

# Organisation and financing of Public Transport in France

*Chantal Duchène, Director General,  
Groupement des Autorités Responsables  
de Transport (GART), France*

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Observatorio de la movilidad metropolitana  
El papel de la Autoridades de Transporte en la Gestion  
Sostenible del Transporte Publico



# 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)

### Role of urban local authorities :

- management of mobility : over 100,000 inhabitants *Plans de Déplacements Urbains* (urban mobility plans) are obligatory
- transport policy : service characteristics, fare levels, information structures, operating modes
- choice of operating themselves or calling for tenders modes of organisation for public transport (defining and choice of the operators)
- management of transport infrastructure and equipment.

## Role of departments

- same that urban local authorities for non urban road public transit
- act mainly for school transport

## Role of regions

- 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
- Have to contract for rail service with SNCF, the french national public operator

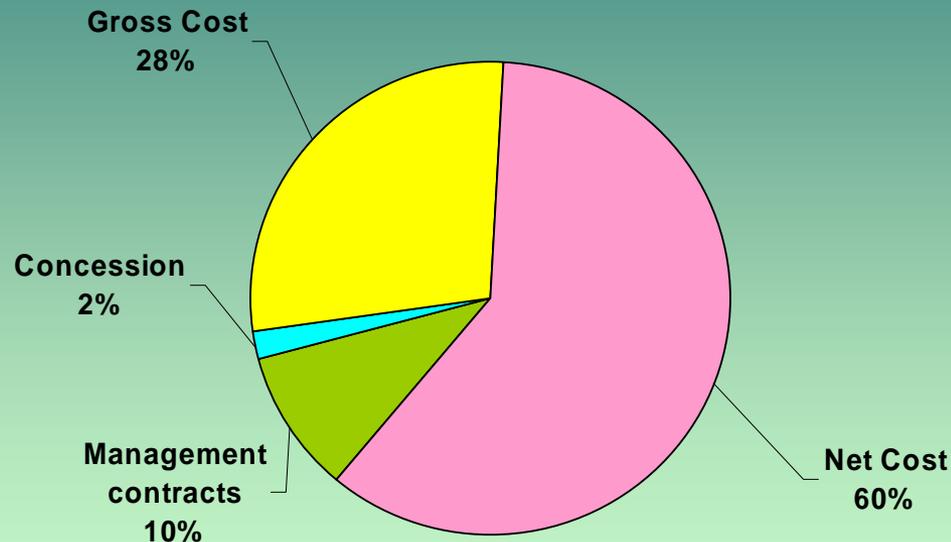
## In the Ile-de-France region (Paris and its région)

- Public transport authority *Syndicat des Transports d'Ile-de-France* – STIF, formed by Ile-de-France région, départements and city of Paris
- STIF define transport policy : service characteristics, fare levels, information structures, operating modes
- No call for tenders : has to change after the european regulation
- 2 major public companies (RATP and SNCF) and around 100 other companies outside Paris

## 2 – Contractual relationships between local authorities and operators outside Ile-de-France

90 % public transport authorities call for tenders

The type of contract for urban transport networks in 2003  
(total delegated management outside Ile-de-France)



Furthermore, the contracts must specify in particular:

- Level of service quality
- Cost with more and more often bonus/malus system
- Duration : 5 to 10 years ; depend of the property of rolling stock (generally property of local authorities for urban transport and of operators for non urban transport)

## The minimum rules applicable to all contracts

French law defines the minimum rules applicable to all contracts. They must specify:

- the duration of the contract,
- the general structure of the service (networks of lines, positions of stops, frequency of services, vehicles used),
- the operating conditions of the services (the timetable),
- the fares to be paid by the passengers,
- the financing conditions of the urban transport service: remuneration of the operator and financing of the investment (equipment and installations),
- the procedures for controlling the use of funds provided or guaranteed by the public transport authority.

