



***Shared responsibilities in Public Transport
between authorities and operators***

Michael Pellot

Director Research & Development and International Affairs



The Key Fact

Over half of the Public Transport in cities can be improved greatly simply by changing the organization.

Improving in terms of:

- *Speed & Accessibility*
- *Efficiency*
- *Sustainability*
- *Environmental friendly*
- *Financial needs*



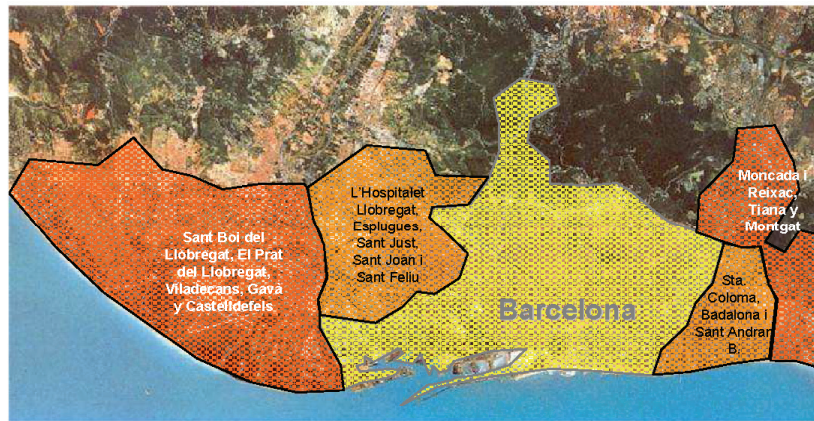
- TMB – some facts
- PT models: Concepts & Examples
- Defining the model



- Surface: 97.6 Km²
- Population: 1.6 million Inhabitants



Metropolitan Area of Barcelona

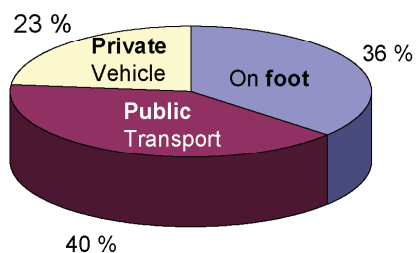


- Number of municipalities: 18
- Surface: 318.5 Km²
- Population: 2.8 million inhabitants



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Modes of mobility



In **zone 1**, if we exclude trips on foot and we analyse motorised transport then ..

public transport
accounts for
64% versus 36%
for private vehicles

Key point : **Integrated Fare System,**



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Population: 2,6 M inhabitants. Journeys/year: 196 millions



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M Offer of Metro services

Population: 2,3 M inhabitants. Journeys/year: 362 millions



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Other types of Services



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Agenda

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Basic Concepts: The physical aspects of transport

Public transport in a big city consists of 3 parts:

The extent of the **city** (city or urban area),



a **network** of different modes of transport

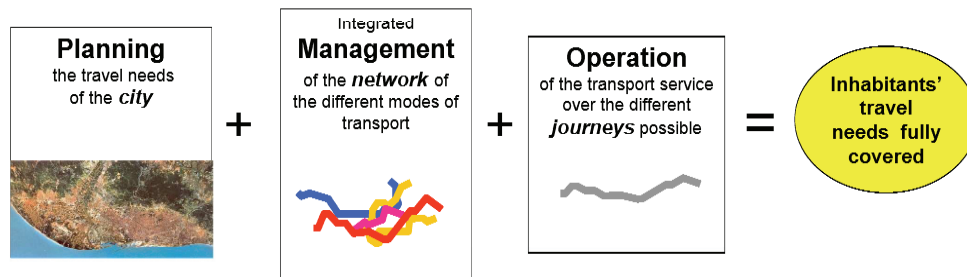


and the different possible **journeys** in the city requiring more than one mode of transport.



Basic Concepts: Satisfying travel needs

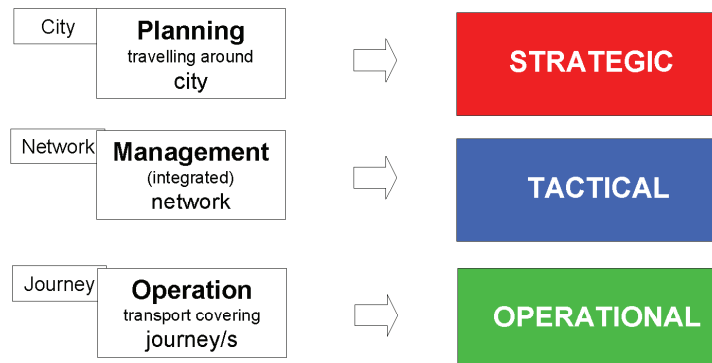
To **satisfy the travel needs** of the population of an urban area, the organization concerned must have at its disposal the necessary knowledge and know-how of each of the parts mentioned previously: **City**, **Network** and **Journeys**.



