

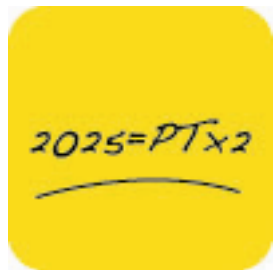


**1er Congrès et Exposition
des Transports Publics Africains**

**1st African Public Transport
Congress and Exhibition**

**Dakar, Sénégal/Senegal
3-7 Octobre/October 2010**

Quelle autorité organisatrice pour les transports publics en Afrique?



Mohamed Mezghani
Chef de Projets
Union Internationale des Transports Publics





Pourquoi une autorité organisatrice?



- Demande de déplacements en forte croissance
- Absence ou faiblesse du cadre institutionnel et réglementaire
- Multiplicité des acteurs et des intervenants
- Désorganisation du marché et ses conséquences
- Cohabitation du secteur réglementé et structuré avec le secteur artisanal et informel
- Service public





Qu'est qu'une autorité organisatrice?

Le transport public est associé à des objectifs d'**intérêt collectif** et son organisation ne peut être laissée au marché

➔ L'autorité organisatrice (publique) régule, définit les règles, organise, planifie, supervise et fait la promotion du transport public

➔ L'autorité organisatrice permet de mettre en pratique la politique de transport qui vise à accroître la part de marché du transport public

➔ L'autorité organisatrice fournit le cadre institutionnel qui organise le marché et régit les relations entre les acteurs

Organising Authorities Mission Statement

Organising authorities are a young and growing division of the International Association of Public Transport (UATP). 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 legislative 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.



Niveaux de responsabilité de l'autorité organisatrice

Développement urbain

Intégration du transport et de l'urbanisme

Transport urbain

Politique de mobilité urbaine
Fret urbain

Circulation & stationnement
Intermodalité

Transport public

Organisation du secteur informel
Services de mobilité

Taxis

Transport public structuré

Accès à la profession
Définition du réseau et des niveaux de services
Obligation de service public
Contractualisation
Promotion/information

Cadre réglementaire
Tarification et billetterie
Standards techniques
Suivi de la qualité



Principales autorités organisatrices des transports publics en Afrique sub-saharienne



CETUD

Accès à la profession
 Définition du réseau
 Politique tarifaire
 Compensation financière
 Mise en concurrence
 Information et promotion



(+
 Coordination stationnement et circulation
 +
 Programmation infrastructures)



+
 Construction et entretien des routes
 +
 Intégration modale



+
 Gestion du trafic
 +
 Transport de marchandises



Cadre institutionnel et ressources de l'autorité organisatrice

❑ La vision / la mission

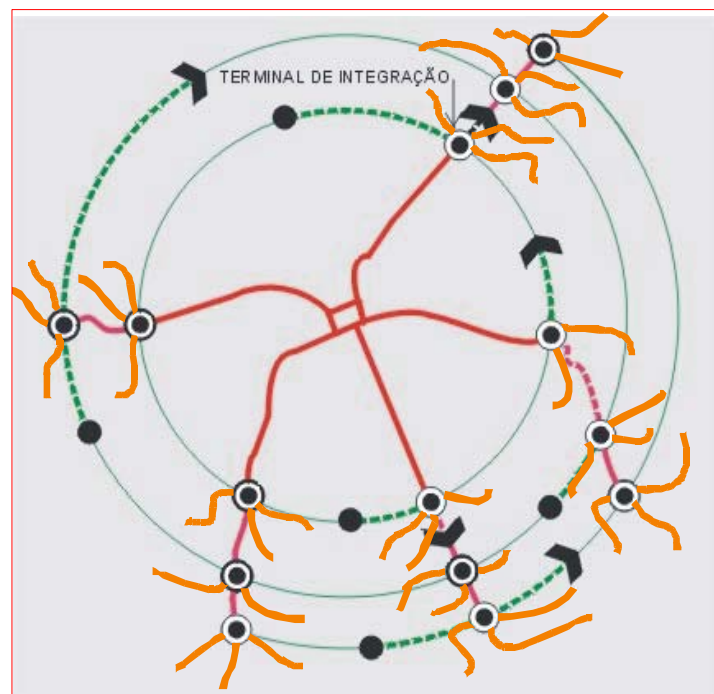
LAMATA's vision is to be a foremost facilitator of a sustainable and effective integrated transport system

