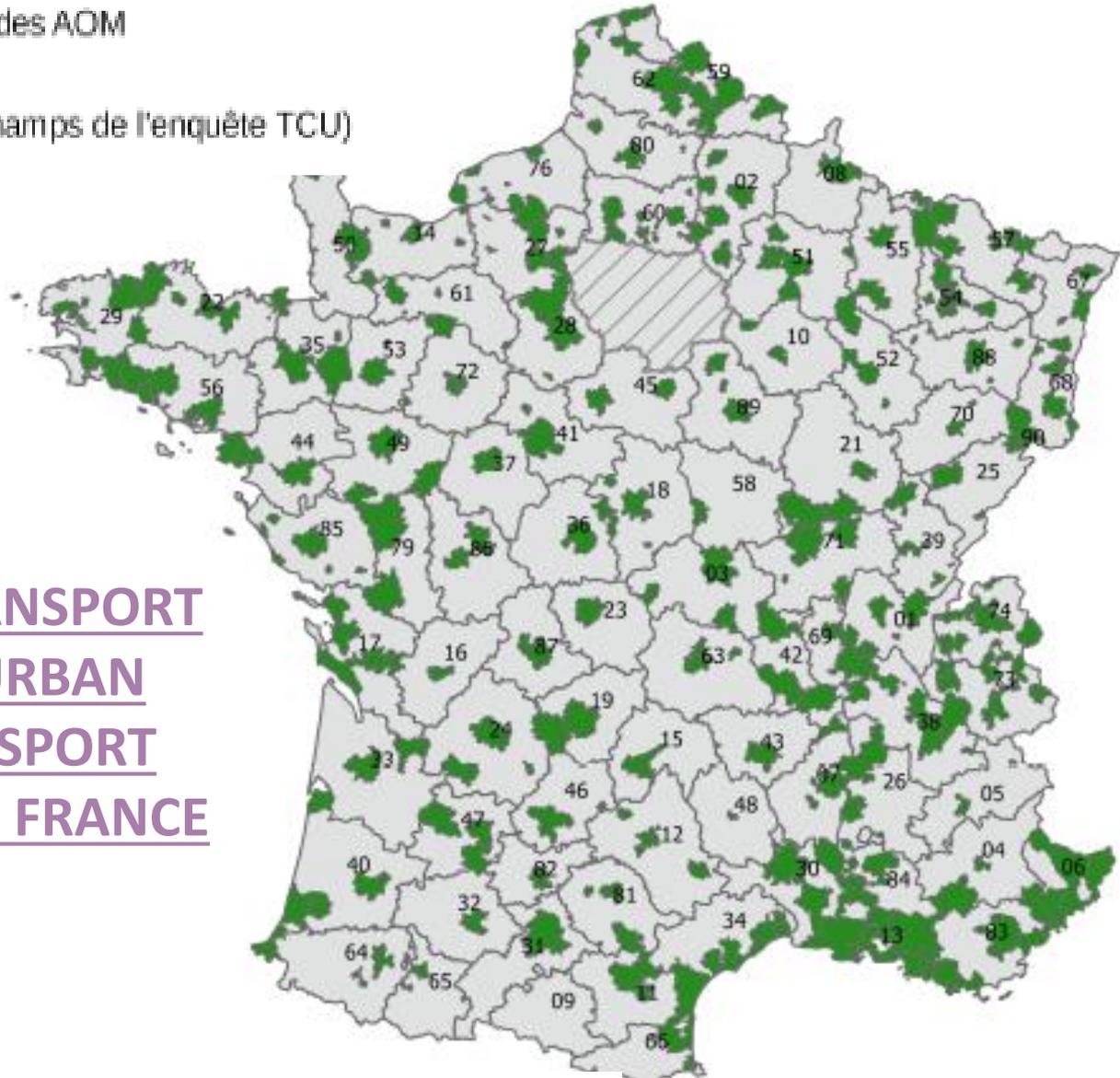
- the regional public transport
- The interurban transport and school transport (since 2017)

THE URBAN MOBILITY TRANSPORT AUTHORITIES IN FRANCE IN 2017

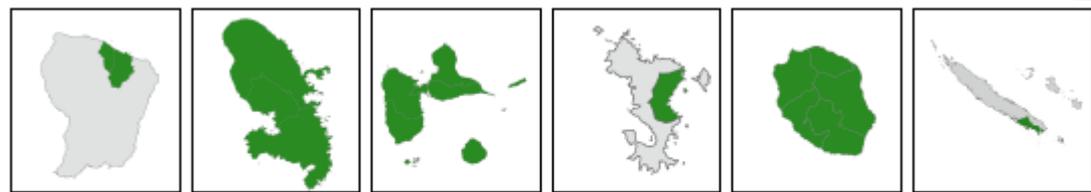


Source : GART

-  Ressorts Territoriaux des AOM
-  Departements
-  Ile de France (hors champs de l'enquête TCU)



