



ADVANCING
PUBLIC
TRANSPORT



MOBILITY GOVERNANCE PRACTICES: A GLOBAL PERSPECTIVE

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**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!

PUBLIC TRANSPORT AUTHORITY

More or less advanced in terms of MOBILITY competences

VILLE	AOT		PLANIFICATION STRATEGIQUE	POLITIQUE DE TRANSPORT	FIXATION DES TARIFS	PLANIFICATION DES INFRASTRUCTURES	PLANIFICATION DES SERVICES	PERMIS DE CONDUIRE ET IMMAT VOITURES	GESTION DE LA CIRCULATION ET SON CONTRÔLE	CONSTRUCTION ET ENTRETIEN DES INFRASTRUCTURES	DEPOTS, ARRETS DE BUS, TERMINAUX	EXPLOITATION
LAGOS	LAMATA											
LONDRES	TFL											
PARIS	STIF											
SINGAPOUR	LTA											
MADRID	CRTM											

PUBLIC TRANSPORT AUTHORITY

Diversity of funding sources

CITY	PTA	FUNDING SOURCES
LAGOS	LAMATA	PUBLIC SUBSIDIES AND EARMARKED TAXES (VEHICLES, GAS, PLATES,...)
LONDRES	TFL	CONGESTION CHARGE AND PUBLIC SUBSIDIES
PARIS	STIF	VERSEMENT TRANSPORT AND PUBLIC SUBSIDIES
SINGAPORE	LTA	PUBLIC SUBSIDIES AND EARMARKED TAXES (VEHICLES, GAS, PARKING, TOLL)
MADRID	CRTM	FARES AND PUBLIC SUBSIDIES, NO EARMARKED TAXES

GLOBAL PTAs' LANDSCAPE

LONDON – Transport for London (TfL)



**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS

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 – Île 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