Gauteng has a mobility system for the people in the province that is integrated, safe, reliable, accessible and affordable



Cadre institutionnel et ressources de l'autorité organisatrice

- La vision / la mission
- Le territoire





Cadre institutionnel et ressources de l'autorité organisatrice

- ❑ La vision / la mission
- ❑ Le territoire
- ❑ Le montage institutionnel

Minister of Communications	<i>Chairman of the Board</i>
Ministries The Ministry of Communications The Ministry of Interior The Ministry of Commerce and Industry The Ministry of Public Works The Ministry of Finance The Ministry of Foreign Affairs	<i>Transport policy, organisation and regulation Traffic management Licensing Transport infrastructure Financing and budget International agreements</i>
Public organisations Kuwait Municipality The Industry Authority The Environment Authority The Public Housing Agency The Investment Authority	<i>Urban planning and land development Industry policy and regulation Environmental policy and regulation Housing and urban planning policy Investments projects</i>
Professional organisations Kuwait Overland Transport Union Kuwait Chamber of Commerce	<i>Transport companies Trade Business</i>



Cadre institutionnel et ressources de l'autorité organisatrice

- ❑ La vision / la mission
- ❑ Le territoire
- ❑ Le montage institutionnel
- ❑ Le financement

Article 18 : Les ressources destinées à la réalisation des missions du CETUD sont constituées par :



- un Fonds de Développement des Transports urbains (FDTU) couvert par une participation paritaire de l'Etat, des Collectivités locales et des professionnels ;
- des ressources allouées à l'Etat par des partenaires au développement en vertu des conventions et accords conclus avec le Gouvernement et destinées au développement de la mobilité urbaine;
- les rémunérations versées par les bénéficiaires des services et autres prestations fournies par le CETUD ;

Taxes d'inscription au registre des transporteurs urbains

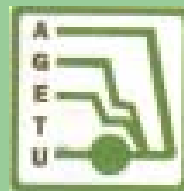
Produit des redevances versées par les sociétés concessionnaires des services publics

Recettes de la délivrance des autorisations de transport urbain de personnes

Produits de cession de ses travaux et prestations

Subventions et dotations de l'Etat

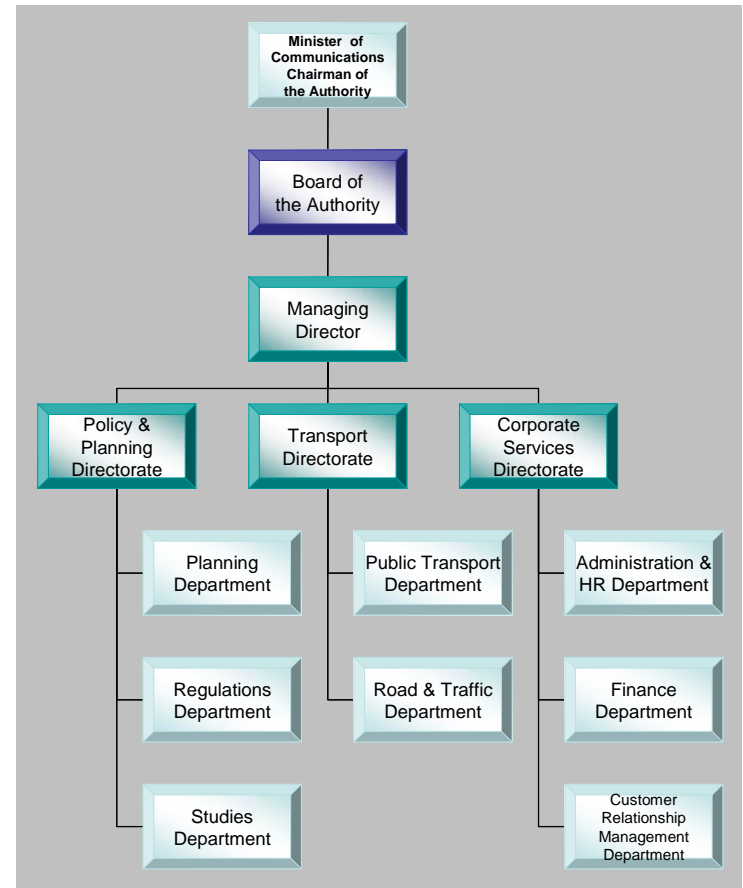
Subventions, dons ou legs des organismes