Basic Concepts: Transport organization model

3 levels: The most widely accepted transport organization model is based on identifying 3 main parts or "levels", which basically correspond to the three parts and functions described previously.

(ISOTOPE Project, European Union)



Basic Concepts: Basic outlines

Transport organization model: basic outline of the 3 levels

Strategic

Defines and establishes general urban public transport policies, especially:

- Transport networks.
- Fares.

Tactical

Within the strategic policies as defined by the pertinent authority, its functions have to do with the network itself and the **ever-changing needs of the dynamics of a large city**. It is the day-to-day management of the network.

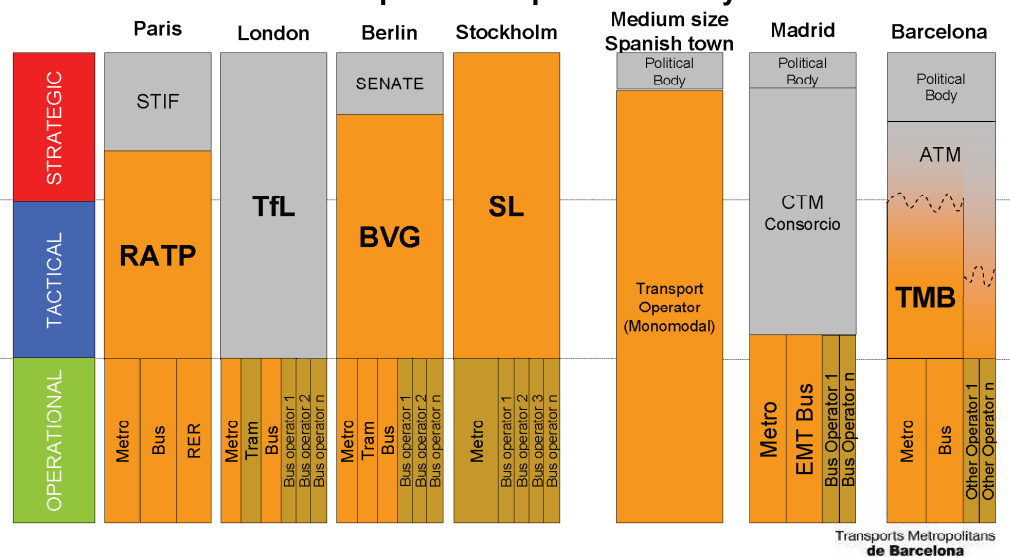
Operational

This is **production** level, it puts into practice the directives drawn up by the tactical level. It is the passenger interface level.



Different models Examples in Europe

Different Situations in Europe and in Spain: Summary





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Defining the model

Network managing: main aspects

- To be able to give an **operative answer to the day-to-day dynamics** of a large city which requires the combination of all the network modes.
- To have the **Know-how to establish and control** the systems and procedures to be followed by the operators in order to guarantee an integrated network for the citizens in all aspects (ticketing, timetables, safety, image, information, signalling, incidence actions...)
- To be able to **correct a contracted operators' failure** without affecting the service provision.
- Knowledge and professional experience to **determine the different public bids** and assignments.
- Possibility of **coexistence of the different managing bodies of the network** (regional network, urban network...) having the same strategic level, i.e. under a unique political authority.

This only can be assumed with guarantees from the responsibility in the **Basic transport network operation** meaning the Metro and an important deal of buses..





Defining the model

Definitions

Network management

Actions to perform and apply policies and objectives all over in order to establish the corresponding authority contributing to the management of the PT service by the contribution of technical aptitudes which guarantee a suitable service, integrated and of quality, referring to the PT system but also to the interaction in a wider urban mobility system, allowing to dispose of sufficient operative capacity to act as a referential framework to the mentioned service performance.

These aptitudes may be expressed in a day-to-day operational framework, in relation with and between others, to the commercial policy and image, information and communication to users, follow up and permanent adaptability of the offer and demand, planning and coordination of the day-to-day performances of the different transport modes in a determined area and management of the connections and control at an operational level, specially referring to the safety of the passengers.

Manager of the network

Private, public or participated in even a degree by a public Administration which by virtue of the knowledge and technical aptitudes at disposal have assigned the management of the integrated public transport network of passengers in a determined geographical area.

Integrated network

Composed of different transport modes with a basic aspect in a determined geographical area, directed by a sole manager to guarantee the coordination of the services and its interconnection with a unique integrated fare system and with a centralized information and communication service.



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In conclusion....

- Desirable background & know-how profile of the involved organisations that carries out its duties at the 3 levels: strategic, tactical and operative.
- Development an efficacy of the function Network management in complex metropolitan areas.
- Increasingly tendency from the public administration to the financial engineering oriented decisions over the real benefits that a true and healthy business competition can bring



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Thank you very much!

谢谢你

Vielen Dank!

Merçi!

For further information:

www.tmb.cat

Or contact:

Michael Pellot

mpellot@tmb.cat

gracias!

الجزيلة

önöm!

Moltes gracies!

Obrigado!

Mange Tag!



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