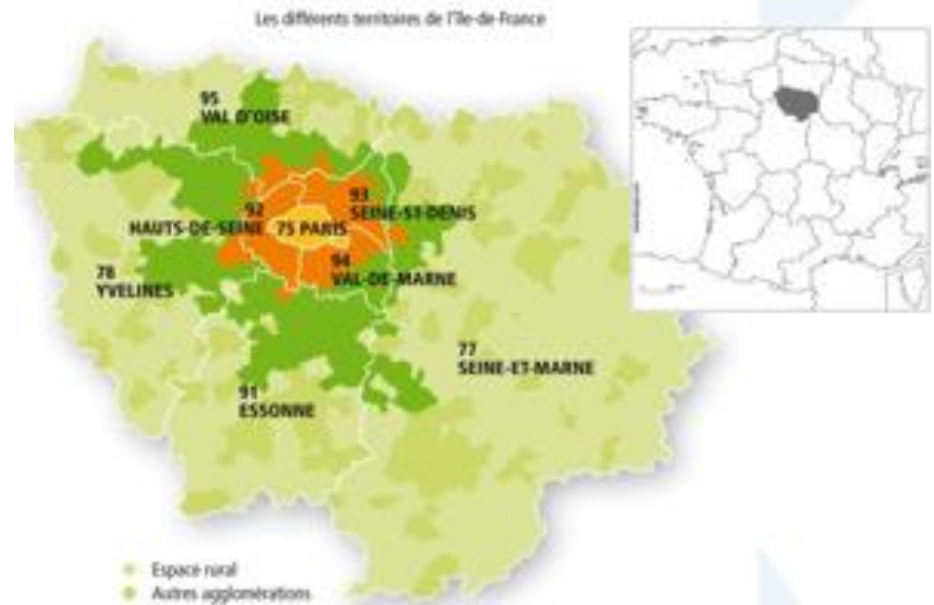
Metro tram RER Buses

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

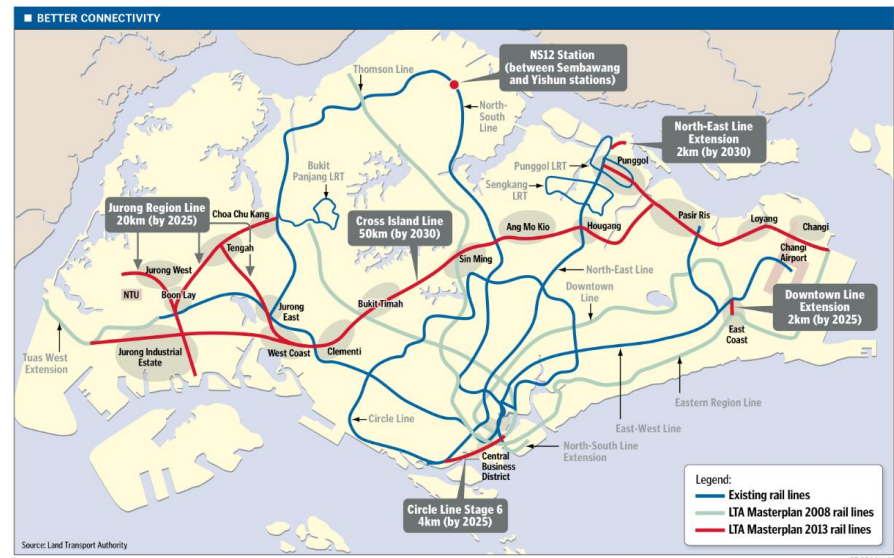
Modes

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

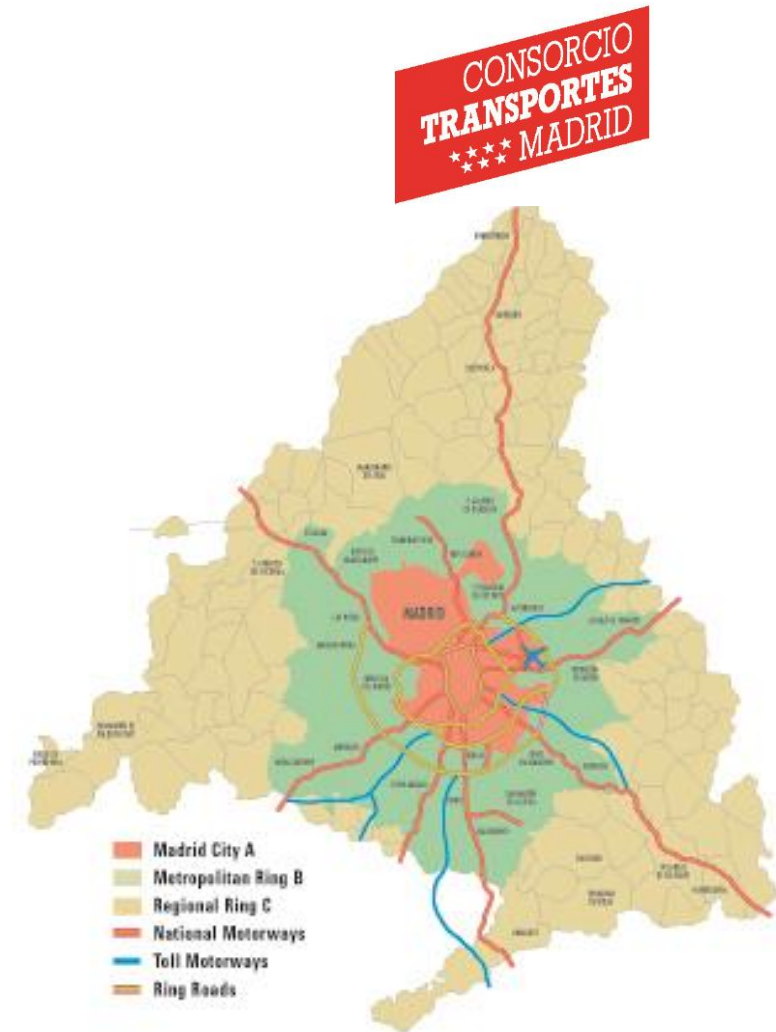
Metro Light rail Buses Suburban trains

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 and
- Franchising public transport infrastructure and operations

Territory:

- Lagos, Nigeria
- 3577km²

Modes

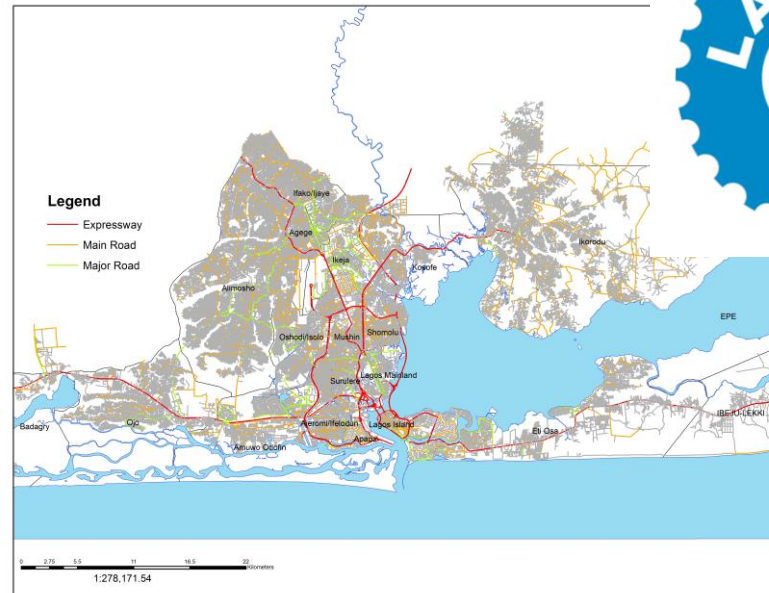
Bus, BRT, Cable Car and Rail

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 service
- Promoting efficient development,
- Enhancing knowledge, sensitization and awareness of sectors

Territory:

- Rwanda (26 338 [km2](#))
- Kigali (730 Km2)

Modes

Bus



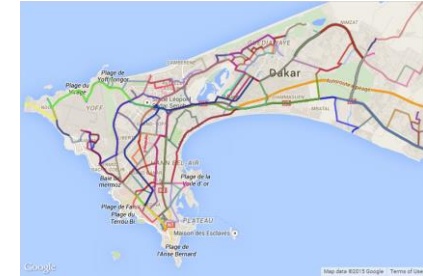
Relationship with the operators

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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