



International Association of Public Transport
Union Internationale des Transports Publics
Internationaler Verband für öffentliches Verkehrswesen
Unión Internacional de Transporte Público



Public transport integration

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Connecting the world of public transport

UITP is...



The network of all mobility actors



The catalyst for new business opportunities



The global centre of knowledge and know-how



The advocate for public transport and sustainable mobility



The promoter of innovations and forward-looking solutions

A global membership

UITP represents:

- Over 3,400 urban, local, regional and national mobility actors
- From more than 92 countries on all continents

One main office in Brussels
11 liaison and regional offices worldwide



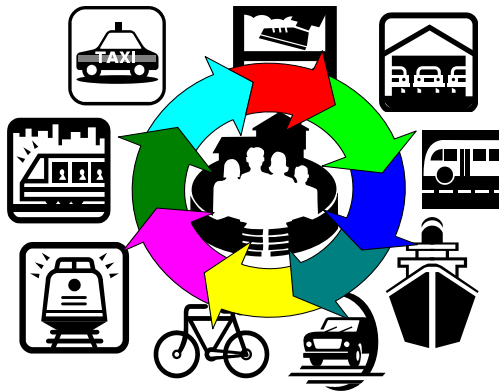
Strategy for the public transport sector



$$2025 = PT \times 2$$



The need for integration



- Urban sprawl
- Growing car ownership and traffic
- Complexity of the mobility chain:
 - Different routes and interchanges
 - Multiple public transport modes
 - Multiplicity of public transport operators
 - Crossing administrative borders
- Passenger expectations and mobility behaviours

Levels of responsibility and integration

Strategic Level - Formulation of general goals and targets:

What do we want to achieve? With what resources ?

Territory served

General Accessibility goals

Overall subsidy levels

General Attributes of Service

Long term

Tactical Level - Specification of solutions needed to reach those goals:

Which products to achieve those goals ? How ?

Fare

Routes

Mode

Timetable

Type of service

Medium term

Operational Level - Ensure production as planned in an efficient manner :

Organise production of that service

Vehicle roster

Maintenance

Staff Roster

Consumables

HR management

Fleet renewal

Short term

Integrating transport and urban planning



- Developing a **shared vision** for PT and urban planning between all relevant actors (ex: Amman, Curitiba, Copenhagen)
- Cooperation between **public** authorities and **private** investors (ex: Dubai)
- Optimizing the use of **urban space** (ex: Seoul)
- Thinking of public transport since the **start** of urban projects (ex: Madrid)
- Integration of public transport within the **urban fabric** (ex: Strasbourg, Bern)
- Building a 'living place' not just a transport **node** (ex: Tokyo, Paris)

Establishing Organising Authorities

‘Organising authorities (OA) refer to a public or publicly-owned organisation with a legal responsibility to plan 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’



Rīgas domes Satiksmes departaments



The Organising Authorities Mission Statement

What is an organising authority?

- Acts in the public interest
- Provides the framework for successful PT
- Ensures a well functioning and integrated transport system

Why are organising authorities important for public transport

- Imperfect markets and the externality argument
- Social Inclusion
- Integration of public transport



UITP 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 these 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.

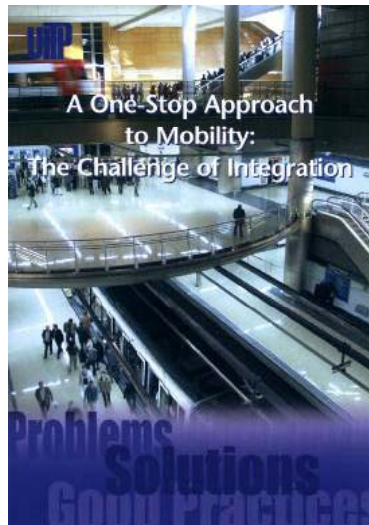
Type of authorities

- **Political** authorities with public transport responsibilities (ex: Brussels, Nantes)
- **Public transport** authorities affiliated to political authorities (ex: Madrid, Paris)
- Historical **public transport operators** converted into authorities after a separation from their operational services (ex: Rome, Copenhagen)