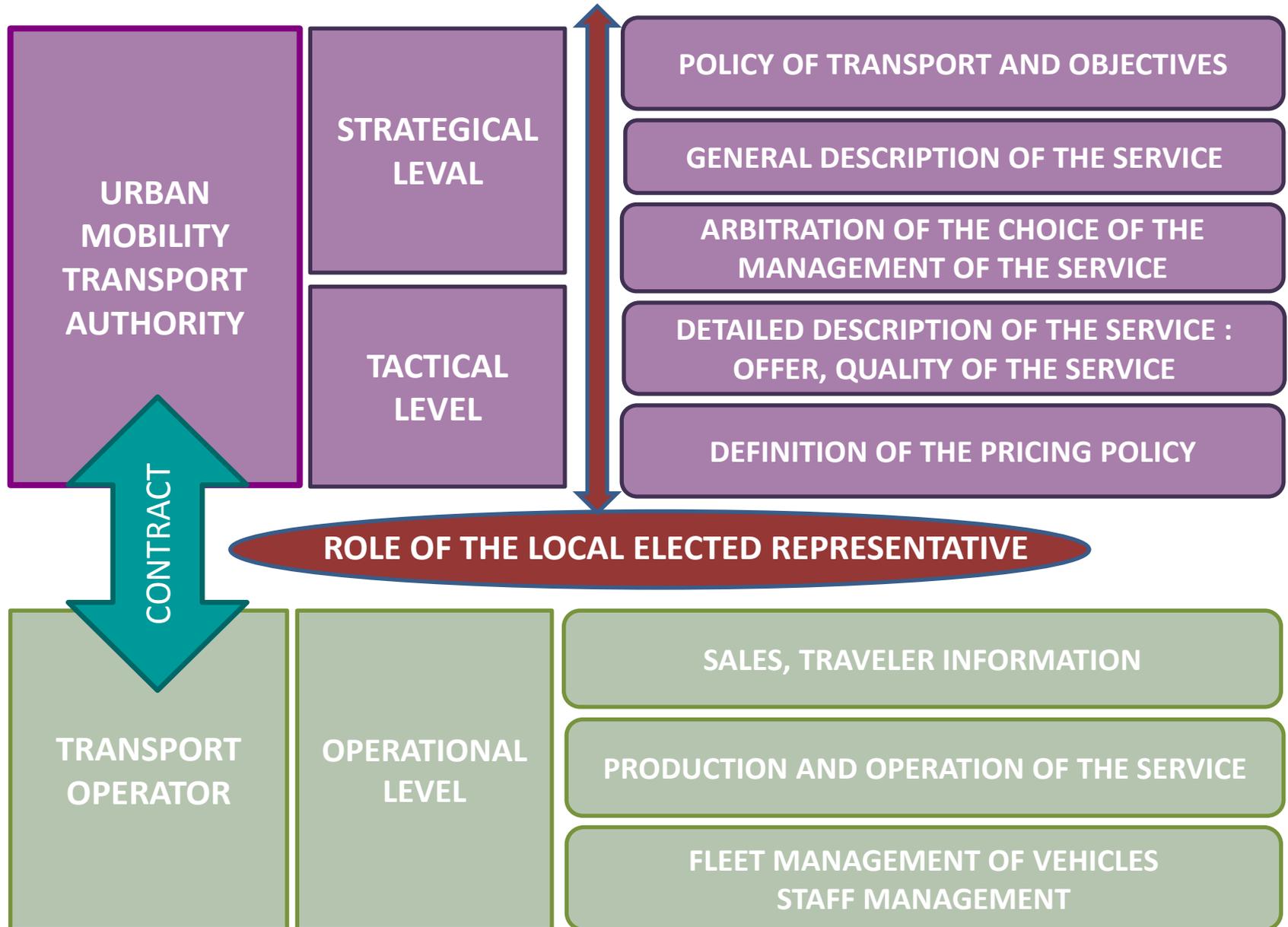
THE URBAN TRANSPORT
AREAS OF THE URBAN
MOBILITY TRANSPORT
AUTHORITIES IN FRANCE
IN 2015



GUYANE MARTINIQUE GUADELOUPE MAYOTTE LA REUNION NOUVELLE-CALEDONIE

Source : CEREMA

SCOPE OF COMPETENCIES OF THE URBAN MOBILITY TRANSPORT AUTHORITIES AND TRANSPORT OPERATORS



SCOPE OF COMPETENCIES OF THE URBAN MOBILITY TRANSPORT AUTHORITIES AND TRANSPORT OPERATORS

- The Urban Mobility Transport Authorities can only act on their area which is, in the case of an intercommunal entity, the sum of the perimeters of all the municipal territories that are members of the intercommunal structure.