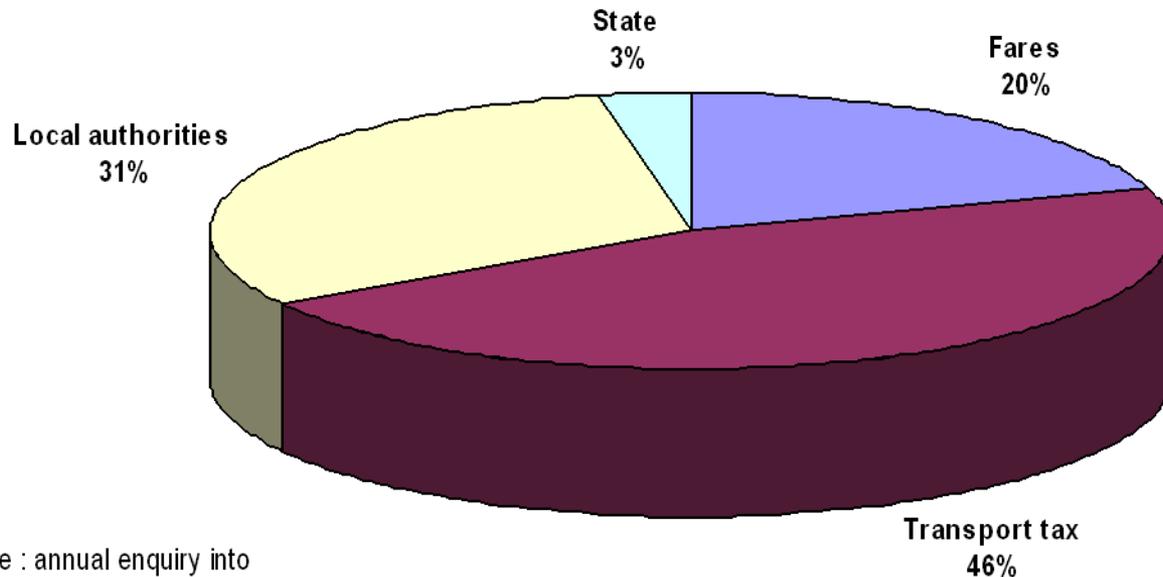
The duration of the delegation must be limited in time. The contract cannot be extended, except:

- for reasons in the general public interest (and for no more than one year),
- when the assignee is obliged, in order to carry out the public service efficiently or to extend its geographic area, to make material investments at the demand of the public transport authority not mentioned in the original contract that modify the overall financial framework and which cannot be amortised throughout the remaining period of the contract without excessive price increases.

The law also stipulates that each year, before June 1st, the delegate must produce a report, including the accounts, reflecting all activities, an analysis of service quality and an appendix to allow the public transport authority to assess the conditions of performance of the public service.

