

## AUDIO CHRONICLES

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# Cooperation takes the passenger seat in local government

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**If the marriage – or at least the association – of different modes of transport is developing, it suffers from a lack of cooperation between local authorities.**

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### The author

FRANCIS BEAUCIRE

## Transcription translated into English

In France, the law setting out the responsibilities of local authorities for transport (known as the LOTI, in the early 1980s) divided up modes of transport according to geographical area; so the region reclaimed authority over the railways, the département (county) looked after inter-city coaches and towns and cities got the local buses. However, the legislators also gave permission for – and even encouraged – the formation of state-owned companies whose objective was to foster cooperation between these local authorities and to drive complementarity between modes of transport. Inter-modality is certainly the focus of all discussion on new forms of *mobility*, but not inter-territoriality, i.e the synergies that can be achieved by bringing together the resources of different levels of local authorities. Cooperation among these public transport companies is rare, and even then, is usually limited to a common ticket pricing, though that itself is no mean feat from a political as well as a technical point of view. This legal separation of different public transport services remains a hindrance for local authorities, despite the (lacklustre) encouragement from the state.

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And yet, the development of mobility, notably in the urban fringes and the furthest outposts of urban sprawl, the cost of energy for certain households and the restrictions now being placed on government budgets would all point towards a pooling of resources as the way forward. If a degree of cooperation looks to be emerging between regions and metropolitan communities, cooperation between metropolitan centres and départements - who between them provide all the public transport in urban areas - still seems to be paralysed, trapped by mutual suspicion. Meanwhile, local authorities are providing support for various different types of car-pooling and car-sharing schemes – neglecting the opportunity to organise an integrated public transport system and thereby raising the threat of an unacceptable loss of revenue over time. Thirty years after the first version, a LOTI 2.0 is required.

### Mobility

For the Mobile Lives Forum, mobility is understood as the process of how individuals travel across distances in order to deploy through time and space the activities that make up their lifestyles. These travel practices are embedded in socio-technical systems, produced by transport and communication industries and techniques, and by normative discourses on these practices, with considerable social, environmental and spatial impacts.

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Keywords : [Public Policy](#), [Collective transport](#), [Planning](#), [Border](#), [Peri-urban](#), [Lifestyles](#)

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### **Francis Beaucire**

Geographer

Francis Beaucire was a geography lecturer at Paris University 1 (Panthéon-Sorbonne) and the National School for Bridges and Roads (ENPC). He was also a researcher at Paris University 1's Industry and Urban Development Research Centre (CRIIA). His work has focused on regional planning, transport and sustainable development.

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