

Institutional Reform of Urban Integrated transport: Practice and Reflections

Innovative Solution:
Institutional Reform for Integrated
Urban Transport Development in China
---Chengdu Case

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1. Problems, Challenges and New Requirement

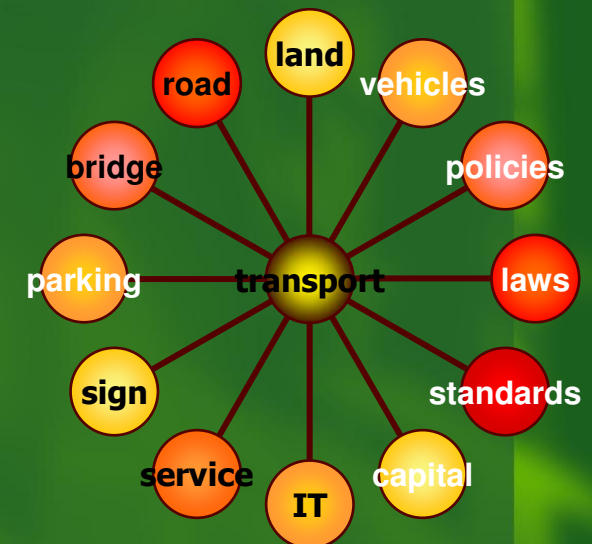


Problems and Challenges:

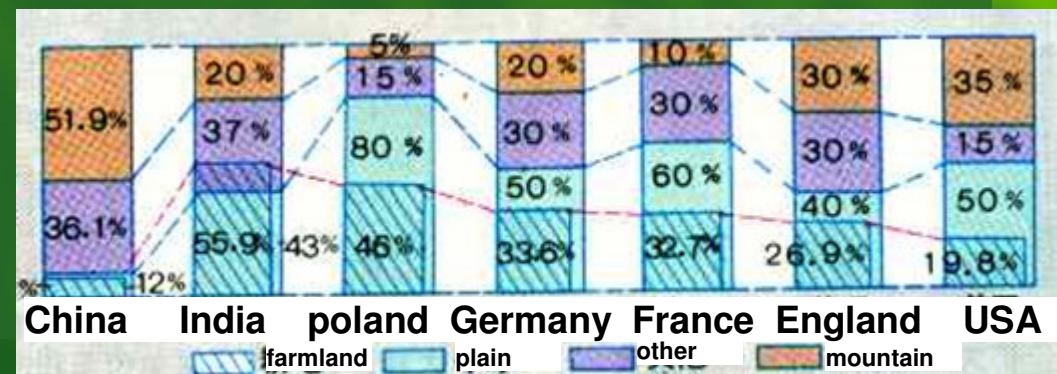
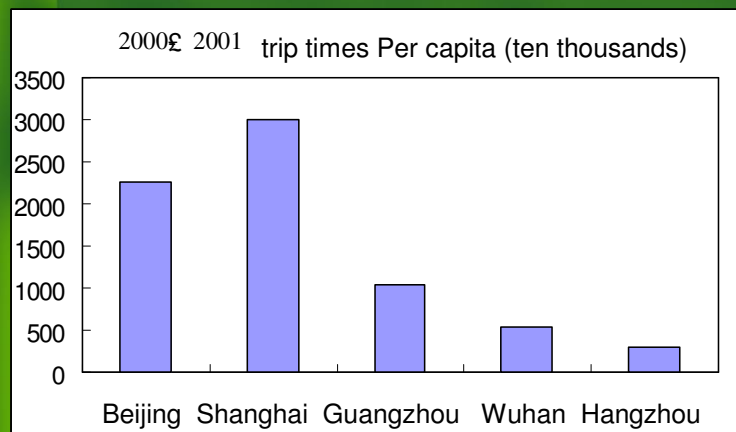
1.1 Command economy can't meet the new requirements of the market economy---management by multi-department;