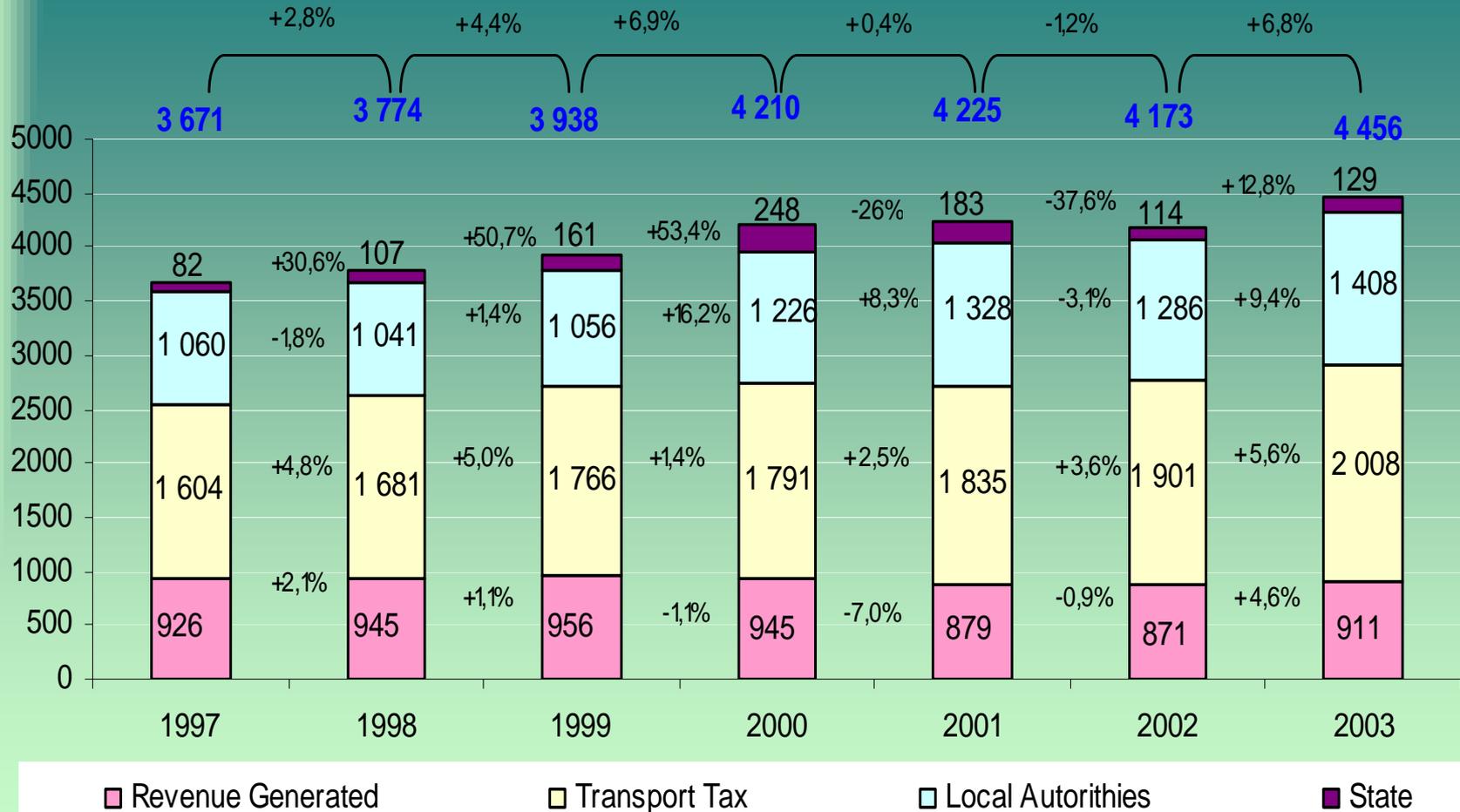
### 3- Financing of public transport in conurbations