- The Urban Mobility Transport Authorities are responsible of urban public transport (bus, tramway, metro, transport on demand and people with reduced mobility,)

- A recent law (MAPTAM, 2014) has transformed the Urban Transport Authority in Urban Mobility Authority with enlarged competencies:
 - Car sharing, car pooling,
 - The active mode (including bike rental services)
 - The organisation of urban good delivery and urban logistic to limit the congestion and pollution
 - An affectation of the « Versement Transport » to all the investment and operating expenses for all the competencies of the Urban Mobility Authority

THE URBAN TRANSPORT AUTHORITIES BECOME URBAN MOBILITY AUTHORITIES : ELARGED COMPETENCIES

Mandatory missions	Facultaive missions
The urban and inter-urban public	The transport on demand
A urban mobility plan and a « compte déplacement » (obligatory for all the urban mobility authorities of more than 100 000 inhabitants)	urban freight and logistic service
Traveler information service	Carsharing activity and actions in favor of carsharing
A mobility advisory service	A bike rental service

SCOPE OF COMPETENCIES OF THE URBAN MOBILITY TRANSPORT AUTHORITIES AND TRANSPORT OPERATORS

- ||| The Urban Mobility Authorities define the tariffs, realise investments, elaborate a urban mobility plan

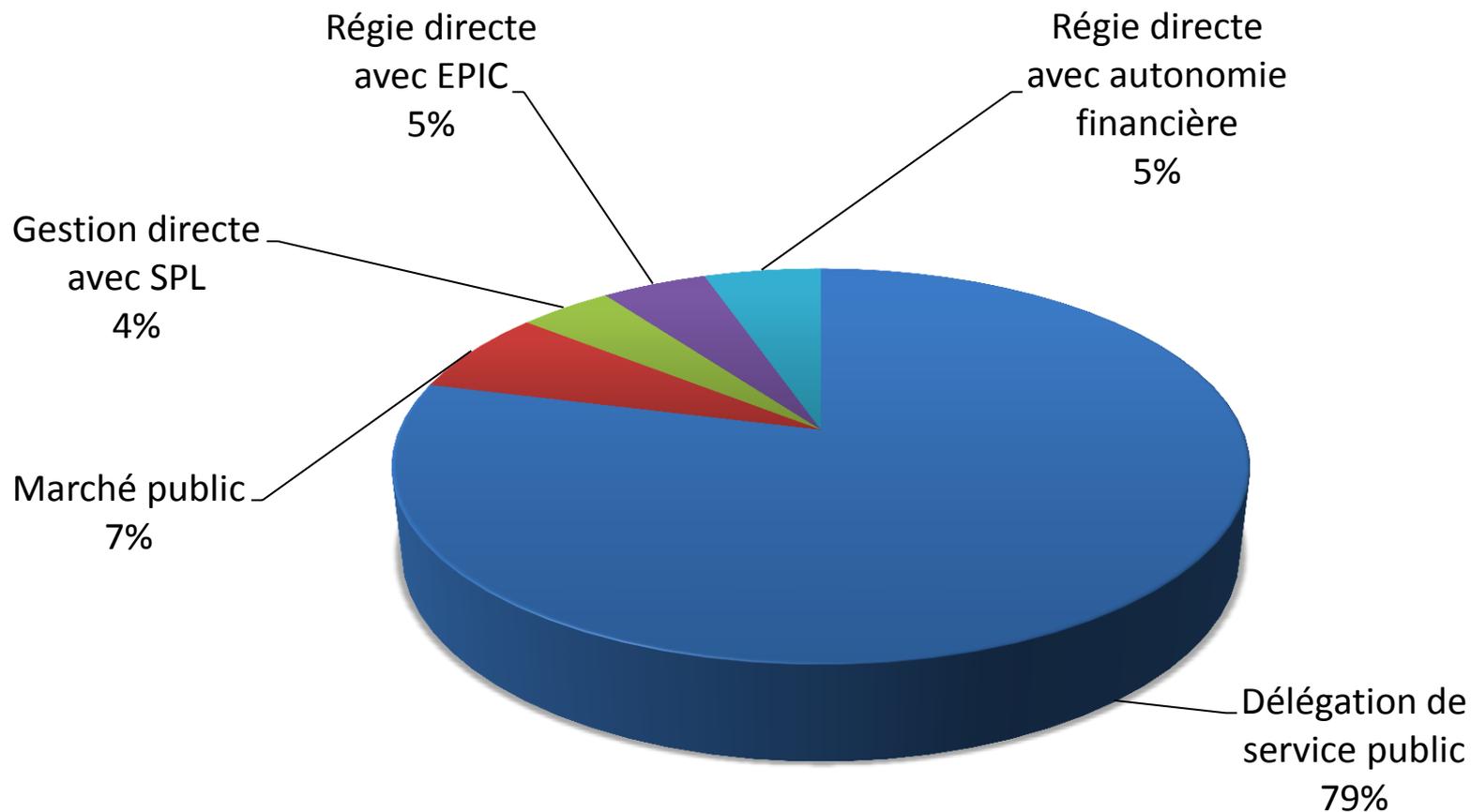
- ||| The Urban Mobility Authorities have the free choice concerning the contractual tools and organization of their urban transport networks (principle of free administration of local authorities) :

in house management or **delegated management**

- ||| **86%** of the Urban Mobility Authorities delegate the gestion of their urban transport services to a private operator (**delegated management**) : Veolia Transdev, Kéolis, RATP-Développement, ...