1.2 Conflict Between Limited Transport Resources□land resources and Increasing Travel Demand;

Beijing□
•22,63 million times
□2000□
•25,86 million times
□2010□



Less Farmland and Woodland



1. Problems, Challenges and New Requirement



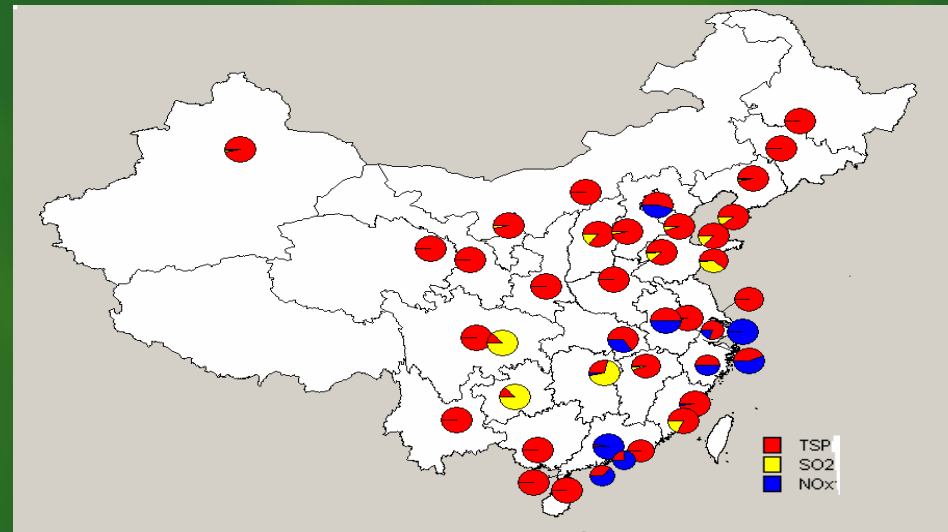
Problems and Challenges:

1.3 Transport problems comes quickly with urbanization and motorization

- Transport pollution;
- Difficulty of parking;
- Transport jams;



1999 Atmospheric pollutants in major cities in China



Beijing, Shanghai and Guangzhou with more NOx emission than other cities by reason of more motor.

1. Problems, Challenges and New Requirement



New requirement:

1.4 Regional economic integration and transport integration are inevitable

1.5 Market Economy Requires the Break of Traditional Command Economy

- Optimization of resource allocation, maximization of benefits and efficiency optimization
- Break of the rural-urban bounds to realize regional integration
- Big cities endowed with the capacity as regional transport hubs

Segmented administration

Integrated administration

Rural-urban transport, transport security, environmental protection, comprehensive transport administration