**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**



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

## 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

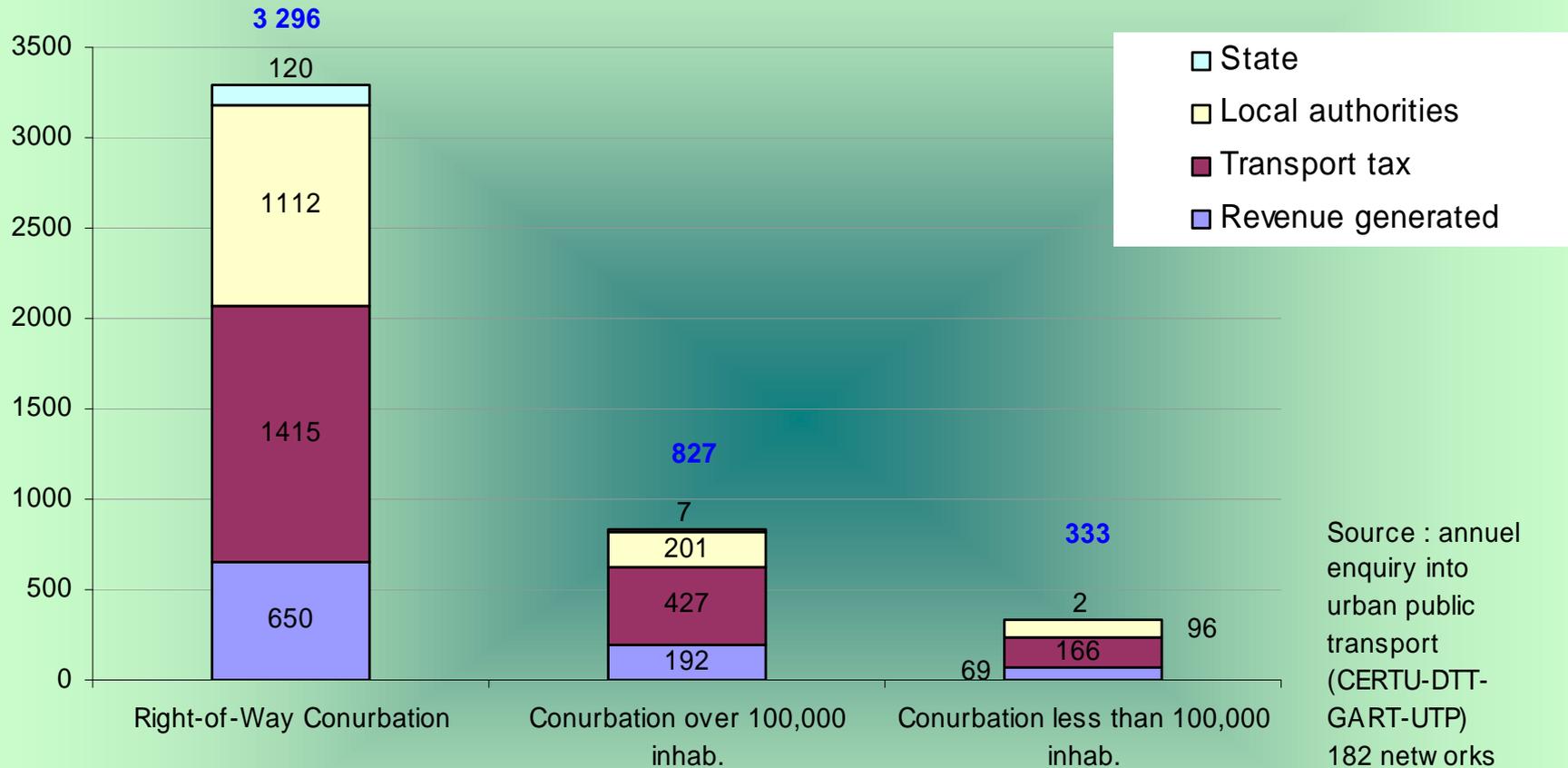


Source: Annual enquiry into urban public transport (CERTU-DTT-GART-UTP)

