



**The role of urban mobility in  
(re)shaping cities**  
**22 to 26 October 2012 in Addis Ababa  
(Ethiopia)**



**Creating an Organising Authority**  
**Key Factor to implement an urban mobility policy**

# A tested solution

- Organising Authorities exist for over 30 years.
- They are connected together at UITP for more than 10 years to exchange and improve their efficiencies. They are 180 members from all over the world:

Asia-Pacific: 23

Africa:6

Eurasia: 4

Europe:123

Latin America: 5

MENA: 13

North America: 6

# What is an organising authority?



## Organising Authorities Mission Statement

Organising authorities are a young and growing division of the International Association of Public Transport (UITP). This Mission Statement describes what they do and how they contribute to creating attractive public transport services in our cities and regions.



### What is an organising authority?

Organising authorities are organisations which act in the public interest and ensure a well-functioning and integrated transport system within their territory.

Organising authorities usually have a responsibility to plan and/or regulate public transport services in the public interest. They help to put politically desired transport strategies into practice. They may take account of those elements of public transport services, which are not provided on a commercial basis, by defining public service obligations such as:

- providing accessibility and special fares for chosen groups
- requesting the respect of higher environmental standards
- ordering commercially unviable routes and timetables.

Organising authorities may be responsible for the management of public budgets for ordering or co-financing public transport services. They may as well be owner or manager of public transport infrastructure and be in charge of financing new investments.

Organising authorities help to achieve the political aim of a high modal share for public transport.

At different places, the institutional and regulatory framework for public transport services may vary and reflects different perspectives on the objectives of public transport (social, economic, environmental aims) and how these can be best put into practice.

Decisions on the implementation of public transport objectives regard in particular the decision whether to produce services by authority initiative (in-house, by direct award or public service contracts awarded through competitive tendering) or through a free entry regime based upon market initiative.

The framework in which market players are operating is largely determined by legislation and the actions of organising authorities within that framework.

Furthermore, organising authorities may be responsible for the coordination of different transport modes and different transport companies so as to create an integrated public transport system from the viewpoint of the passenger. Inter-modal mobility coordination can include:

- providing priority for public transport, including reserved corridors (eg. bus lanes) and priority at traffic lights
- network integration and the coordination of timetables
- common information systems and marketing campaigns
- the development of a joint ticketing structure and the collection and distribution of fare revenues among transport companies
- demand analysis for mobility and transport services (statistics, studies and surveys)
- coordinating transport and urban planning, as well as regional planning and transport policies

**PUBLIC TRANSPORT IS ESSENTIAL TO GUARANTEE A HIGH QUALITY OF LIFE AND SUSTAINABLE DEVELOPMENT IN CITIES AND REGIONS AROUND THE WORLD.**

**ORGANISING AUTHORITIES PROVIDE THE FRAMEWORK FOR SUCCESSFUL PUBLIC TRANSPORT DIRECTED AT ECONOMIC, SOCIAL AND ENVIRONMENTAL VALUE FOR CITIZENS AND BUSINESS.**

- traffic plans and measures promoting public transport and "soft modes" (pedestrians, bicycles)
- mobility management
- coordinating parking and transport schemes
- organising intermodal transport: planning, funding and management of interchange points and park-and-ride schemes
- providing inter-institutional, inter-municipal and inter-regional coordination for the organisation of public transport and intermodal transport.

Organising authorities may even have a wider mission by being responsible for the provision of integrated transport management which covers all transport modes.

‘An organising authority is a public or publicly-owned organisation with a legal responsibility to plan and/or regulate public transport services in a specified geographic area.’

‘Organising authorities provide the **framework** for successful public transport directed at economic, social and environmental value for citizens and business’

# Types of organising authority

- **National authorities** with responsibilities at local level (ex: Tunisia but changing)
- **Local/Regional** authorities with public transport responsibilities (ex: Amman, Brussels, Nantes)
- **Transport** authorities affiliated to local/regional authorities (ex: Barcelona, Dubai, London, Madrid, Paris)
- Historical **public transport operators** converted into authorities after splitting their operational services (ex: Rome, Copenhagen)