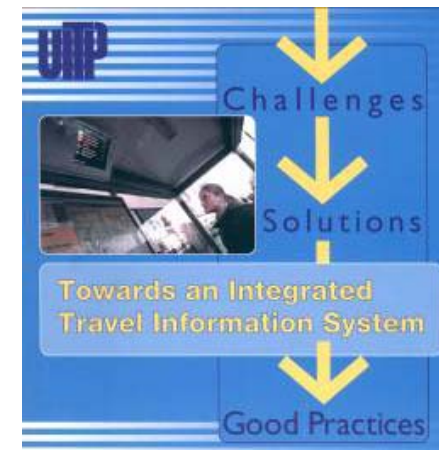
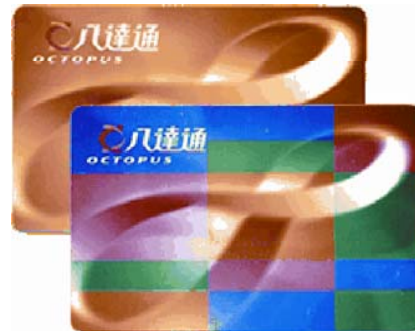
Authority's roles and responsibilities

- **Organisation/regulation** of the public transport market (rules for access in the market, number of operators, business model, contracts)
- **Financing** scheme (fares, compensation, revenue clearing)
- Definition of **strategic objectives** (modal share)
- **Territorial** scope (full vs. shared)
- **Modal** responsibility (modal integration, PT, private cars, taxis, freight)
- **Associated** responsibilities (urban planning)
- Definition and follow up of **service quality**

Tactical integration: providing door-door transport



- Integrating **networks** and **modes**: network approach, transfers, timetables, etc
- Enhancing **interchange** points: location, functionality, quality
- Integrating **ticketing** and making it user friendly
- Providing integrated **information**



Hamburger Verkehrsverbund (HVV) Hamburg, Germany



- Bus, metro, commuter train (S-Bahn), regional rail and ferry lines.
- Ten area municipalities: city of Hamburg, two Länder (regions) and 7 counties
- Founded by four operators in 1965 to provide everyone with an attractive and accessible service offer.
- Ensures the full integration of public transport services in the Hamburg area (31 operators), showing “one face to the customer”
- Today: Services are partly tendered and partly directly awarded.
- Network and timetable planning, common fare and ticketing system, marketing of the HVV brand, information to passengers

HVV policy has clearly contributed to shaping a customer-friendly public transport service and continuously rising passenger numbers.



Centro Birmingham and West Midlands, UK



- Covers seven District Councils
- Responsibility for the development of the West Midlands Local Transport Strategy and Implementation Plan (long term transport priorities): requires integrated transport planning and the co-ordination of transport with land use, housing and regeneration planning.
- Operates within a deregulated market
- Provide infrastructure (bus stations, shelters and rail park and ride)
- Operators provide services in partnership with Centro to meet the needs of the customer.
- Promotion of the network through co-ordinated marketing, information and ticketing (Smartcard)
- Centro also subsidises bus services through competitive tendering (when commercially not viable)