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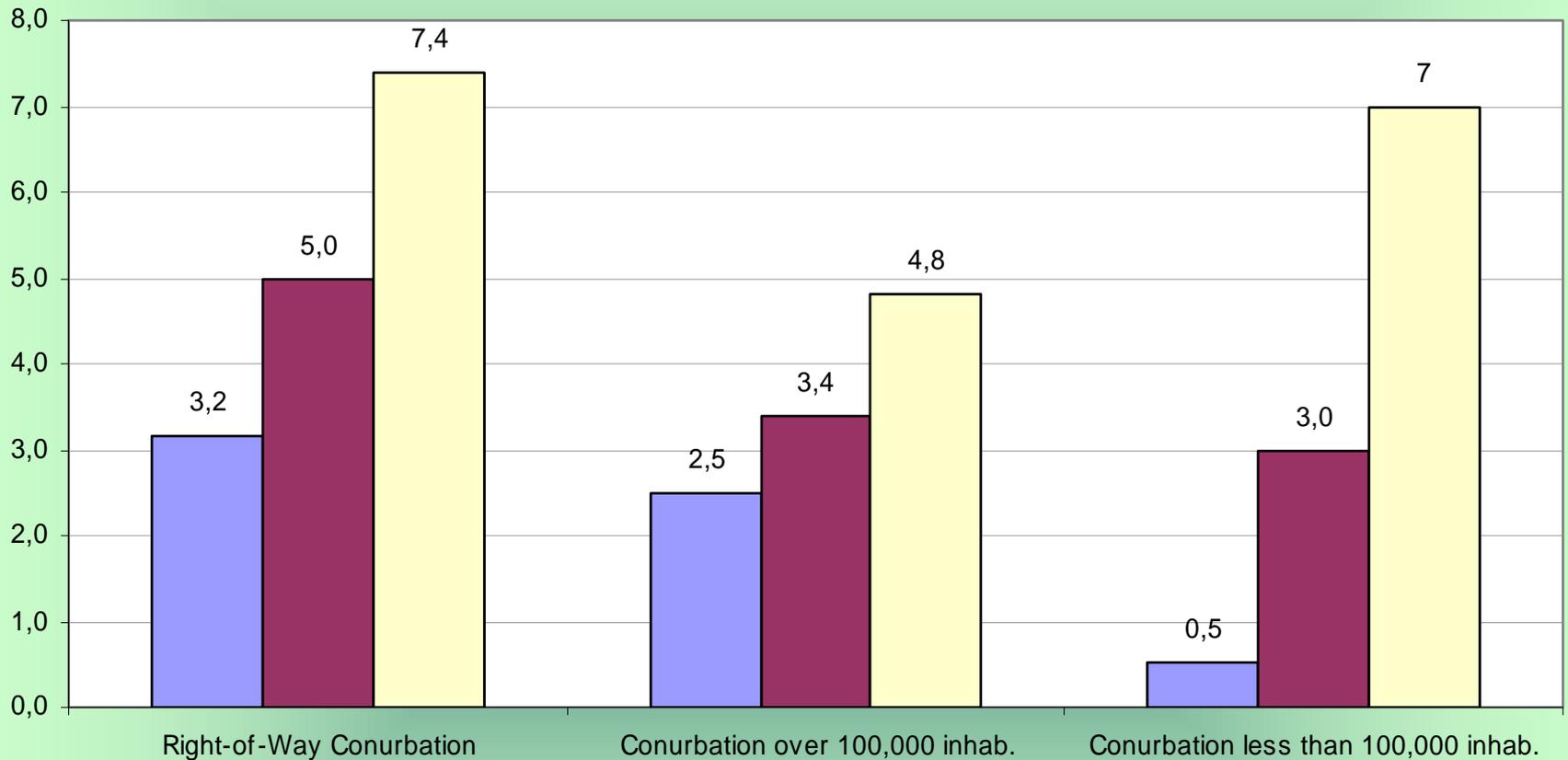
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**Sources of financing (not including loans) for urban public transport  
in 2003, million euro, according to the size of the network**