هيئة الطرق والمواصلات  
ROADS & TRANSPORT AUTHORITY



Robert Olivier, invited professor, GETUD, Rhône Alpes

# Scope of intervention

## Urban development

Integration of transport and urban planning

## Urban transport

Urban mobility policy  
Urban freight

Traffic and parking  
Modal integration

## Overall public transport market

Organisation of the informal market  
Taxis

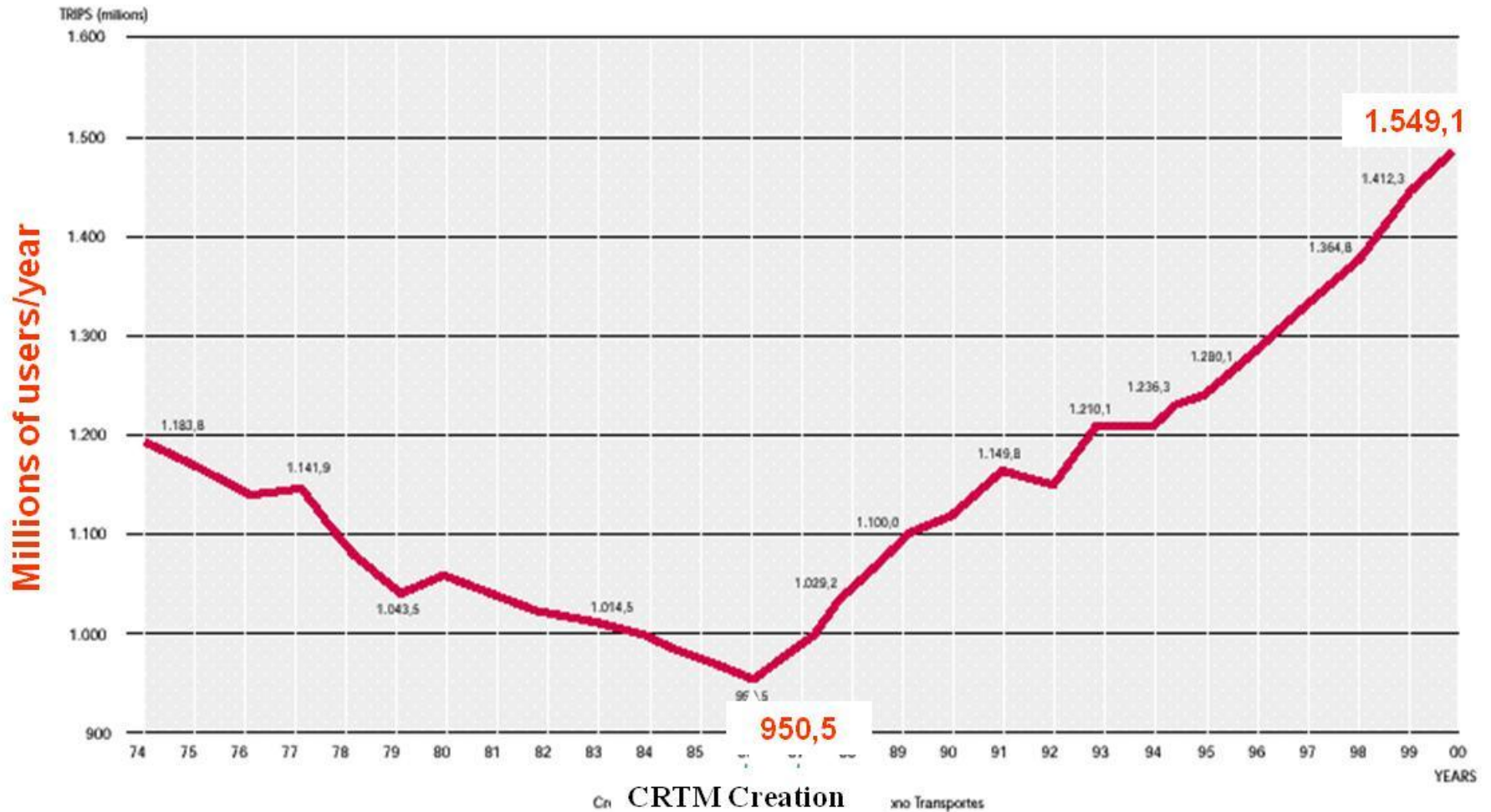
Mobility services

## Regulated public transport

Access to the profession  
Definition of the network and service requirements  
Public service obligation  
Service contracts  
Promotion/information