Cadre institutionnel et ressources de l'autorité organisatrice

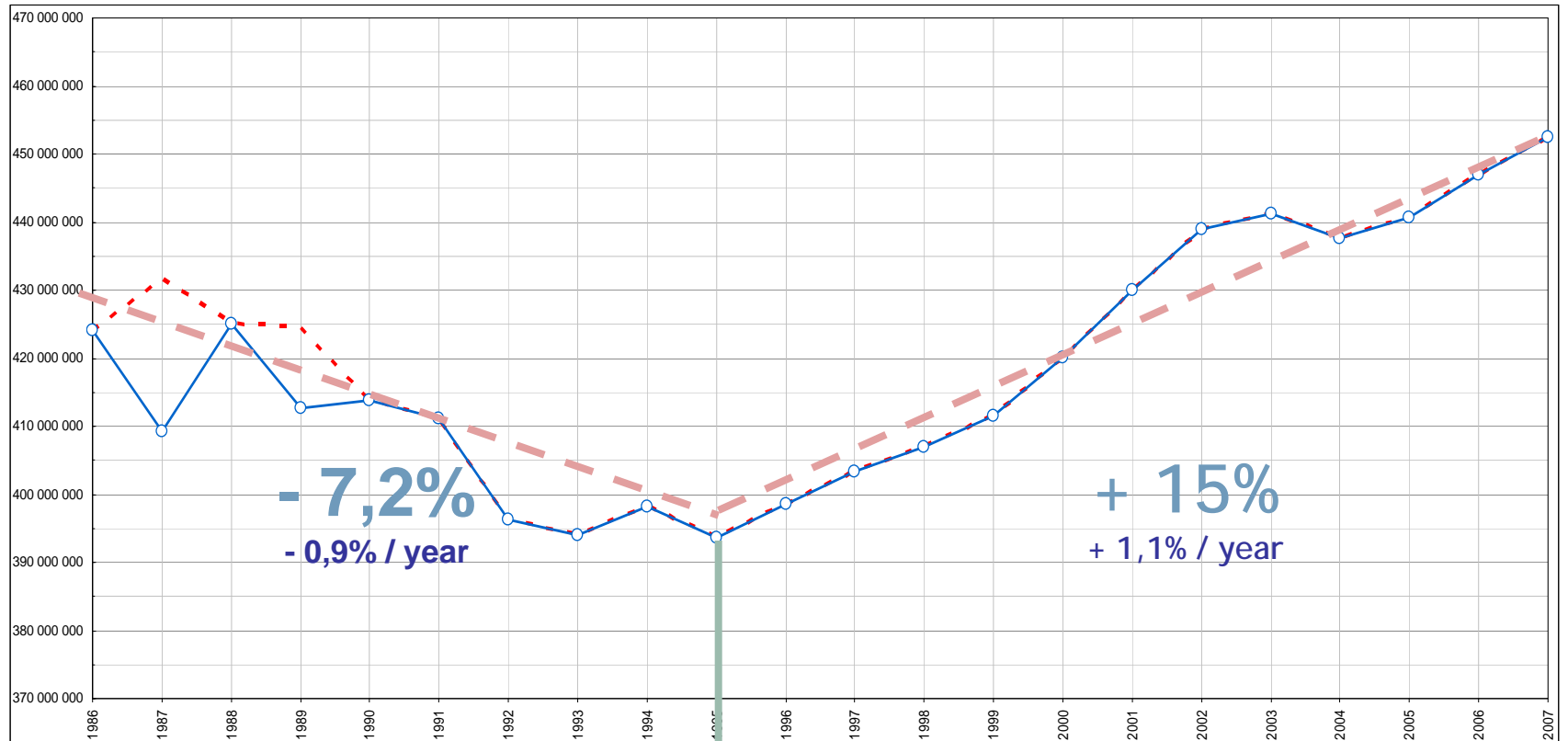
- ❑ La vision / la mission
- ❑ Le territoire
- ❑ Le montage institutionnel
- ❑ Le financement
- ❑ L'organisation interne
- ❑ La mise en place