Source : annuel enquiry into urban public transport (CERTU-DTT-GART-UTP) 182 networks

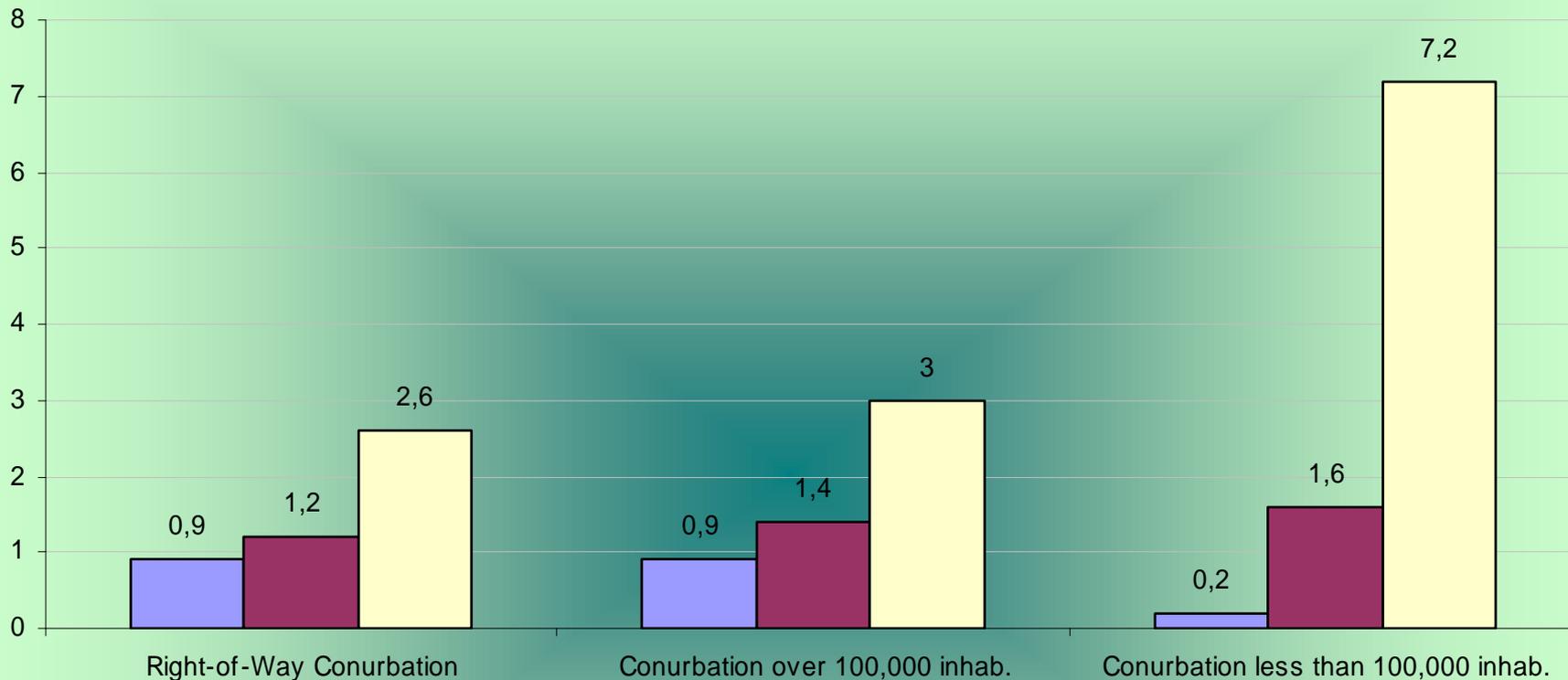
**Operating cost per kilometer in 2003, according to the size of the network, in euro**  
**Average for all networks : 4,2€**