Down-town transport

Urban transport

Inter-city transport

Passenger transport

Freight

Transport networks

Comprehensive transport hub

Transport information networks

Integration of administration system

Integration of planning and construction

Integration of the ticketing system

Efficient fiscal system

2. Current Status of the Transport Administration System in Central Cities

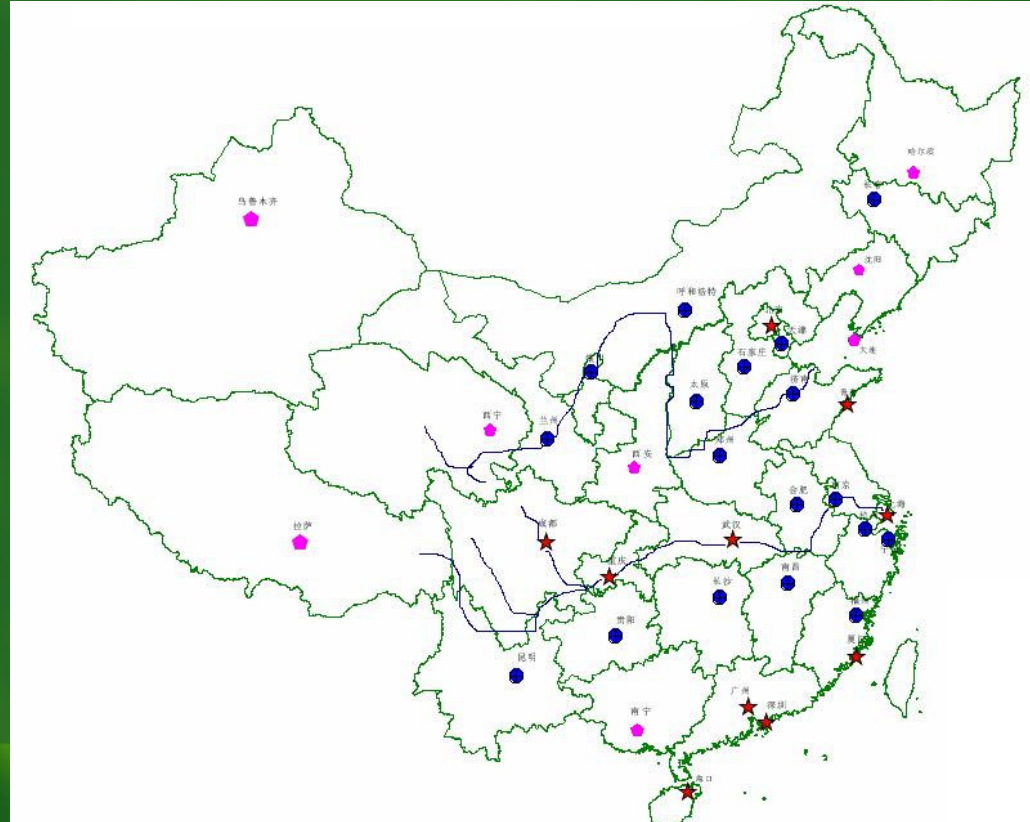


2.1 Administration pattern:18

1. *Overlap management by different department.(18)*
2. *Urban-rural integrated road management(8)*
3. *“one city, one transport bureau” (10)*

2.2 Comparisons:

“one city, one transport bureau” in a large extent realize the integrated management and optimal allocation of transport resources, which improves the efficiency and benefits