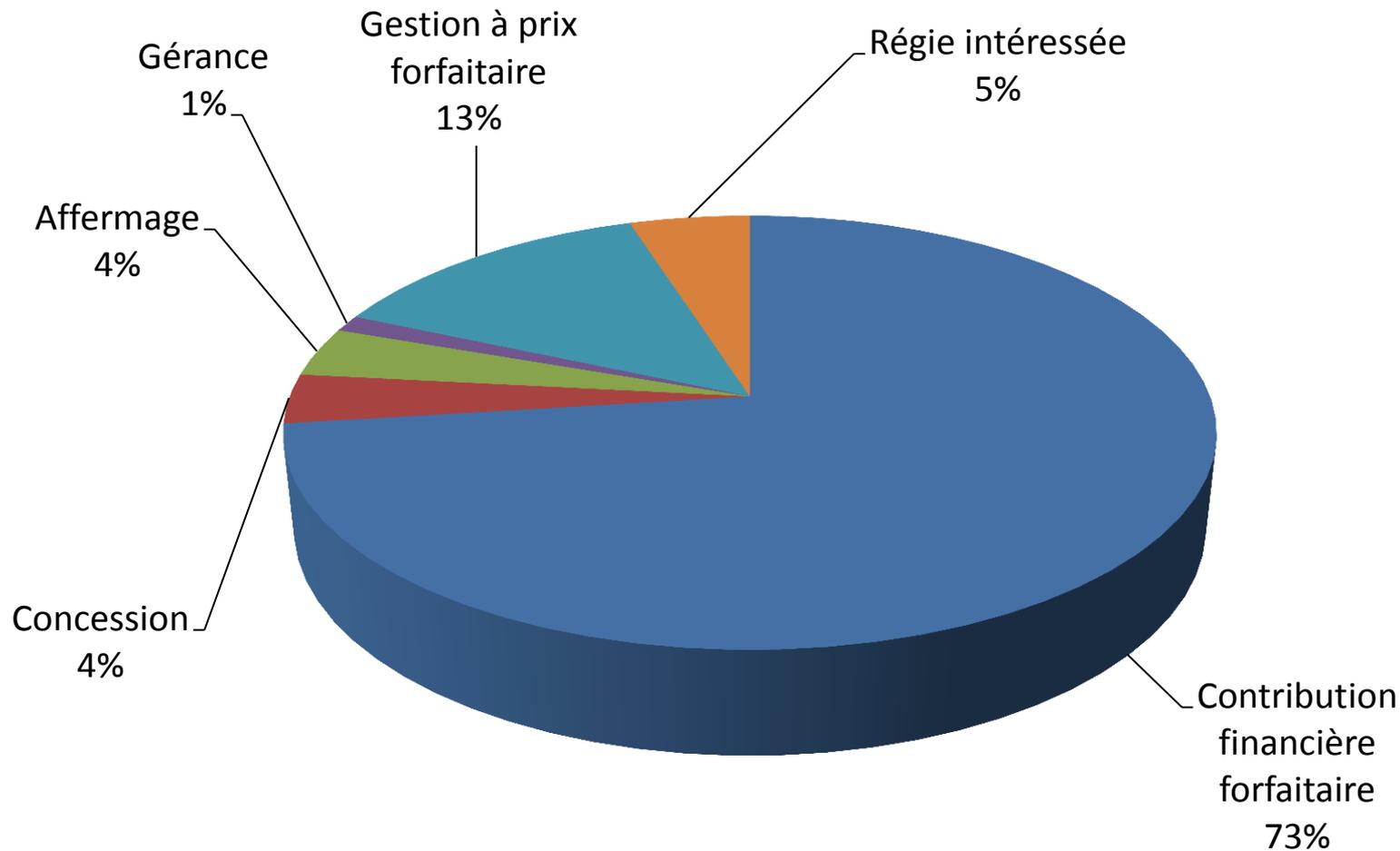
- ||| **14%** of the Urban Mobility Authorities directly operate their urban transport services (**in house management**)

MODE OF MANAGEMENT OF URBAN TRANSPORT NETWORKS IN 2015



Source : GART, d'après l'enquête annuelle sur les transports publics urbains DGITM-CEREMA-GART-UTP, sur 190 réseaux

THE DIFFERENT TYPES OF CONTRACTS OF THE URBAN TRANSPORT NETWORK IN 2015



Source : GART, d'après l'enquête annuelle sur les transports publics urbains (DGITM, CEREMA GART, UTP), sur 163 réseaux - total de la gestion déléguée



THE CONTRATS IN DELEGATION OF PUBLIC SERVICE AND SHARE OF RISKS BETWEEN THE URBAN MOBILITY AUTHORITY AND THE OPERATOR

Type of contract	Risks on revenues	Risks on investment
Concession	Operator	Operator
Contribution financière forfaitaire et affermage	Operator	Urban mobility authority
Gestion à prix forfaitaire et autres types de contrat	Urban mobility authority	Urban mobility authority

