MOBILITY GOVERNANCE PRACTICES: A GLOBAL PERSPECTIVE

Yssoufou CISSÉ, Secretary General, UATP
Dionisio GONZÁLEZ, Director, Advocacy & Outreach, UITP

4th UITP-OAC African Platform Meeting
In Partnership with SSATP – Africa Transport Policy Program
WHY A PUBLIC TRANSPORT AUTHORITY (PTA)?

A need to organise Urban Mobility Systems

Beyond economic and financial concerns Urban Mobility Systems are enablers to improve cities’ competitiveness and quality of life.

UITP considers that this is a cultural and organisational issue: the way we conceive transport interventions focuses on mobility, that is the « ease of moving » and neglect the broader impacts on the city and people living conditions.

- Need to focus on impacts and how transport helps the city.
- Need to change the way we organise mobility
WHY A PUBLIC TRANSPORT AUTHORITY (PTA)?

PTA as a good practice

Where there is a PTA, Urban Mobility Integrated Systems are considered as better organised:

• Planning of Multi-modal Public Transport Infrastructures and Services

• Establishment of an integrated Fare System

• Development of a management policy and finance framework of the System

• Audit the integration of public transport with new urban planning.

• Creation of an overall Image of the Public Transport System

Yet, PTAs all over the world vary in size and competencies, they evolve over time driven by complex socio-political forces. There is no one fit all solution or standard model – context matters!
More or less advanced in terms of MOBILITY competences

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<th>VILLE</th>
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<th>PLANIFICATION STRATEGIQUE</th>
<th>POLITIQUE DE TRANSPORT</th>
<th>FIXATION DES TARIFS</th>
<th>PLANIFICATION DES INFRASTRUCTURES</th>
<th>PLANIFICATION DES SERVICES</th>
<th>PERMIS DE CONDUIRE ET IMMAT VOITURES</th>
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### Diversity of funding sources

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<th>CITY</th>
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<td>MADRID</td>
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<td>FARES AND PUBLIC SUBSIDIES, NO EARMARKED TAXES</td>
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GLOBAL PTAs’ LANDSCAPE
LONDON – Transport for London (TfL)

Responsibilities:
- Responsible for PTs
- PT integration (fare/ticketing/information)
- London’s strategic highways
- Cab licencing

Territory:
- Greater London
- 1,580km²

Modes
Metro, LRT, overground, train, bus

Funding of PT:
Fare + Grant + congestion charging + other commercial services + potentially land value capture

Relationship with the operators:
- Competitive tendering for surface transport (bus + LRT)
- For bus: route based tender → 5 + 2 years contracts based on service specification, timetable (frequencies) + detailed vehicle specifications
GLOBAL PTAs’ LANDSCAPE
Paris – Iles de France Mobilités

Responsibilities
• Mobility planning
• Definition and organisation of PT
• Fare policy
• Level of offer for each network
• Objectives of service quality

Territory
• Region
• 12,000km²

Modes
Metro tram RER Buses

Funding of PT
Public subsidies, transport taxes, fares

Relationship with the operators:
• RATP
• SNCF
• Optile
GLOBAL PTAs’ LANDSCAPE

Singapore: LTA

Responsibilities:
- Integration between transport and land use
- Policy, planning and regulation of all public transport modes
- Constructs and maintains roads
- Does not set fares

Territory:
- City-country
- 712 km²

Modes

Funding of PT:
- Subsidies limited to capital expenditures
- Operational expenditures covered by fares

Relationship with the operators:
- History
  - 70's: monopoly + paratransit → characteristics of developing countries
  - 1987: delivery of mass transit system → need for integration
  - 1995: establishment of LTA → rationalisation of bus routes
- Present: period of transition for buses: from 2 operators towards a contracting and tendering model
- Light regulation of taxis
GLOBAL PTAs’ LANDSCAPE
Madrid: CRTM

Responsibilities
• Mobility planning
• Definition and organisation of PT
• Fare policy
• Level of offer for each network
• Objectives of service quality
• Customer relations

Territory
• Region
• 8,000km2

Modes
Metro Light rail Buses Suburban trains

Funding of PT
Public subsidies, fares

Relationship with the operators:
• Metro
• Cercanías
• EMT
• Concessionaires
Good Practices in Africa

Lagos – Lagos Metropolitan Area Transport Authority (LAMATA)

Responsibilities:
- Planning
- Implementing
- Regulating
- Franchising public transport infrastructure and operations

Territory:
- Lagos, Nigeria
- 3577km²

Modes
Bus, BRT, Cable Car and Rail

Funding of PT:
Budgetary allocation + Transport Fund + Loans/IDAs + Grant + Franchise Fees + PPP

Relationship with the operators:
- Regulations of operations
- Adherence to Service Level Agreement
GOOD PRACTICES IN AFRICA

KIGALI– Rwanda Utilities Regulatory Authority (RURA)

Responsibilities:
• Responsible for Transport, ICTs, Energy, Water & Sanitation
• Laws implementation and regulations
• Protecting and promoting consumers’ interests
• Promoting availability, accessibility and affordability of services
• Promoting efficient development,
• Enhancing knowledge, sensitization and awareness of sectors

Territory:
• Rwanda (26 338 km²)
• Kigali (730 Km2)

Modes
Bus

Relationship with the operators

Creation & Institutional Frame:
• was initially created by the Law n° 39/2001 of 13 September 2001
• reports to the Office of the Prime Minister
• it coordinates with line ministries responsible for each regulated sector in executing its functions
GOOD PRACTICES IN AFRICA

DAKAR - CONSEIL EXECUTIF DES TRANSPORTS URBAINS DAKAR (CETUD)

WINDHOEK Future PTA

BURUNDI Future PTA
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THANK YOU!

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