Regulatory framework  
Fares and ticketing  
Technical norms  
Follow-up on quality

# Madrid Results

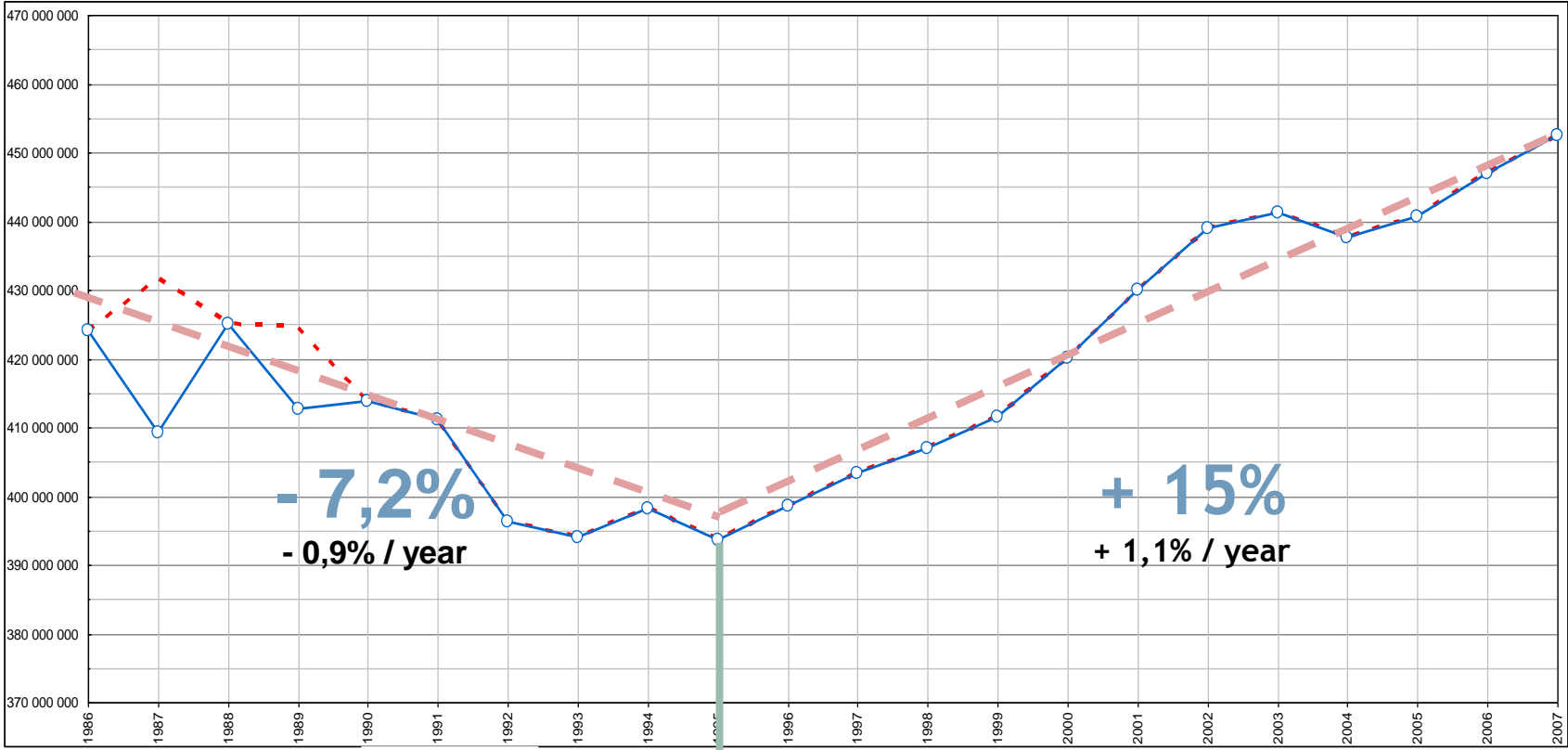


Robert Olivier, invited professor, CNAM,  
Rhône Alpes

# Montreal



Total ridership  
for all operators



1986 ..... 9 years ..... 1995 ..... 12 years ..... 2007

**Set-up of the Transport Authority**

Source : Rapport annuel des AOT

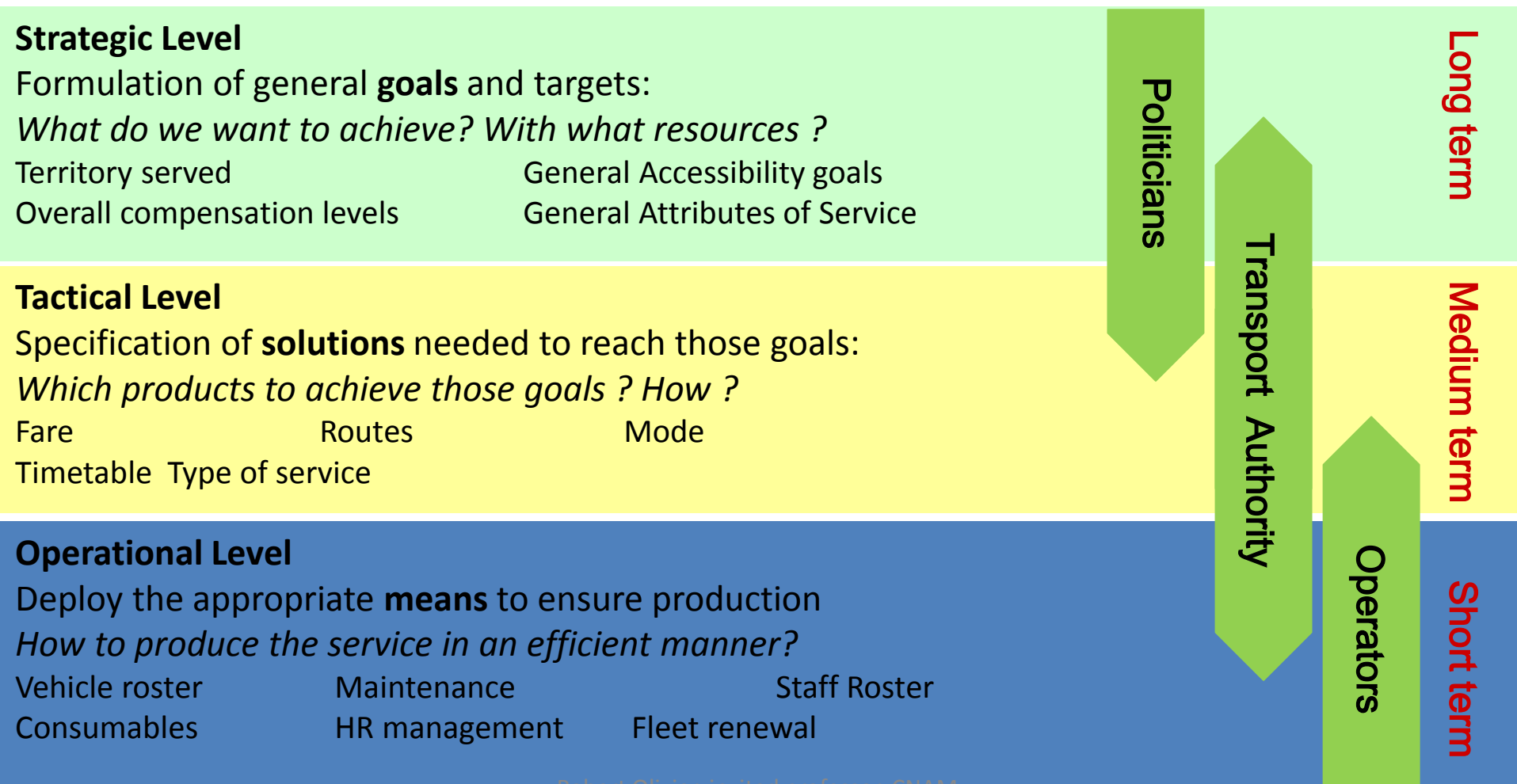
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# Messages and call to action

- Strong and well-organised transport authorities can help politics in shifting modal split in favour of PT
- Call to action:
  - ! profit and be encouraged by best practice examples of transport authorities around the globe
  - ! create an organisation, which fits your specific regional needs and possibilities
  - ! create a common understanding of what is needed with parties affected by the change process
  - ! consider endowing authorities with further competences to foster integrated mobility strategies