2. Current Status of the Transport Administration System in Central Cities

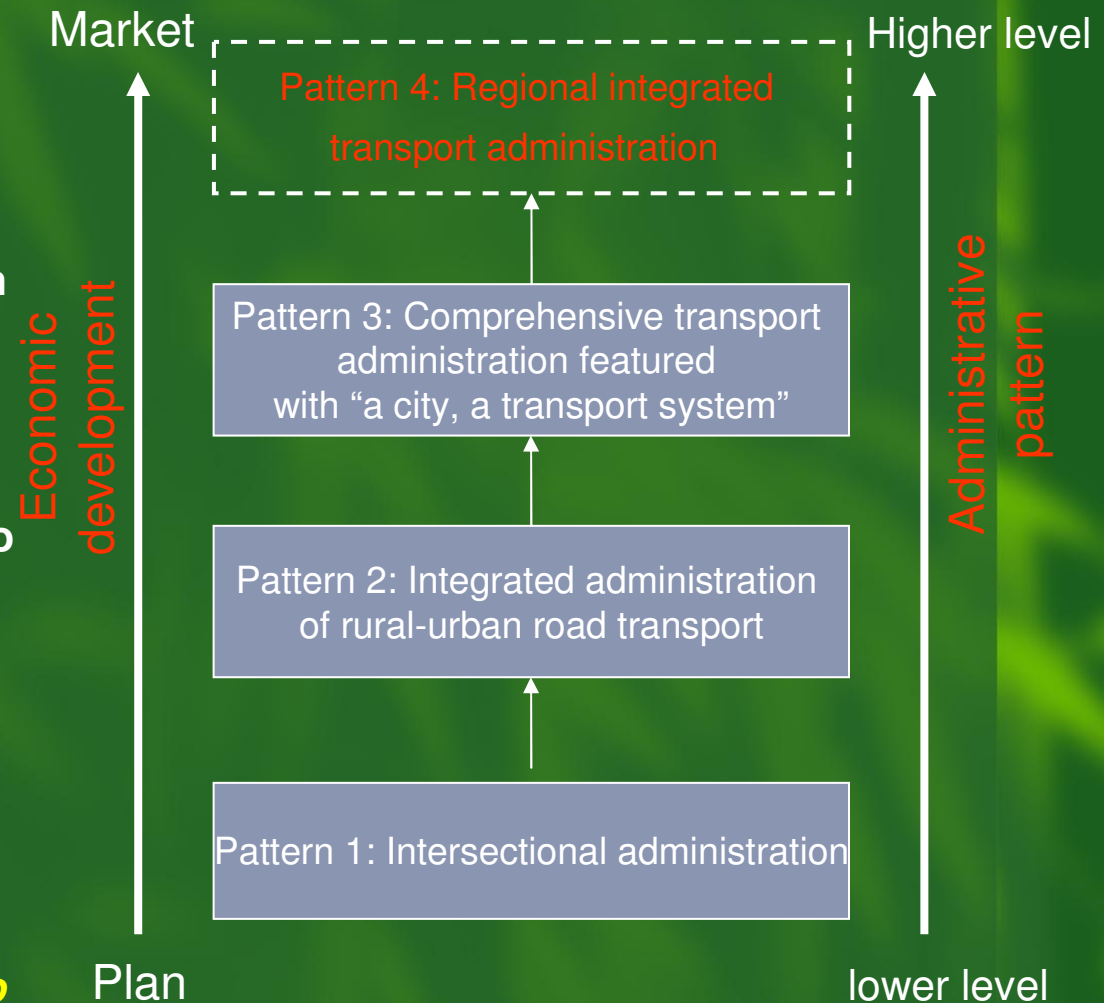


2.3 Brief Summary:

(1) Evolution relationship among three patterns

1. From simple from “administration for administration” to “administration” to “attaching equal importance to both administration and service” and “human oriented”;
2. from more administrative levels to fewer;
3. from lower administrative efficiency to higher;
4. the administration function evolved towards more macro and centralized.

(2) Regional integrated transport administration will be the advanced pattern which adapts to socio-economic development.