Montreal

Total ridership for all operators



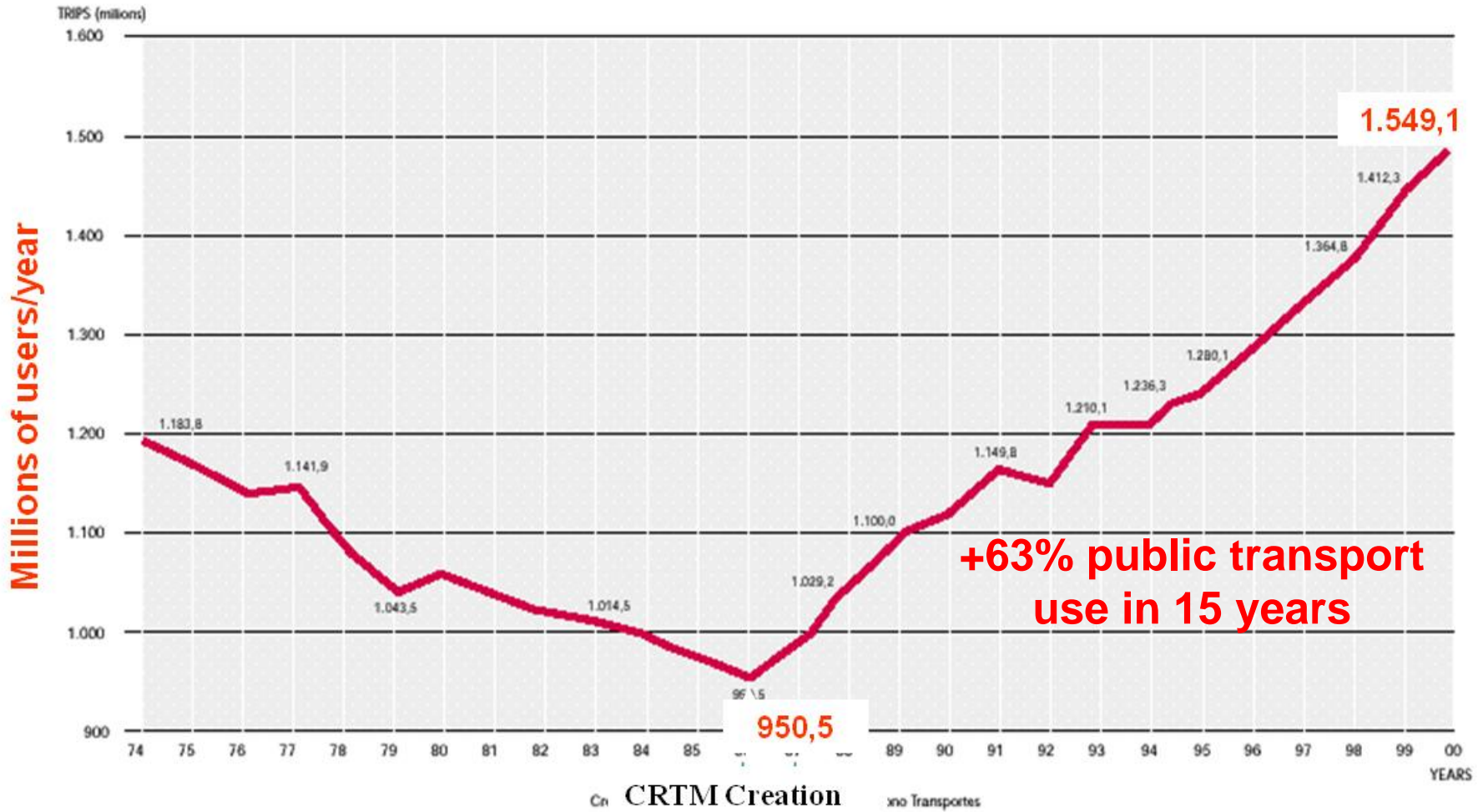
1986 9 years 1995 12 years 2007

Set-up of the Transport Authority

Source : Rapport annuel des AOT



Madrid





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