Source : GART



PROPERTY OF THE VEHICLES IN THE URBAN TRANSPORT NETWORKS IN 2015 (OUT OF ÎLE-DE-FRANCE)

	Urban Mobility Authority	Transport operator
In number of vehicles	78 %	22 %

Source : GART, d'après l'enquête annuelle sur les transports publics urbains DGITM-CEREMA-GART-UTP, sur 190 réseaux



THE URBAN MOBILITY PLANNING IN FRANCE

THE ROLE OF THE URBAN MOBILITY PLAN

➔ The Urban Mobility Plan are mandatory by the law

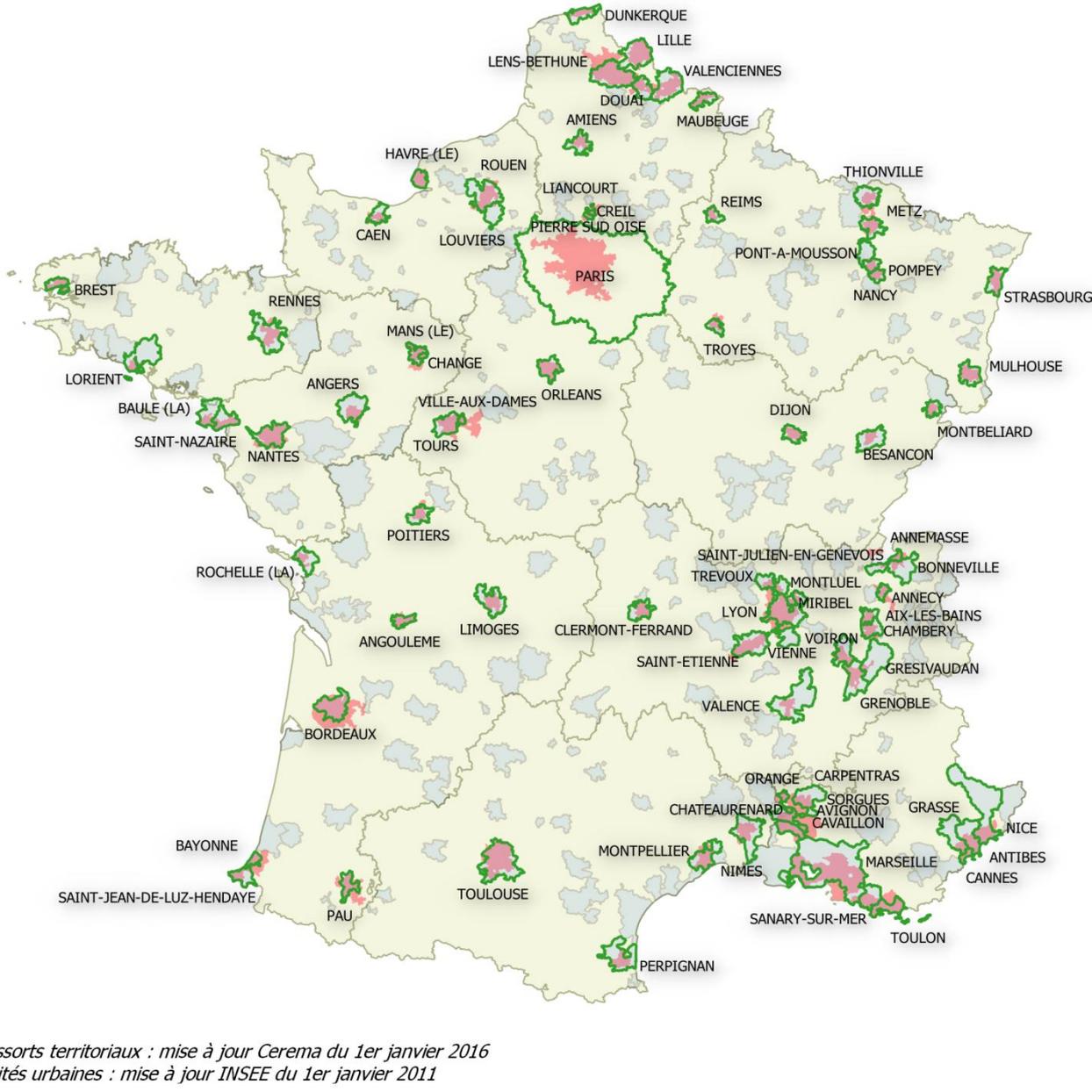
- ➔ Created in 1982 by the LOTI law, the elaboration of the urban mobility plan are the responsibility of the Urban Mobility Authority ;
- ➔ The urban mobility plan are made mandatory by the LAURE law for the the Urban Mobility Authority of more than 100 000 inhabitants

➔ The Urban Mobility Plan must help to rebalance the mobility

- ➔ The development of a more sustainable mobility (public transport, bicycle, more rational use of the private car)
- ➔ Actions for all the different modes of transport to offer a credible alternative to the non-captive use of the private car