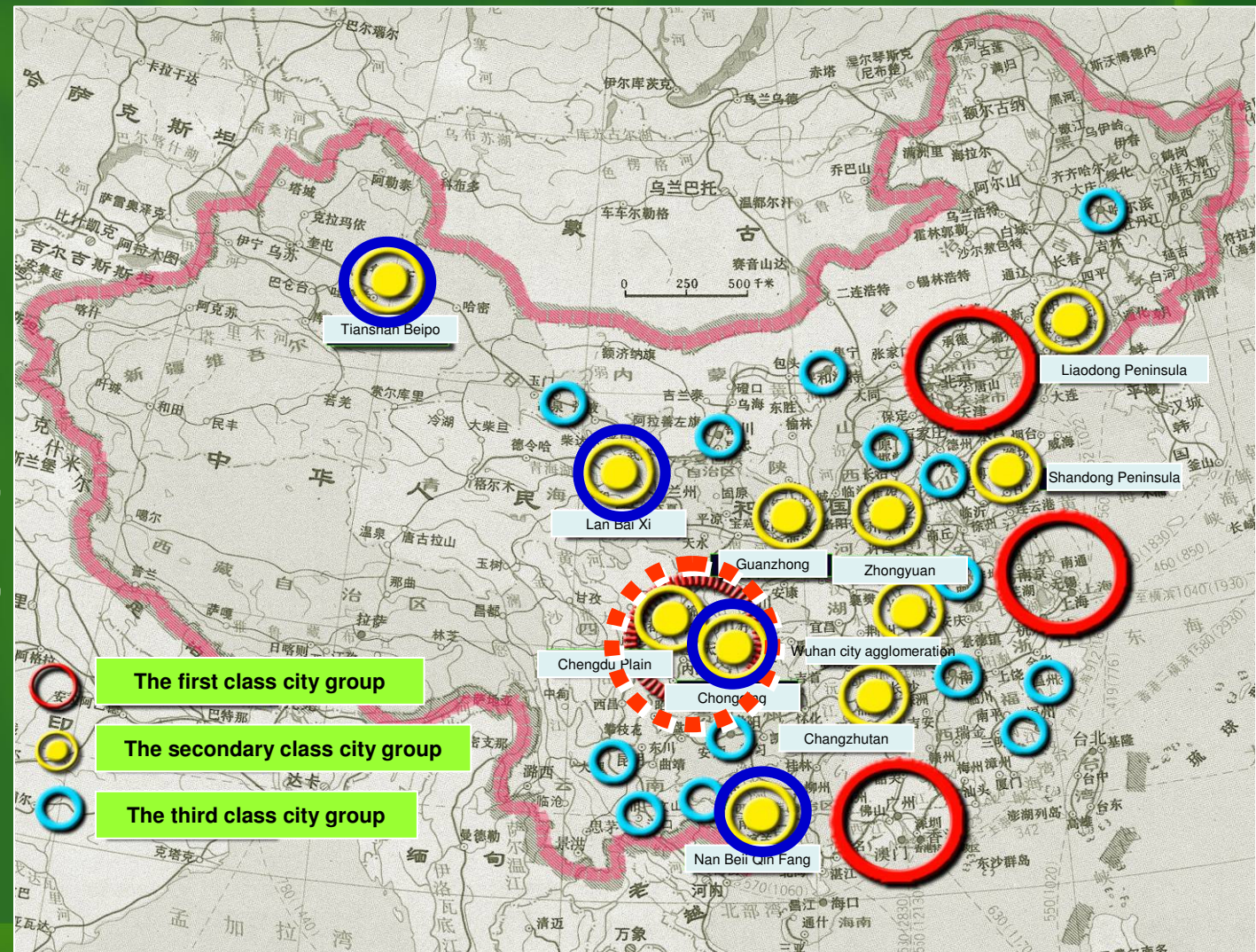
3. Practices of the Transport Institutional Reform in Chengdu Municipality



3.1 Location and position

■ three levels of city group development strategy, namely 3+11+14, will be implemented in China.

■ “Chengdu city group” is the head of the eleven secondary cities, one of the five most competitive . city group in Southwest China.



3. Practices of the Transport Institutional Reform in Chengdu Municipality



3.2 History of transport institution in Chengdu

First stage (1950-1962)

administration of highways of Chengdu was successively under the charge of Department of Transport;

Features: under the traditional planned economy system , the change of transport administration of Chengdu had mainly been the department title. Administrative functions of road and transport were sometimes divided and sometimes combined.

Second stage (1978-2005)

Public transport, roads and waterway transport belonged to different departments: the department of public works and departments of transport;
Construction of roads and urban streets, and their management were cared for by departments of transport, city management, construction, and parks and gardens respectively.

Third stage (2006-)

Collective administration of public transport, road and waterway passenger freight transport, and road transport security.