# Levels of responsibility in urban transport



# Setting up your transport authority

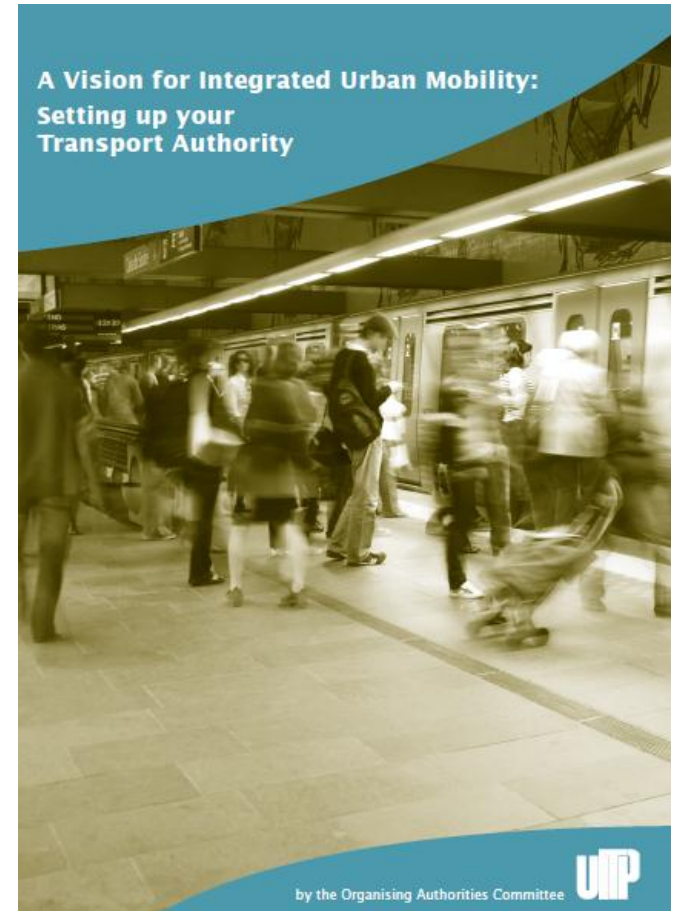
- developing an action plan - *willingness for change*
- opening up the dialogue - *support of all actors*
- defining the scope of competences - *modes, competences, area, infrastructure?*
- integrated mobility - *masterplan, ticketing, branding*
- governance and organisation - *autonomy, decisions, structure, budget!*

# Setting up your transport authority

- financing and allocation of public funds – *resources, distribution, compensation*
- responsibilities and tasks: drawing the line between authorities and operators – *duties and scope for design, good cooperation is decisive*
- use of public transport contracts – *allocation of risks*
- evaluation of change process – *fulfilling of political objectives*