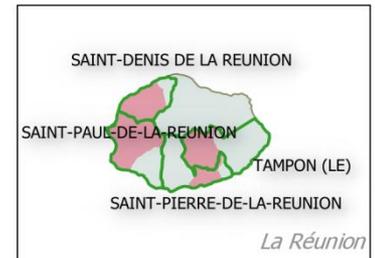
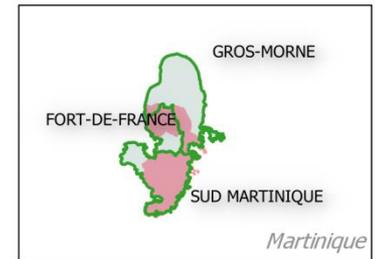
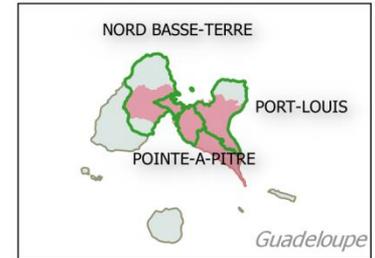
➔ But there is also a **need to think about mobility planning in a global way**, hence the need to **integrate the mobility in all public policies in favor of housing, urban planning, tourism, education,**

Ressorts territoriaux soumis à PDU obligatoire



Légende

- Ressorts territoriaux soumis à PDU obligatoire
- Autres ressorts territoriaux
- Unités urbaines de plus de 100 000 hab.



Ressorts territoriaux : mise à jour Cerema du 1er janvier 2016
 Unités urbaines : mise à jour INSEE du 1er janvier 2011



THE URBAN PUBLIC TRANSPORT IN FRANCE : THE ISSUE OF FINANCING

THE FINANCING OF URBAN PUBLIC TRANSPORT IN France :

THE PRINCIPAL FUNDING

➡ THE « VERSEMENT TRANSPORT »