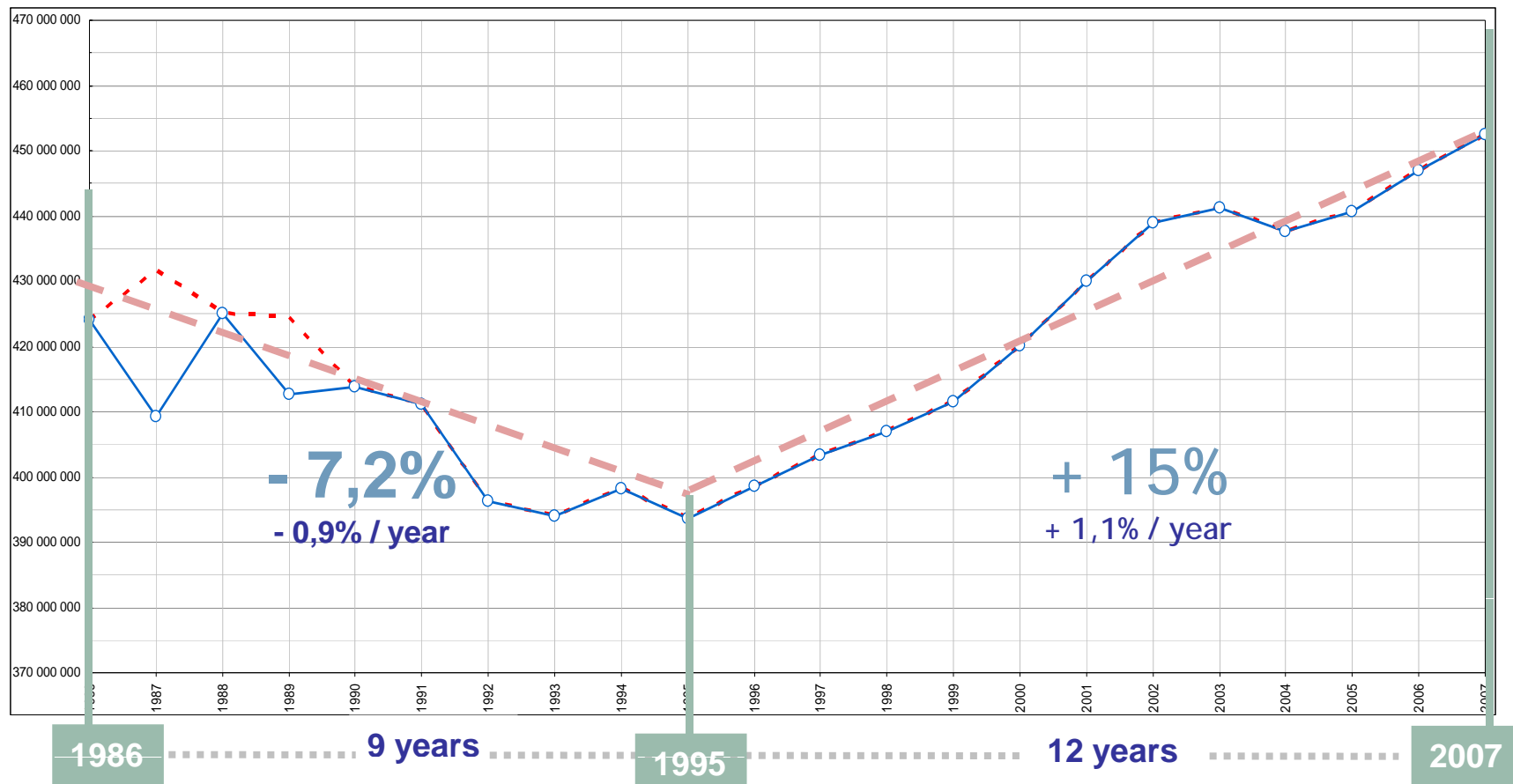
Nantes Métropole France



- Metropolitan government structure (24 municipalities)
- Covers tram, bus and BRT lines.
- Responsible for planning, financing, tendering and contracting operation, rolling stock and infrastructure in cooperation with the operator, setting of routes, frequencies and fares, setting and monitoring quality levels.
- Also responsible for land use policy and urban planning, urban mobility planning, traffic management, car-pooling development, traffic and public road management, cycling and parking policy.
- The authority commits itself in an investment program (rolling stock, infrastructure), a fare level and a financial contribution for operation.
- The operator commits itself to specific quality levels and to reach the ridership level, both levels being set up by the authority.
- Total operational expenditures mainly covered by ticket sales and a specific public transport tax imposed to all firms settled in the covered area (Transport levy 'Versement transport').

