THE FRENCH PUBLIC TRANSPORT: INSTITUTIONAL CONTEXT
The Association Of Public Transport Authorities (GART)

The Institutional organisation of public transport in France

Focus on the urban public transport authorities
(outside of "Île-de-France")
PRESENTATION
OF THE GART
THE GART IN SOME WORDS

1980
FOUNDED

206
MEMBERS

183
URBAN PUBLIC
TRANSPORT
AUTHORITIES

14
REGIONAL
PUBLIC
TRANSPORT
AUTHORITIES

9
DEPARTMENTS

48
ADMINISTRATORS

14
THEMATICS

14
EMPLOYEES

Loi 1901
STATUS

with
ÎLE-DE-FRANCE
MOBILITÉS
MISSIONS

EXPERTISE

- Legal, economic and scientific skills
- Develop public transport and alternative modes
- Assist memberships in the exercise of their competences

EXCHANGE OF INFORMATIONS

- Share the good practices
- Stimulate and animate the debates

INFLUENCE

- Federate the players
- Act at all levels where are determined public policies
- European and national levels

Spokesperson for local councils
ORGANISATION

SCIENTIFIC COUNCIL
Contribute to the thought on major challenges of sustainable mobility

STAFF
Support the Transport and Mobility authorities to better understand the issues of our sector

BOARD OF DIRECTORS
Decide on strategic resolutions and positions

COMMISSIONS & WORKING GROUPS
Analyze and discuss on legislative and regulatory matters
Share best practices and local experiences

PARTNERS CLUB
Gather industrials and service companies from the sector
THEMATICS IN WITH THE GART IS ACTIVE

FRENCH OVERSEAS TERRITORIES

ACTIVE MOBILITY & SHARED MOBILITY

GOVERNANCE

FINANCING PLAN

PARTNERS CLUB

DIGITAL MOBILITY

ENERGY TRANSITION

ACCESSIBILITY

INTERNATIONAL SECURITY-SAFETY

_QUALITY OF SERVICE

ÎLE-DE-FRANCE PARKING
THE INSTITUTIONNAL ORGANISATION OF PUBLIC TRANSPORT IN FRANCE
ROLE OF THE NATIONAL GOVERNMENT IN THE FRENCH PUBLIC TRANSPORT
Organizing authority for rail services of national interest:
• high speed trains (TGV)
• since 2010, for national lines grouped under the name "Trains d’Équilibre du Territoire" (TET)

Manager of the motorway network not conceded to private companies and of the national road network

Participation to the development of territories and land use planning through State – Regions planning contracts (€ 20 billion on the period 2021-2027)

Participation in the financing of investments in urban public transport, within the framework of national calls for projects “Transports Collectifs en site propre" (TCSP) resulting from the “Grenelle de l'Environnement” (article 13 of the Law Grenelle 1)
FOCUS ON THE NATIONAL CALL OF PROJECTS FOR URBAN PUBLIC TRANSPORT

<table>
<thead>
<tr>
<th>Period</th>
<th>Number of winning projects</th>
<th>Global amount of national subsidies (in millions of euros)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1(^{st}) call of Projects “TCSP“</td>
<td>2008-2009</td>
<td>50</td>
</tr>
<tr>
<td>2(^{nd}) call of projects “TCSP“</td>
<td>2010</td>
<td>78</td>
</tr>
<tr>
<td>3(^{rd}) call of projects “collectif transport and sustainable mobility“</td>
<td>2013-2014</td>
<td>99</td>
</tr>
<tr>
<td>4th call of projects “TCSP and multimodal hub“</td>
<td>2021-2025</td>
<td>162</td>
</tr>
</tbody>
</table>

Source: GART
The French national government: A role of regulator in the organization of local public transport with different national laws and regulations

1982: "Loi d’orientation des transports intérieurs" Law

2014: "Modernisation de l'action publique territoriale et d'affirmation des métropoles" (MAPTAM) Law

2015: "Nouvelle organisation territoriale de la République" (NOTRE) Law

2019: "Loi d’orientation des mobilités" Law
LOCAL TRANSPORT ORGANISATION IN FRANCE
THE DIFFERENT LEVEL OF LOCAL AUTHORITIES

BEFORE 2017

Urban transport perimeter (communal or intercommunal territory)
The town or the intercommunality is competent (urban authority): organisation of urban public transport.

Departemental perimeter (out of urban perimeter)
The departmental council is responsible AND decide of the organisation of school transport, inter-urban transport and disabled students.

Regional perimeter
The region (regional council) is responsible of regional rail and road transport of regional interest
THE DIFFERENT LEVEL OF LOCAL AUTHORITIES

AFTER 2017

Urban transport perimeter (communal or intercommunal territory)
The town or the intercommunality (municipal or community council) is competent for: the organisation of urban public transport.

Regional perimeter
The region (regional council) is Public transport Authorities at regional level responsible of:
• regional rail and road transport of regional interest
• Inter-urban transport and school transport
Objective of the "LOM Law:

Endow the entire French territory of Authorities Organizing Mobility at local level ("AOM")

Reducing the "white areas" of mobility devoid of local authorities in charge of mobility (75% of the territory, 25% of the population)

Intercommunality, local urban authority of mobility, competent to organize different services within its territorial jurisdiction

The region, regional Authority of mobility, responsible for all services that go beyond the territorial jurisdiction of a local authority (local urban authority)
THE REGION AS A REGIONAL AUTHORITY OF MOBILITY

The region become, with the LOM Law, a **regional authority of mobility**, and can organise also different services than regional rail services and interurbain and school transport: “active mobility" services (bike rental, etc.), “shared mobility" services (car sharing, carpooling, etc.), “solidarity mobility" services, ....