3. Practices of the Transport Institutional Reform in Chengdu Municipality



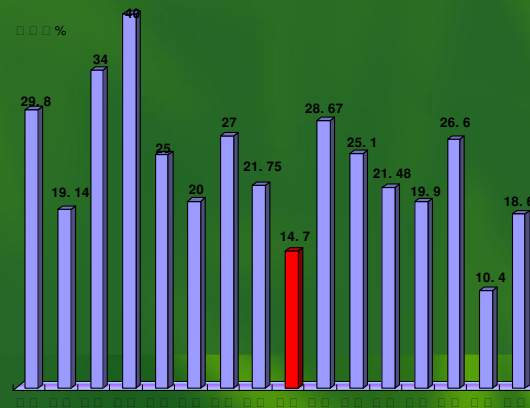
3.3 Comparison of the transport administrative system of Chengdu before and after the reform

Before the foundation of Transport Commission:

(1) Overlapping management □

(2) Pressing problems:

- ◆ **Planning:** separate and scattered,
- ◆ **Transport:** mass market..
- ◆ **Administration:** Disunity of policies.
- ◆ **Construction:** investment is not sufficient and hard to raise fund.

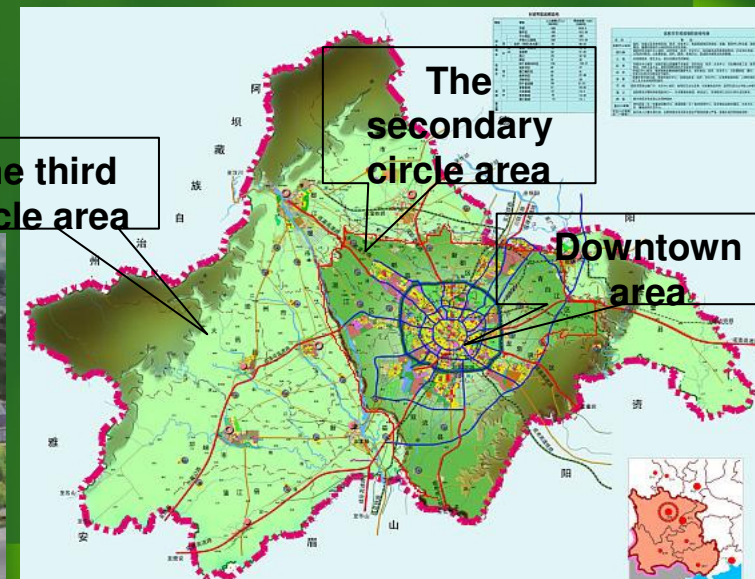


3. Practices of the Transport Institutional Reform in Chengdu Municipality



After the foundation of Transport Commission:

- (1) Comprehensive transport planning further enhanced
- (2) Transport legislation construction and integrated enforcement strengthened
- (3) The capacity to invest and raise money for transport has been enhanced.
- (4) Integrated rural-urban public passenger transport system formed.
- (5) Competitive and ordering administrative system of urban and rural transport market has gradually been established



3. Practices of the Transport Institutional Reform in Chengdu Municipality



After the foundation of Transport Commission:

(6) competitive and ordering administrative system of urban and rural transport market has gradually been established

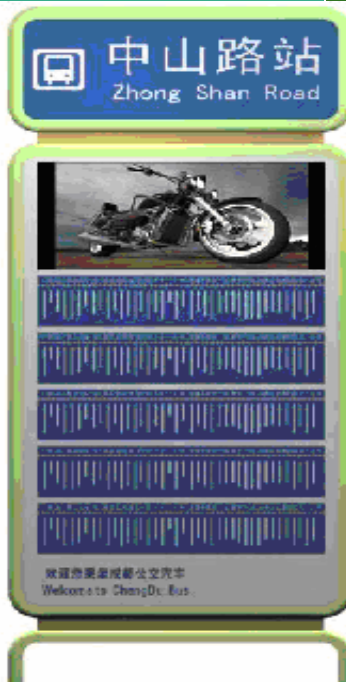
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optimized and rebuilt, networks