Main resource to the financing of urban public transport

➡ A DIRECT PARTICIPATION OF THE LOCAL AUTHORITIES

Own budget of the local authority member or not to the urban mobility authority

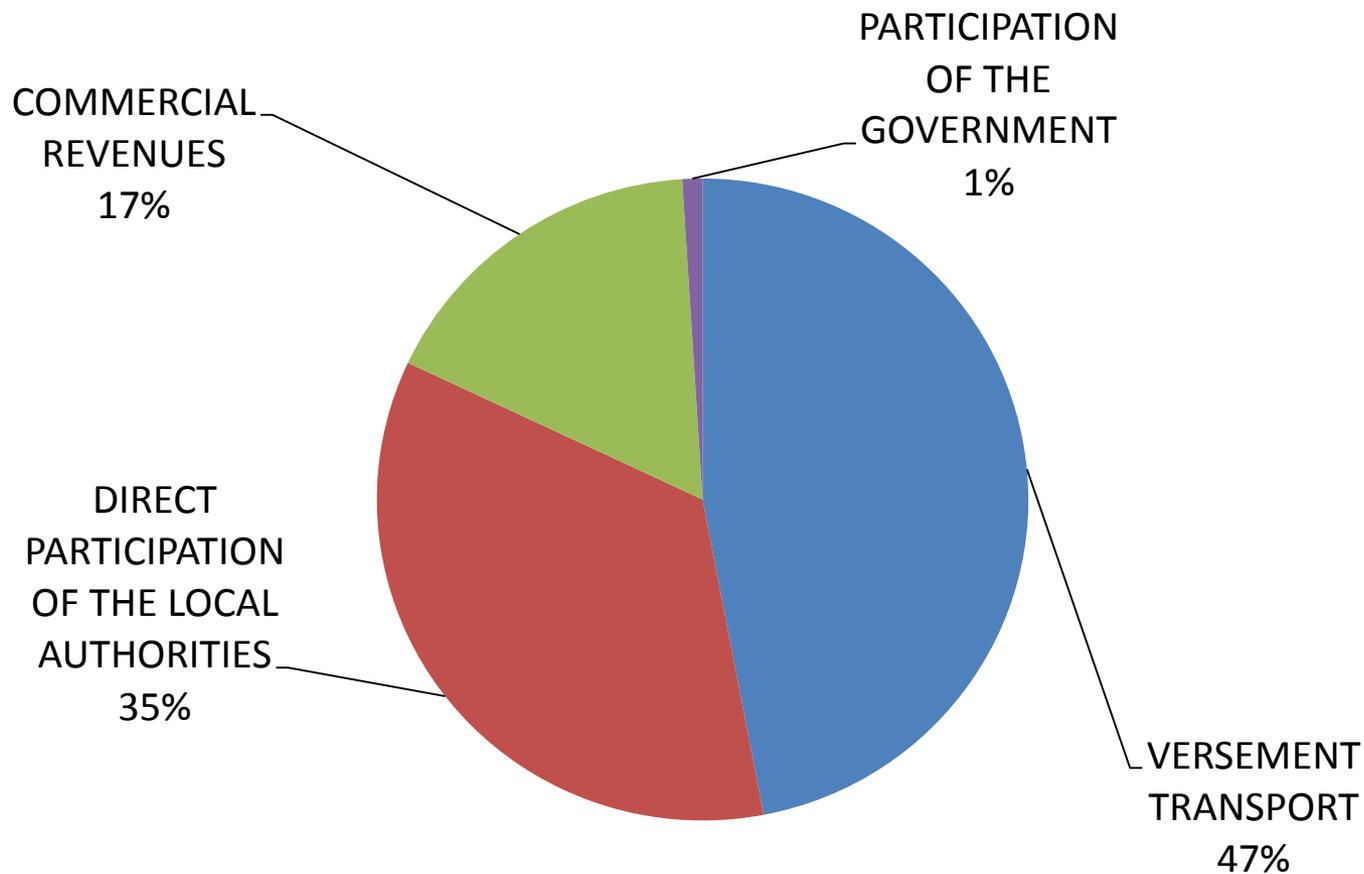
➡ COMMERCIAL REVENUES

Commercial revenues reflect the proportion paid directly by users through the sale of transport tickets

➡ FINANCIAL PARTICIPATION OF THE NATIONAL GOVERNMENT

Participation of the government to the financing of the urban transport networks, with the « *Appels à projets Transports Collectifs en Site Propre (TCSP)* »

THE PRINCIPAL RESOURCES OF FINANCING URBAN PUBLIC TRANSPORT IN FRANCE IN 2015



Source : GART, données 2015

THE « VERSEMENT TRANSPORT »

➔ The « versement transport » is the basis of the financing system of the urban public transport in France

Principal resource to finance the investment and operating expenditures of the urban mobility authorities

➔ Tax deducted from the payroll of companies and administrations of at least 11 employees

- 1971 : introduction of the « ersement transport » in Île-de-France
- 1973 : introduction of the « versement transport » in the

➔ The maximum rates fixed by the government, according to the size of the urban mobility authorities

➔ 79% of the urban mobility authorities has established the « versement transport » in 2017

➔ 239 urban mobility authorities and Île de France Mobilités collect the « versement transport » in 2017

THE VERSEMENT TRANSPORT : THE MAXIMUM RATES IN 2017

Out of Île-de-France

		Régime général	+ Bonus intercommunalité ¹	+ Bonus commune touristique ²
Agglomérations de plus de 100 000 habitants	TCSP	1,75 %	1,80 %	2,00 %
	sans TCSP	1,00 %	1,05 %	1,25 %
Agglomérations de 50 à 100 000 habitants	TCSP	0,85 %	0,90 %	1,10 %
	sans TCSP	0,55 %	0,60 %	0,80 %
Agglomérations de 10 à 50 000 habitants		0,55 %	0,60 %	0,80 %
Agglomérations de moins de 10 000 habitants dont au moins une commune touristique		0,55 %		

1 : Bonus de 0,05 % accordé aux communautés d'agglomération, urbaines, de communes, aux métropoles et aux syndicats mixtes de droit commun

2 : Bonus de 0,20 % accordé aux agglomérations dont le ressort territorial comprend au moins une commune touristique

Source : GART

In Île-de-France

	Taux de VT (1 ^{er} avril 2017)
Paris et Hauts-de-Seine	2,95 %
Seine-Saint-Denis et Val-de-Marne	2,12 %
Communes des autres départements d'Île-de-France figurant sur une liste fixée par décret (CGCT art. R. 2531-6)	2,01 %
Autres communes de la région Île-de France	1,60 %