The Region, **"chef de file" leader in the mobilities**: definition of the common actions with the local urban authorities, the **mobility basins** and **operational contracts**

The region: **possibility to become also local authority in substitution** of local intercommunalities which decide not to take the mobility competence at local scale (deadline fixed by the LOM law to 31, march, 2021)
THE SPECIFICITY OF "ÎLE-DE-FRANCE MOBILITÉ"

Previously managed by the national government, public transport in Île-de-France has been, since 2004, under the responsibility of a single transport organizing authority, “Île-de-France mobilités” (formerly the Syndicat des transports d'Île-de-France), which brings together the region, the city of Paris and the departments of “Île-de-France”

The area of jurisdiction is the entire regional territory, including rural areas, and interurban (urban transport and regional rail transport)

Île-de-France mobility is responsible of:
organizing, coordinating and financing public passenger transport in Île-de-France, defining the general operating conditions, creates the tickets and setting the prices also, defining the transport offer and the level of quality of the service, within the framework of contracts signed with private companies (RATP, SNCF, OPTILE).
FOCUS ON THE URBAN AUTHORITIES IN CHARGE OF MOBILITY (OUTSIDE ILE-DE-FRANCE)
TERRITORIES OF THE URBAN AUTHORITIES IN CHARGE OF MOBILITY IN FRANCE (OUT OF "ÎLE-DE-FRANCE")

Source: CEREMA, Situation on the 1st, January, 2021
### 316 Urban Authorities in Charge of Mobility in France (Out of Île-de-France)

<table>
<thead>
<tr>
<th>Authority Type</th>
<th>Number</th>
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<tbody>
<tr>
<td>Single AOM – Martinique Transport</td>
<td>1</td>
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<tr>
<td>Communes</td>
<td>50</td>
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<tr>
<td>Communautés de communes</td>
<td>34</td>
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<tr>
<td>Communautés d’agglomération</td>
<td>174</td>
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<tr>
<td>Communautés urbaines</td>
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<tr>
<td>Métropoles</td>
<td>16</td>
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<tr>
<td>Pôle d’équilibre territorial et rural</td>
<td>1</td>
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</tbody>
</table>

*Source: GART, data on 2021*
The urban authority in charge of mobility (out of Île-de-France) is the principal actor responsible of the organization of the mobility and urban transport within its territorial jurisdiction. This urban authority can organize “à la carte” or contribute to organize:

- Regular public transport services
- "Transport on demand" services
- "School transport" services
- "Active mobility" services (bike rental, etc.)
- "Shared mobility" services (car sharing, carpooling, etc.)
- "Solidarity mobility" services
- “Advice Mobility " services
- Urban Freight transport or logistics services
DIFFERENT MAIN STAKEHOLDERS

Politicians

Governance discussion

Mission: Mobility Policy

Public debate

Citizens

Business discussion

Urban Authority in charge of mobility

Contract discussion

Operators (public/private)
DIFFERENT LEVEL OF DECISIONS IN THE LOCAL TRANSPORT:

- **STRATEGIC LEVEL**: Political Objectives, General Description of the Service
- **TACTICAL LEVEL**: Detailed Description of the Service
- **OPERATIONAL LEVEL**: Sales, Information, Production
<table>
<thead>
<tr>
<th>LOCAL AUTHORITY</th>
<th>STRATEGIC LEVEL</th>
<th>Operations</th>
<th>TACTICAL LEVEL</th>
<th>Operations</th>
<th>OPERATIONAL LEVEL</th>
<th>Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>What are the objectives?</td>
<td>General objectives</td>
<td>Detailed characteristics of the service</td>
<td>How to produce these services?</td>
<td>Commercialization</td>
<td>Production</td>
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<td></td>
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<td>Transport policy</td>
<td>Tariffs</td>
<td>Sales, information</td>
<td>Management of Equipment, facilities and staff</td>
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<td>Modal split</td>
<td>Image</td>
<td></td>
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<td></td>
<td></td>
<td>Economic efficiency of the public transport</td>
<td>Associated services</td>
<td></td>
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<td></td>
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<td>General characteristics of the device</td>
<td>Schedules</td>
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<td></td>
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<td>Territory to cover</td>
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<td>Target group</td>
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<td>Intermodality</td>
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**SHORT TERM**

**LONG TERM**

**MID-TERM**

**LOCAL OPERATOR**

**CONTRACT**
SOME CONCLUSIONS:

A national gouvernement in France with an important regulatory and prescriptive missions

At local level, local and regional mobility organizing authorities who decide on their local mobility policy (decentralization of mobility competence), while having a framework decreed at national level.

Various challenges facing the local authorities organizing mobility today in France: the financing the mobility, the energy transition, the health crisis, etc.
THANK YOU FOR YOUR ATTENTION
Communication tools

- Website
- Publications
- Discussion groups (only for memberships)
- Newsletters: *L’Hebdo (only for memberships)* & *Mobilités*
- Discussion group via *WhatsApp* (only for memberships)
- Twitter
- LinkedIn
- Administration office
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