Seamless Transport Policy:
Institutional and Regulatory Aspects of Inter-Modal Coordination

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Transport Policy

- Transport policy making towards service delivery to end users, in both freight and passenger transport.
- The emphasis on efficiency, to both improve services and contain demands on public spending.
- Inter-modal transport policy utilises the most efficient mode for the journey.
Why a Policy

Create an agreed framework for downstream planning of possible interventions

Many options, but no universal right answer – so, need to spell out what we desire

= Why a policy

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Governance

Which level of Govt. should be responsible for urban transport
- National
- Provincial
- Regional, or
- City

Which sector should lead the effort
- Transport
- Urban planning, or
- Construction
Governance

Typically the local government should be responsible. However, in certain situations higher levels of government take charge:

- Financial strength
- Lack of capacity at the local level
- Multiple jurisdictions are involved
- Economies of scale

Tends to depend on stage of urbanization

- At incipient stages – need to build physical infrastructure
- At slightly advanced levels, integration of transport planning with land use planning is critical
- At more mature levels, the complexities of transportation planning predominate
Institutional Frameworks

- Institutional organisation, and the location of decision-making authority for intervention in the transport sector, is fundamental to inter-modal coordination.

- Transport sector policies are the responsibility of a single transport ministry. Ministries of finance usually retain responsibility for most of the taxes on transportation.

- This overall responsibility for transport policy under a single Minister facilitates inter-modal coordination.
Institutional Frameworks

India and China

- India and China have multiple transport sector ministries, in China some integrated with a state enterprise providing the majority of services in their sub-sector.

- This arrangement makes distinguishing between the public interest and the narrower interests of the transport operator difficult.

- Inter-modal policy coordination tends to be the responsibility of no institution under such arrangements.
Coordination of Planning between different levels of government in metropolitan areas
Zurich, Switzerland

Zurich witnessed a decade or so of conflict between city and regional plans for land use development and transport in the 1980s and the 1990s.

- 2001, saw a change in policy. The end result is a good example of inter-modal planning.

The city’s 2001 Mobility Plan was based on:

- Inter-modal mobility, with operational transport chains,
- Mobility management and consulting services for sustainable transport
- Promotion of public transport for all purposes,
- Promotion of walking and cycling,
- Parking management by regulation,
- Combined traffic and land-use planning
Case Study Box

China

China’s national government legislated in 1989 for integrated land use and transport infrastructure planning by local governments, aiming to provide a blueprint for sustainable urban transport development.

All major cities are required to develop transport master plans.

The Code for Planning and Design of Urban Residential Areas requires:
- basic services and shops to be accessible by non-motorised transport in the main parts of the city
- public transport to be accessible within reasonable walking distance of all residents.
Mexico City

Fragmentation of government jurisdictions and authority

Bus service concessions are awarded by local government, and there is no single municipality and the numerous municipalities in the suburban parts of the metropolis make different decisions.

Rail stations are often poorly served by feeder bus services, because the bus companies prefer to take passengers on longer trips all the way to the city centre.

Coordination problems of this type also affect bus services in advanced cities such as Hong Kong, where concessions are the responsibility of the lowest level of government and highly fragmented.
Successful examples of matching the geographical scope of transport planning authorities to the catchment area for travel in metropolitan areas are numerous.

**Good News**

- **Barcelona**, the STIF in Paris, Transport for **London** and the Land Transport Authority in **Singapore**.

  These all provide for interconnected, inter-modal public transport services, integrated ticketing across the modes and effective long term planning.

- **Japan** and **Switzerland** excel in providing inter-connected bus feeder services for railways, and local rail feeder services for national rail.

- **Swiss** Railways produce a “clock-face timetable”, so rail interconnections and onward bus connections are predictably synchronised.
Planning, Implementation and Operation

**Transport Law**

The key policy change to achieve the successful planning and implementation of the Quito busway based Trolebus System was a fundamental change in the transport law.

Ecuadorian Congress approved a law making the Municipality responsible for “the planning, regulation, and co-ordination of all matters related to public and private transport.

Municipality created a Transport Planning Department.

A major achievement was to introduce the regulated Trolebus System.
Summary

- Policies help develop a framework for downstream planning
- There are several policy issues that need to be decided upon
- Each has options and there is no universal right answer
- Appropriate policies need to be framed in the local context
Thank you

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