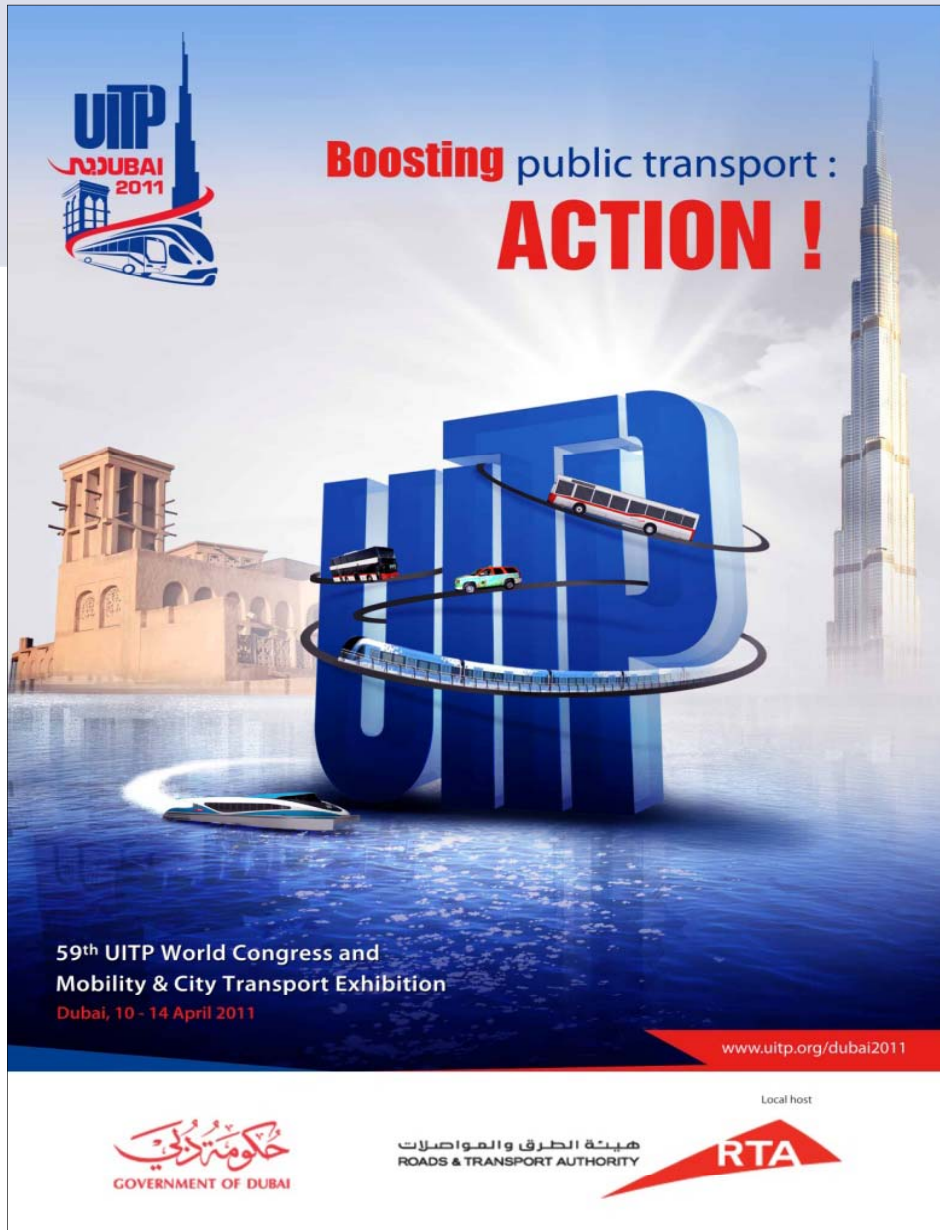
Montreal, Canada

Total ridership for all operators



Set-up of the Transport Authority

Source : Rapport annuel des AOT



Boosting public transport :
ACTION !

Thank you!

**Mark you calendar:
Dubai, 10-14 April 2011**

www.uitpdubai2011.org

www.mohamedmezghani.com

**59th UITP World Congress and
Mobility & City Transport Exhibition**
Dubai, 10 - 14 April 2011

www.uitp.org/dubai2011

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