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

CONFERENCE CODATU XVII, Hyderabad, India

Françoise ROSSIGNOL, GART
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
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

<table>
<thead>
<tr>
<th></th>
<th>Number in France</th>
<th>Municipal voting process</th>
<th>Deliberative body</th>
<th>The executive power</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cities</strong></td>
<td>35,416</td>
<td>Municipal elections (all the 6 years)</td>
<td>Municipal Council</td>
<td>Mayor</td>
</tr>
<tr>
<td><strong>Intercommunalities</strong></td>
<td>2,588</td>
<td>Intercommunal elections (all the 6 years)</td>
<td>Intercommunal Council</td>
<td>President of the intercommunal council</td>
</tr>
<tr>
<td><strong>Counties</strong></td>
<td>101</td>
<td>Cantonal elections (all the 3 years)</td>
<td>County council</td>
<td>President of the county Council</td>
</tr>
<tr>
<td><strong>Regions</strong></td>
<td>18</td>
<td>Regional elections (all the 6 years)</td>
<td>Regional council</td>
<td>President of the regional council</td>
</tr>
<tr>
<td>METROPOLITAN FRANCE</td>
<td>FRANCE OVERSEAS (OUTRE-MER)</td>
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<td>--------------------------------------------------------</td>
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<tr>
<td>ÎLE-DE-FRANCE</td>
<td>12 URBAN MOBILITY AUTHORITIES</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>ÎLE-DE-FRANCE MOBILITÉS</td>
<td>1 SINGLE PUBLIC TRANSPORT AUTHORITY (MARTINIQUE)</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>OUT OF ÎLE-DE-FRANCE</td>
<td>4 REGIONS AND COUNTIES (RÉUNION, GUYANE, GUADELOUPE, MAYOTTE)</td>
<td></td>
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<tr>
<td>290 URBAN MOBILITY AUTHORITIES</td>
<td></td>
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<tr>
<td>12 REGIONAL PUBLIC TRANSPORT AUTHORITIES</td>
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</table>
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

- 172 agglos de plus de 1 000 000 hab.
- 11 agglos de 400 000 à 1 000 000 hab.
- 25 agglos de 200 à 400 000 hab.
- 61 agglos de 100 à 200 000 hab.
- 105 agglos de 50 à 100 000 hab.
- 98 agglos de moins de 50 000 hab.

Source : GART
THE URBAN TRANSPORT AREAS OF THE URBAN MOBILITY TRANSPORT AUTHORITIES IN FRANCE IN 2015

Source: CEREMA
SCOPE OF COMPETENCIES OF THE URBAN MOBILITY TRANSPORT AUTHORITIES AND TRANSPORT OPERATORS

URBAN MOBILITY TRANSPORT AUTHORITIES

- STRATEGICAL LEVEL
  - POLICY OF TRANSPORT AND OBJECTIVES
- TACTICAL LEVEL
  - GENERAL DESCRIPTION OF THE SERVICE
  - ARBITRATION OF THE CHOICE OF THE MANAGEMENT OF THE SERVICE
  - DETAILED DESCRIPTION OF THE SERVICE: OFFER, QUALITY OF THE SERVICE
  - DEFINITION OF THE PRICING POLICY

ROLE OF THE LOCAL ELECTED REPRESENTATIVE

TRANSPORT OPERATOR

- OPERATIONAL LEVEL
  - SALES, TRAVELER INFORMATION
  - PRODUCTION AND OPERATION OF THE SERVICE
  - FLEET MANAGEMENT OF VEHICLES
  - STAFF MANAGEMENT

CONTRACT

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

- URBAN MOBILITY TRANSPORT AUTHORITIES
  - STRATEGICAL LEVEL
    - POLICY OF TRANSPORT AND OBJECTIVES
  - TACTICAL LEVEL
    - GENERAL DESCRIPTION OF THE SERVICE
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CONTRACT
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

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

Source: GART
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

Délégation de service public 79%
Marché public 7%
Gestion directe avec SPL 4%
Régie directe avec EPIC 5%
Régie directe avec autonomie financière 5%

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

- Contribution financière forfaitaire: 73%
- Concession: 4%
- Affermage: 4%
- Gérance: 1%
- Gestion à prix forfaitaire: 13%
- Régie intéressée: 5%
- Contribution financière forfaitaire: 73%

