

Which organizing authority for public transport in Mediterranean cities?

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The need for organisation



- ❑ Rapid growth of the **demand** for mobility
- ❑ Lack or weakness of institutional and regulatory **framework**
- ❑ Multiplicity of **actors** and administrative layers
- ❑ Misorganisation of the **market** and its consequences
- ❑ Mix of regulated/structured market with **deregulated**/informal services
- ❑ **Public service** requirements

Levels of responsibility in urban transport

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 – Deploy the appropriate **means** to ensure production

How to produce the service in an efficient manner?

Vehicle roster

Maintenance

Staff Roster

Consumables

HR management

Fleet renewal

Short term

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

- **Local/Regional** authorities with public transport responsibilities (ex: Amman, Brussels, Nantes)
- **Transport** authorities affiliated to political authorities (ex: Dubai, London, Madrid, Paris)
- Historical **public transport operators** converted into authorities after splitting their operational services (ex: Rome, Copenhagen)



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

Montreal



Total ridership
for all operators



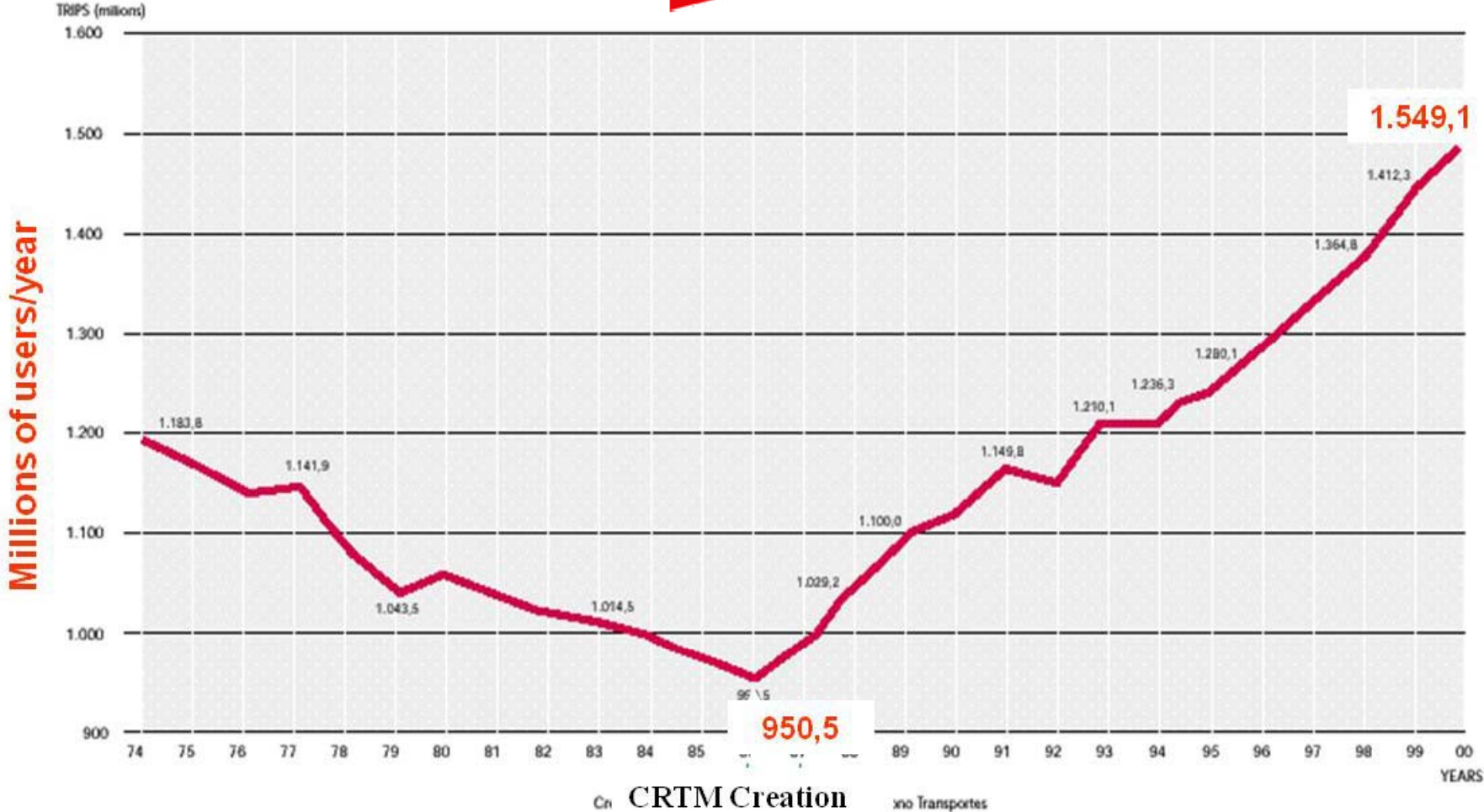
- 7,2%
- 0,9% / year

+ 15%
+ 1,1% / year

Set-up of the Transport Authority

Source : Rapport annuel des AOT

Madrid



+63% public transport use in 15 years



**3rd Mediterranean City
Economic Forum
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Thank you!

**www.uitp.org
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