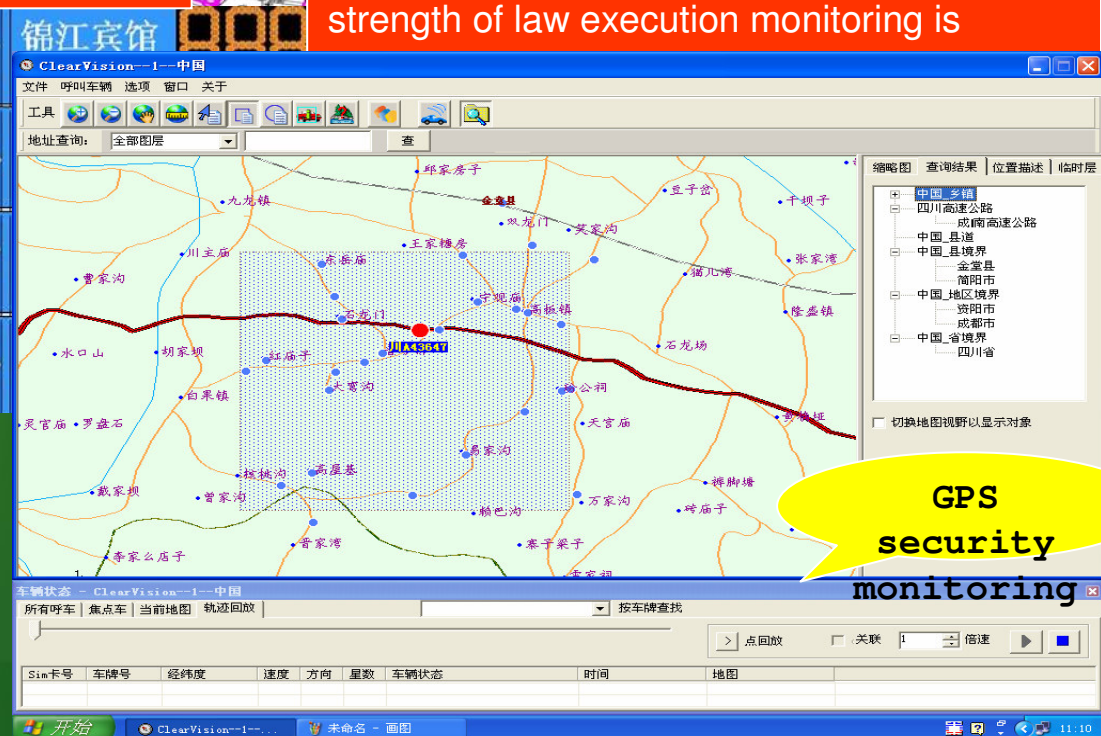
➤ Th
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➤ The pilot construction of electronic board of Route 27 bus is successful and effective.

➤ The electronic system of distinguishing taxis has been put into operation and the strength of law execution monitoring is



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3. Practices of the Transport Institutional Reform in Chengdu Municipality



3.4 Existing problems and advices

Existing problem:

◆ There are some problems in urban transport administration. For instance, law enforcement implemented by Department of Transport disagrees with that by Bureau of Public Security.

Advices:

Set up the leading group of comprehensive transport organization and coordination.

◆ Departments of construction, city management, and garden and park should further coordinate their activities in terms of construction and administration of urban streets.

◆ Design and construction of parking need to be harmonious with related departments.

◆ Examination and approving of public transport routes needs to assort with Bureau of Security Department, etc.

Organization structure of the leading group of comprehensive transport organization and coordination

group leader: Deputy Mayor, who is in charge of transport and construction



Assistant group leader: the Director of Transport Commission and the Director of Bureau of Public Security



Director of the group office: Deputy director of Transport Commission

4. Thinking



1. Urban Transport Institutional Reform is a long-term course;
2. The target of reform on the administrative system of urban transport should be to integrate segmented transport resources so as to realize optimized allocation and high efficiency of resources, other than re-assigning of department powers.
3. "One city. One transport Bureau" adapts to current development and should be the ultimate target of urban transport administration.
4. The reason for the disunity of urban transport administration system is the segmented transport administration in the national level.



Thank you for your attention