# Integration

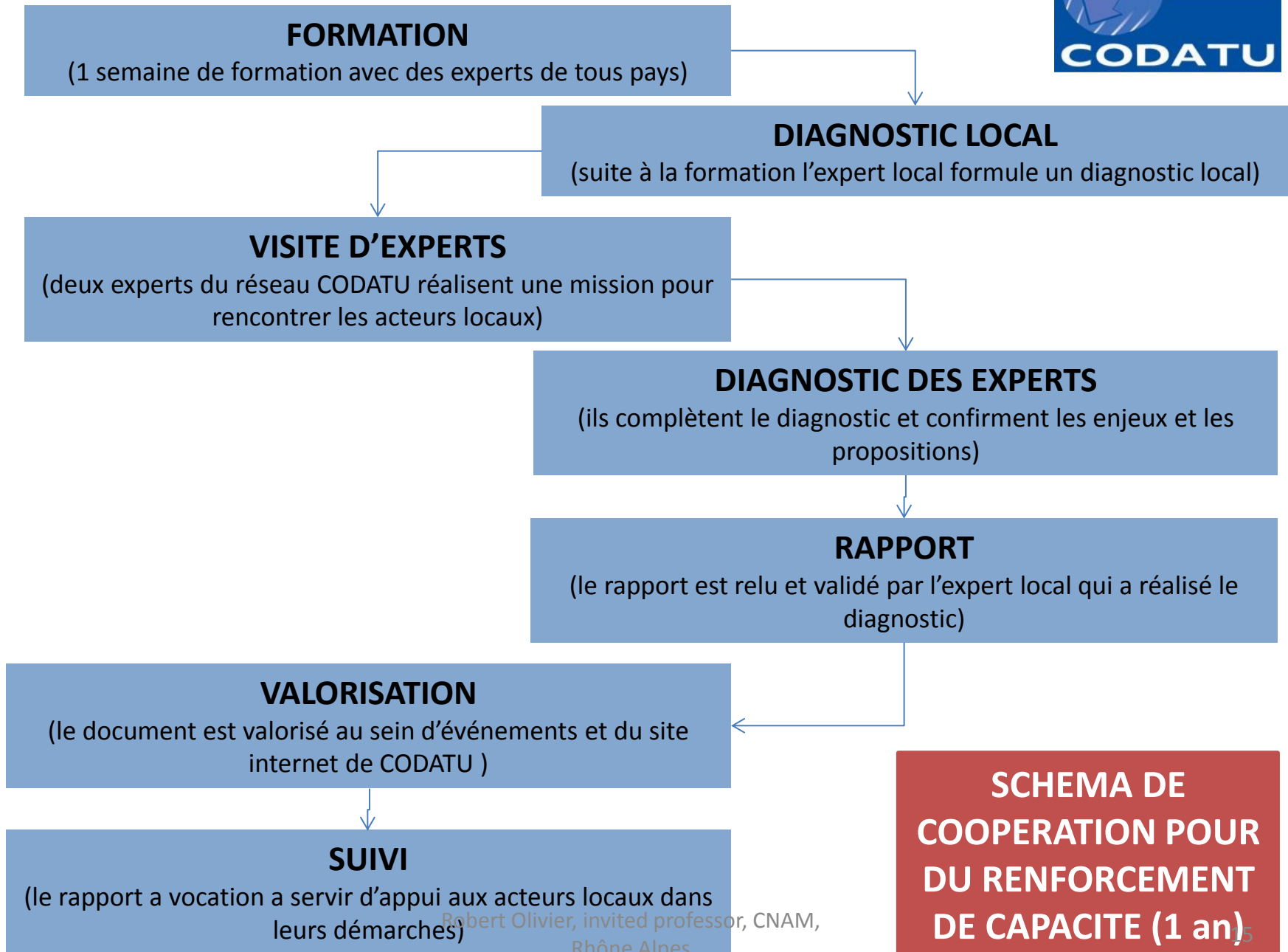
- Coordinating the actions of public transport authorities and transport companies in one specified **territory**;
- Apportionment of **passenger revenues**;
- Providing integrated **information**;
- Taking responsibility for, at least, integrated **ticketing** (not necessarily fare integration);
- Creating a unified **brand** of public transport services (pricing structure, marketing & sales, market communication and branding of the public transport system).



# The solutions

- All choices are good ones but they have to respond to the needs of the region and the final desire of the government.
- Try to avoid authorities who are planner and operator at the same time

# Support and Training program



# Conclusions

- The institutional context must be the first element to analyze before any choice.
- Any choice made is a good choice if it respond to the decision makers orientations.
- This conference is a good forum to exchange and to create a synergy in the region.
- CODATU staff and experts are available to support the region and the different organisations to elaborate local strategy .
- It is now time for ACTION.



**Merci**  
**Thank you**

# References

- **A Market in Motion**, publiée par la Commission des Autorités Organisatrices de l'UITP;
- **A One-Stop Approach to Mobility: The Challenge of Integration**, qui présente différentes options d'intégration assorties de bons exemples pratiques;
- **La mission d'entreprise des autorités organisatrices**, qui décrit la valeur ajoutée apportée par une autorité organisatrice de transport dans la chaîne de production des services de transport.
- **Aperçu du Transport Public en Afrique Subsaharienne**, qui permet de mieux comprendre l'organisation du transport public en Afrique
- **A vision for integrated Urban mobility: setting up your Transport Authority**
  - Cette publication a été élaborée par des membres du Comité des Autorités Organisatrices (OAC) de l'Union Internationale du Transport Public (UITP) dans le cadre d'efforts communs entrepris en vue de promouvoir la création d'autorités de transport intégrées afin d'améliorer la mobilité en ville
- Comité des Autorités Organisatrices: [www.uitp.org/Public-Transport/organising-authorities/index.cfm](http://www.uitp.org/Public-Transport/organising-authorities/index.cfm)
- Stratégie de l'UITP: [www.uitp.org/advocacy/public\\_transport\\_fr.cfm](http://www.uitp.org/advocacy/public_transport_fr.cfm)