Source: GART, d’après l’enquête annuelle sur les transports publics urbains (DGITM, CEREMA GART, UTP), sur 163 réseaux - total de la gestion déléguée
<table>
<thead>
<tr>
<th>Type of contract</th>
<th>Risks on revenues</th>
<th>Risks on investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concession</td>
<td>Operator</td>
<td>Operator</td>
</tr>
<tr>
<td>Contribution financière forfaitaire et affermage</td>
<td>Operator</td>
<td>Urban mobility authority</td>
</tr>
<tr>
<td>Gestion à prix forfaitaire et autres types de contrat</td>
<td>Urban mobility authority</td>
<td>Urban mobility authority</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Urban Mobility Authority</th>
<th>Transport operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>In number of vehicles</td>
<td>78 %</td>
<td>22 %</td>
</tr>
</tbody>
</table>

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 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, ....
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

VERSEMENT TRANSPORT 47%

DIRECT PARTICIPATION OF THE LOCAL AUTHORITIES 35%

COMMERCIAL REVENUES 17%

PARTICIPATION OF THE GOVERNMENT 1%

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

<table>
<thead>
<tr>
<th>Agglomérations de plus de 100 000 habitants</th>
<th>Régime général</th>
<th>+ Bonus intercommunalité&lt;sup&gt;1&lt;/sup&gt;</th>
<th>+ Bonus commune touristique&lt;sup&gt;2&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>sans TCSP</td>
<td>1,00 %</td>
<td>1,05 %</td>
<td>1,25 %</td>
</tr>
<tr>
<td>TCSP</td>
<td>1,75 %</td>
<td>1,80 %</td>
<td>2,00 %</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agglomérations de 50 à 100 000 habitants</th>
<th>Régime général</th>
<th>+ Bonus intercommunalité&lt;sup&gt;1&lt;/sup&gt;</th>
<th>+ Bonus commune touristique&lt;sup&gt;2&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>sans TCSP</td>
<td>0,55 %</td>
<td>0,60 %</td>
<td>0,80 %</td>
</tr>
<tr>
<td>TCSP</td>
<td>0,85 %</td>
<td>0,90 %</td>
<td>1,10 %</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agglomérations de 10 à 50 000 habitants</th>
<th>Régime général</th>
<th>+ Bonus intercommunalité&lt;sup&gt;1&lt;/sup&gt;</th>
<th>+ Bonus commune touristique&lt;sup&gt;2&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0,55 %</td>
<td>0,60 %</td>
<td>0,80 %</td>
</tr>
</tbody>
</table>

| Agglomérations de moins de 10 000 habitants dont au moins une commune touristique | 0,55 % |

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<sup>1</sup>: Bonus de 0,05 % accordé aux communautés d’agglomération, urbaines, de communes, aux métropoles et aux syndicats mixtes de droit commun

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

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### In Île-de-France

<table>
<thead>
<tr>
<th>Taux de VT (1&lt;sup&gt;er&lt;/sup&gt; avril 2017)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paris et Hauts-de-Seine</td>
</tr>
<tr>
<td>Seine-Saint-Denis et Val-de-Marne</td>
</tr>
<tr>
<td>Communes des autres départements d'Île-de-France figurant sur une liste fixée par décret (CGCT art. R. 2531-6)</td>
</tr>
<tr>
<td>Autres communes de la région Île-de France</td>
</tr>
</tbody>
</table>

Source: GART
### Revenues from the « versement transport » in 2015 (Billion Euros)

<table>
<thead>
<tr>
<th>Description</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenues from the « versement transport » out of Ile de France</td>
<td>3.91</td>
</tr>
<tr>
<td>Revenues from the « versement transport » within Ile de France</td>
<td>3.75</td>
</tr>
</tbody>
</table>

Source: GART
THE ECONOMIC BALANCE OF URBAN PUBLIC TRANSPORT: A SHARED RESPONSABILITY

\[
\text{REVENUES} \times \text{JOURNEYS} \times \text{KILOMETERS} = \text{REVENUES} \times \text{JOURNEYS} \times \text{EXPENDITURES}
\]

- **THE PRICING POLICY RESPONSABILITY OF THE URBAN MOBILITY AUTHORITY**
- **THE COMMERCIAL POLICY: SHARED RESPONSABILITY UMA / OPERATOR**
- **TECHNICAL SUPPLY: RESPONSABILITY OF THE OPERATOR**
THE ECONOMIC BALANCE OF URBAN PUBLIC TRANSPORT: A SHARED RESPONSABILITY

- 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 € to 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
Administrator and elected referent in charge of international issues within GART
Vice President in charge of Mobility and Transport, Urban Community of Arras

Groupement des Autorités Responsables de Transport

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