

Presentation to Regional Development Committee 24th September 2008

THE FEDERATION OF PASSENGER
TRANSPORT, N.I.



- It is universally agreed and acknowledged that our current transport arrangements need to be improved for the passengers of the province and that current transport legislation is inadequate and outdated.
- In an effort to change this, make the necessary improvements and at the same time ,provide for future transport arrangements, Translink, the private sector (represented by the then NIICOA) and the Consumer Council came together and outlined a plan for the future – ‘Moving Forward’ .
- Representation was made to the then Minister, John Spellar and the Stakeholder Forum was born.
- The Stakeholder Forum is made up of the following who have worked together virtually every month for 3 years to progress public transport based on the principles of ‘Moving Forward’:
 - DRD
 - DOE
 - TRANSLINK
 - CONSUMER COUNCIL
 - FEDERATION OF PASSENGER TRANSPORT
 - SOLACE

'Moving Forward' – The 3 Main Principles:-

- **A system which is both regulated and integrated** – (proper planned services will be able to deliver an integrated system).
- **Revenue v's Capital Funding** – (direct and proper traceability of funding paid by government for services and private sector involvement).
- **A clear delineation of roles and responsibilities** and a split between design and operations. (Currently the system confuses roles and responsibilities and more importantly, transport services should be organised around the passengers needs and not transport operators).

FPT NI support public transport reform and 3 tier model

We believe that this structure will deliver a properly integrated and regulated system which will dramatically improve public transport in the province. It will also ensure a properly coordinated and all inclusive approach to public transport which has not previously existed.

- Government – policy, regulation and performance
- Transport Development Agency – design, management and co-ordination
- Transport Providers

We believe that this is the most appropriate structure and our reasons are:



Why this will Work

- Compliance with EU Regulations May 2009 and OFT concerns on competition.
- Proper joined up thinking and responsibility not just for transport but for roads and traffic management. This approach is vital as there must be integration of planning for roads, bus and rail transport, traffic management and the transport impact of land use planning.
- No perceived conflict of interest in relation to defining service levels and delivery of services.
- More control and accountability to the DRD , the Minister and the Assembly

Most importantly !

- We need to ensure that the middle tier, has the statutory power, authority, resources and a clear mandate – that mandate is to deliver choice, flexibility and best value for the passengers of Northern Ireland .