■ Minimum     
 ■ Average     
 ■ Maximum

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

Operating cost per journey in 2003, according to the size of the network, in €  
Average for all networks : 1,3€



■ Minimum

■ Average

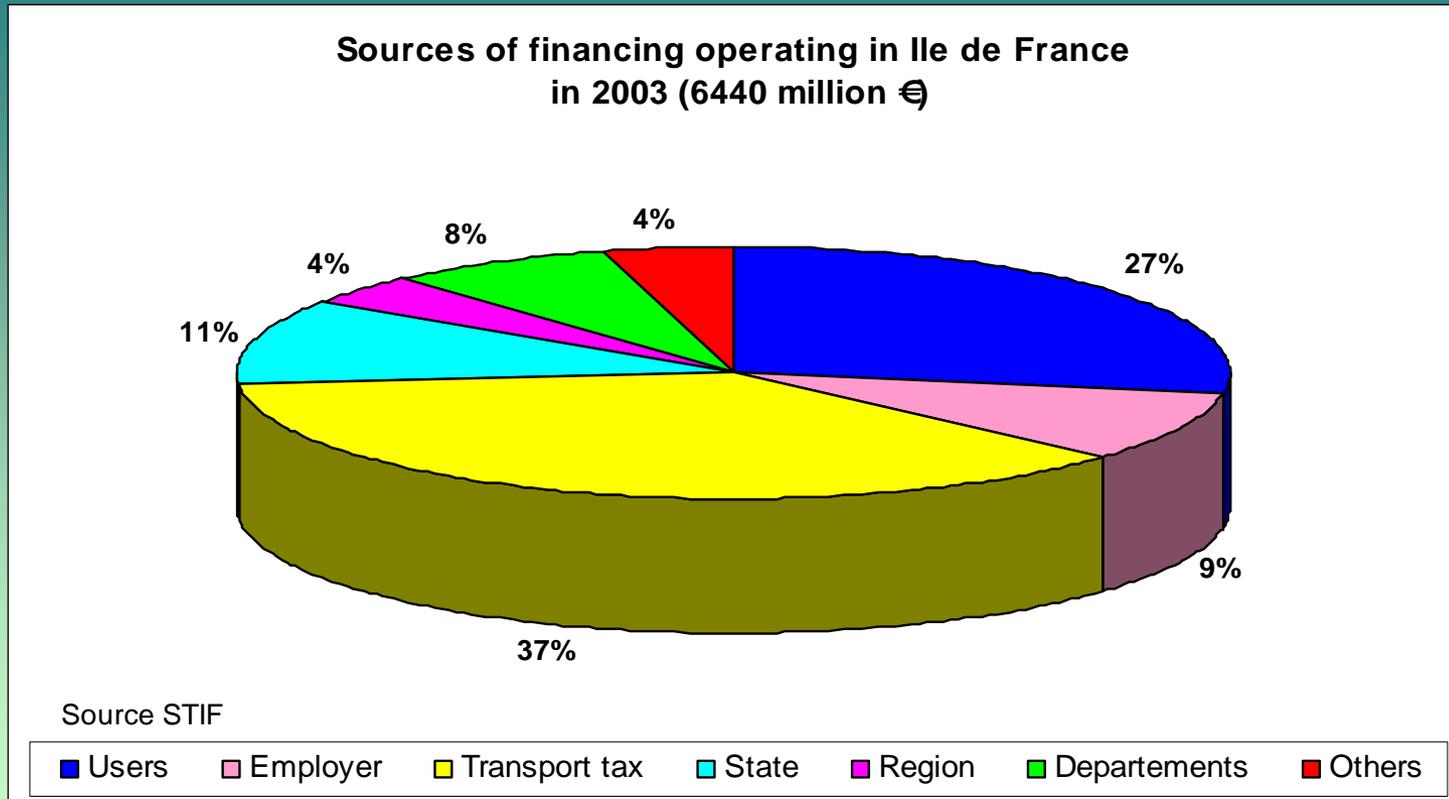
□ Maximum

Source : annual enquiry into urban public transport (CERTU-DTT-GART-UTP)  
182 Networks

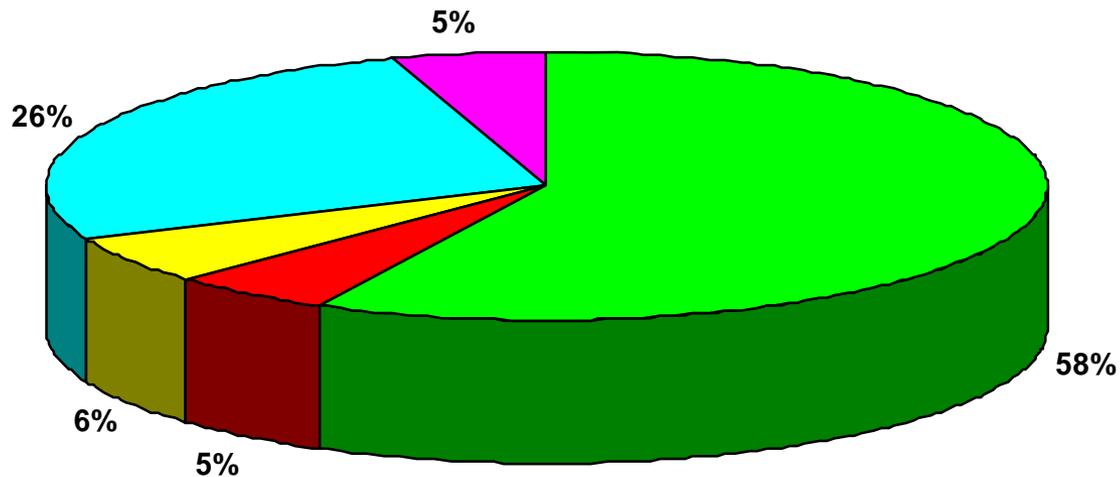
# Transport tax rates

<b>Territorial area</b>	<b>Maximum rate</b>
<b>Ile-de-France:</b> Paris, Hauts-de-Seine	2.6 %
<b>Ile-de-France:</b> Seine-Saint-Denis, Val-de-Marne	1.7 %
<b>Ile-de-France:</b> Essonne, Seine-et-Marne, Val-d'Oise, Yvelines	1.4 %
<b>Outside Ile-de-France:</b> Conurbations > 100 000 inhabitants that have decided to construct a public transport infrastructure and whose dossiers have been examined by the State	1.75%
<b>Outside Ile-de-France:</b> Conurbations > 100,000 inhabitants	1%
<b>Outside Ile-de-France:</b> Conurbations between 10,000* and 100,000 inhabitants	0.55%
<b>Outside Ile-de-France:</b> Supplement for the communities that have also formed a group for other tasks	0.05%

# Financing of public transport in the Ile-de-France region in 2003



### Sources of financing investment in Ile de France in 2003 (1180 million €)



Source STIF

■ Operators

■ STIF

■ State

■ Region

■ Departements