Impact of Decentralisation of Responsibilities for Public Transport in France

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Groupement des Autorités Responsables de Transport (GART)
France
Groupement des Autorités Responsables de Transport (GART) (French Association of Public Transport Authorities)

• **Founded** : 1980

• **Status** : Non profit organization under the law of 1901

• **Membership** : 254 public transport authorities : towns, departments and regions

• **Goals** : To promote public transportation and represent elected transport officials.
The GART Mission

• Be the public spokesperson for local councils, as well as their representatives to institutions, the government, parliament, organs of the European Union, and the press.

• Offer its members economic, financial, judicial and technical advice and expertise.

• Stimulate and animate transportation debates through the proposal of innovative and practical solutions.

• Federate the players in transportation administration.

• Objective: Better living and commuting through development of the public transport sector.
1- Current organisational structure in France

Function of State

- Regulation of transport activities: access to the operator trade
- Responsible for the observation: it acts with GART and the association of public transport operators to make a survey and publish figures and ratios about public transport in France
Public transport authorities

Outside of the Ile-de-France (Paris and its région)

- Local authorities define transport policy, modes of organisation for public transport (defining service characteristics, fare levels, information structures, operating modes and the operators themselves) and manage transport infrastructure and equipment.

- Urban public transport is organised by the communes and commune-grouping structures. In conurbations of over 100,000 inhabitants the formulation of Plans de Déplacements Urbains (urban mobility plans) is obligatory.
• Public road transport of a non-urban nature, including school transport, is organised by the departements. They formulate mobility plans at the departement level.

• The regions are responsible for organising rail and road transport structures of regional interest: level of regional passenger transport, with particular emphasis on the locations served, fare levels, service quality and passenger information.
In the Ile-de-France region (Paris and its région)

- Transport is organised by a specific structure, the Syndicat des Transports d’Ile-de-France – STIF, half of which is formed by State representatives, the other half being formed of Local Authority, Ile-de-France région, départements and city of Paris representatives. The association is presided over by the State representative, who has the casting vote.

- From the 1st of July 2005: the STIF will be formed by only the Ile-de-France Region, departments and city of Paris representatives.

- STIF handles the financial equilibrium of public transport services, setting fare levels and creating ticketing structures.
2- Financing of public transport in conurbations
# Transport tax rates

<table>
<thead>
<tr>
<th>Territorial area</th>
<th>Maximum rate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ile-de-France:</strong> Paris, Hauts-de-Seine</td>
<td>2.6 %</td>
</tr>
<tr>
<td><strong>Ile-de-France:</strong> Seine-Saint-Denis, Val-de-Marne</td>
<td>1.7 %</td>
</tr>
<tr>
<td><strong>Ile-de-France:</strong> Essonne, Seine-et-Marne, Val-d’Oise, Yvelines</td>
<td>1.4 %</td>
</tr>
<tr>
<td><strong>Outside Ile-de-France:</strong> Conurbations &gt; 100 000 inhabitants that have decided</td>
<td>1.75%</td>
</tr>
<tr>
<td>to construct a public transport infrastructure and whose dossiers have been</td>
<td></td>
</tr>
<tr>
<td>examined by the State</td>
<td></td>
</tr>
<tr>
<td><strong>Outside Ile-de-France:</strong> Conurbations &gt; 100,000 inhabitants</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Outside Ile-de-France:</strong> Conurbations between 10,000* and 100,000 inhabitants</td>
<td>0.55%</td>
</tr>
<tr>
<td><strong>Outside Ile-de-France:</strong> Supplement for the communities that have also formed</td>
<td>0.05%</td>
</tr>
<tr>
<td>a group for other tasks</td>
<td></td>
</tr>
</tbody>
</table>
2-1- Outside the Ile-de-France region in 2003

Distribution of sources of urban public transport financing in 2003
(outside Ile-de-France and not including loans)
Total own funds : 4 456 millions euros

- Local authorities: 31%
- Transport tax: 46%
- Fares: 20%
- State: 3%

Source: annual enquiry into urban public transport (CERTU DTT-GART-UTP)
2-2- Financing of public transport in the Ile-de-France region in 2003

Sources of financing operating in Ile de France in 2003 (6440 million €)

- Users: 37%
- Employers: 9%
- Transport tax: 11%
- State: 4%
- Region: 8%
- Departements: 4%
- Others: 27%

Source: STIF
Sources of financing investment in Ile de France in 2003 (1180 million €)

Source STIF

Source STIF

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operators</td>
<td>58%</td>
</tr>
<tr>
<td>STIF</td>
<td>5%</td>
</tr>
<tr>
<td>State</td>
<td>5%</td>
</tr>
<tr>
<td>Region</td>
<td>26%</td>
</tr>
<tr>
<td>Departements</td>
<td>6%</td>
</tr>
</tbody>
</table>

Tokyo, 2nd and 3rd of March 2005

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Implementing Sustainable Urban Travel Policies in Japan and Other Asia-Pacific Countries
3 - Impact of decentralisation of the definition of mobility policy

- Decreasing of car traffic
- Public transportation: building an alternative to the car use
- Parking policy: a necessity
- Slow modes: promoting bicycle and travel by foot
- Goods and deliveries: a topic to develop
- Companies and public council mobility plan: in progress
4- Impact of decentralisation on use and finance public transport

4-1- Change in the use of public transport

Journeys per Inhabitant from 2000 to 2003

Source: Annual enquiry into urban public transport (CERTU-DTT-GART-)

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Differences between cities

Journeys per Inhabitant in 2003
Average number of journey/inhab. : 83

Source: Annual enquiry into urban public transport (CERTU-DTT-GART-UTP)
4-2- Change in the financing of public transport

Changes to sources of financing (not including loans and outside of IDF) for urban public transport from 1997 to 2003 in millions of euros 2003

Source: Annual enquiry into urban public transport (CERTU-DTT-GART-UTP)

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