Source : GART



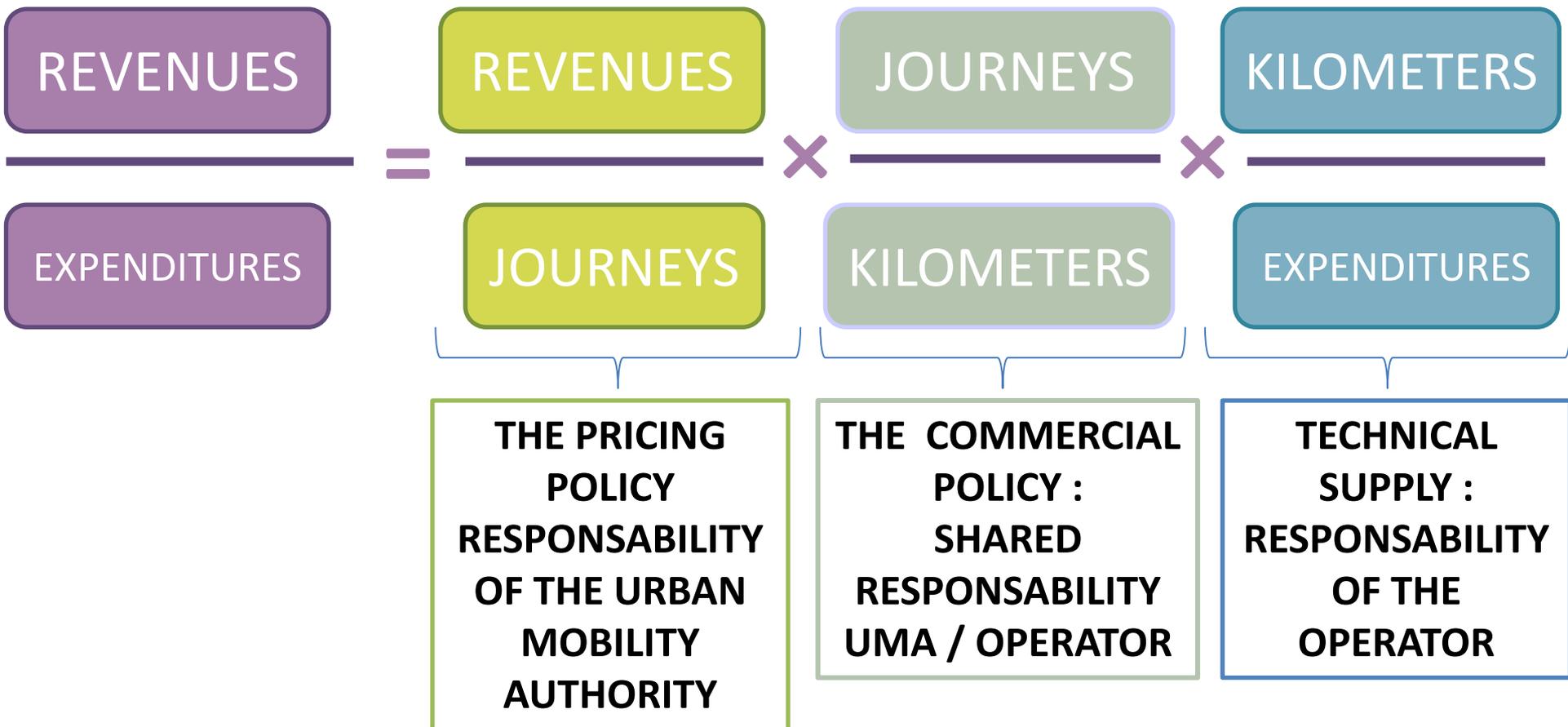
REVENUES FROM THE « VERSEMENT TRANSPORT » IN 2015

(BILLION EUROS)

	2015
Revenues from the « versement transport » out of Ile de France	3,91
Revenues from the « versement transport » within Ile de France	3,75

Source : GART

THE ECONOMIC BALANCE OF URBAN PUBLIC TRANSPORT : A SHARED RESPONSABILITY



THE ECONOMIC BALANCE OF URBAN PUBLIC TRANSPORT: A SHARED RESPONSIBILITY

⇒ A deterioration of the ratio R/D (tariff revenues/operating expenses): on average, **31% in urban public transport**, which tends to be affected by the **efforts of network optimization** made by the urban mobility authorities and their private operators

⇒ Optimization of the services in order to control the progression of the operating costs

⇒ Rationalization of the urban transport supply

⇒ Improvement of the internal productivity of the private operators

⇒ The necessity to increase the contribution from users

⇒ In the urban public transport, the urban mobility authorities develop « solidarity tariffs » taking into account the users' contribution capacity (22 networks in 2017, 26 by 2019)

⇒ Development of policies against fare evasion



THE CHALLENGES OF THE SUSTAINABLE MOBILITY AND FINANCING

THE ISSUES OF FINANCING SUSTAINABLE

MOBILITY

➤ How to finance the energy transition?

- ⇒ Article 37 of the TECV law : renewal of bus by 50% from 2020 and 100% by 2025 with low emission vehicles
- ⇒ Challenge in terms of **adaptation, security and upgrade of the bus depots**
- ⇒ **Financial issues important for the urban mobility authorities: between 4,4 billion € à 70 billion €** according to the motorisations

➤ **The accessibility of the transport networks: 42 billion €**
(half for infrastructures, and half for vehicles)

THE ISSUES OF FINANCING SUSTAINABLE MOBILITY

- ➔ The renovation of the existing infrastructures, including the tramways platforms
- ➔ the necessity to continue the investments in order to **adapt the transport supply to the demand** (examples : the investments projects of the Metropole of Marseille, the line B of the metro of Toulouse, the ligne B of the metro of Clermont-Ferrand, the line 2 of the tramway of Tours, ...)



CONCLUSION

- ➔ An important role of the **Urban Mobility Authorities** in France in the development of mobility and transport **through political choices** in their territories
- ➔ A complexe governance between Regional public transport authorities and Urban Mobility authorities requiring **cooperation to interconnect transport networks and ensure territorial continuity**
- ➔ Public management of transport involves taking into account many constraints:
 - ➔ **Strong environmental and legislative requirements**
 - ➔ **The issue of financing** in a difficult context for the local authorities



THANKS YOU FOR YOUR ATTENTION

Françoise ROSSIGNOL

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