



Transport in 21 questions

On Monday 19 October TDIE sent a questionnaire to the candidates for the regional elections, to discover their views on mobility policy, and their ideas and plans for regional transport policy during the six year term of their mandate (2016-22).

Since the decentralisation of regional express transport in 2002, the place of passenger transport in regional policies had grown. The transport budget has become the primary element in regional budgets.

Strengthening and specialisation of the region's role

The most recent decentralisation laws enhanced the strength and specialisation of the region's role in developing an intermodal transport policy. The region has been recognised as having a steering role, responsible for the coherence of mobility policies, within an intermodal (rail and road) perspective, now over a much larger territory because of the restructuring of regions.

The challenges of a regional transport policy

The new forms of mobility supported by ITC, which enable journeys to be better-coordinated, call for the different forms of transport provision to be made coherent. The strengthening of the region's powers in the area of intermodal transport provides an answer to these prospects for expanding mobility.

Transport policy should from now on be linked to regional strategies at several scales and levels of administration: Europe, State, regions, departments, associations of communes.

Whether on budgetary decisions, aims for the public sector, issues about digital innovation, questions about freight and logistics or territorial governance, there are many challenges for the future executives.

The questionnaire: four sets of questions

That is why TDIE wanted to question the candidates in the regional elections, to learn their intentions and understand the place they hoped to assign to transport and mobility in their regional development programmes.

In drawing up this questionnaire, designed to illuminate the democratic debate before the renewal of regional executives that takes place on 6 and 13 December 2015, TDIE was advised by its Scientific Council.

Four sets of questions were identified:

- Overall views and questions about funding mobility policies
- 13 years after the full regionalisation of TERs, what should be the policy for rail in this new regional context?
- The region as "lead authority" - complementarity and "intermodality": the challenges for a multimodal regional policy
- Logistics and freight

Replies to the questionnaire were requested for 9 November. They will be analysed before being made public.

To provide a reference guide and contribute to an understanding of the issues, a background note on the new framework for the region's transport powers, as set out in the MAPAM, NOTRe, Macron and Energy Transition for Green Growth legislation, was composed and appended to the questionnaire.

Specialisation and a stronger role for the region in developing an intermodal transport policy

The new framework for the region's transport powers as set out in the MAPAM, NOTRe, Macron and Energy Transition for Green Growth legislation

The region made responsible for a multimodal transport policy

The region now has several levers for implementing a transport policy: the management of contracted services for rail and road mobility, the organisation of intermodal transport, and giving coherence to the various elements of regional planning contained in the SRADDET (Schéma régional d'aménagement, de développement durable et d'égalité des territoires - Regional scheme for planning, sustainable development and equality of territories, see pages 6 to 8). This scheme, created by Article 10 of the Act on the Nouvelle Organisation Territoriale de la République (NOTRe, New territorial organisation of the Republic), encompasses various regional schemes (for territorial planning and development, for transport infrastructure, for intermodality, for air, climate and energy; and so on); it will have binding effect on other local authorities.

Under the NOTRe Act (Article 15) the region will take on the management of **contracted interurban road transport** from 1 January 2017, and responsibility for the organisation of **school transport** from 1 September 2017 (see pages 8 and 9). It can ask to take on the management of transport infrastructure currently under State ownership (railway lines of local interest, aerodromes, and ports) (Articles 17, 21 and 22).

The region as lead authority on mobility issues

The region will become lead authority on mobility policy. The MAPAM Act (Article 3) makes it responsible for organising "procedures for the combined action of territorial authorities and their public organisations in exercising their powers with respect (...) to intermodality and complementarity between transport modes" by creating the Regional scheme for Intermodality (Schéma régional de l'intermodalité, Article 6).

A Regional scheme for Intermodality to ensure the coordination of public mobility services

The Regional scheme for Intermodality is defined by Articles L1213-3-1 to L1213-3-4 of the Transport Code. Its objective is to coordinate at the regional level the policies conducted in the area of mobility by public authorities – service provision, user information, fare structures and ticketing (see pages 23 and 24). The Macron Act added the power to designate **regional bus and coach stations**, and the Act on Energy Transition proposed that a plan for rural mobility should form part of the SCoT.

Transport and the clause on general competence

Departments and Regions must now concentrate their efforts on the competences defined in law: NOTRe enacted the **abolition of the clause giving them general competence** (Article 1 for Regions, Article 94 for Departments). Nevertheless, certain powers, exceptionally, remain shared (culture, sport, tourism, promotion of regional languages and adult education are shared between communes, departments, regions and authorities having a special statute). **In the area of transport, an exception remains for Regions**, which can "contribute to the funding of railway lines and roads" that constitute routes of regional interest (Article 19), even though roads fall within the competence of Departments.