Two Operators Reduced to a one for Management of Public Transport in Metropolitan (Pamplona. Spain)

Contact: hkrowiak.gowm@go-regions.gsi.gov.uk
Author: Leire Iriarte
City: Pamplona
Country: Spain
Topic: Collective passenger transport
Intermodality
Archive

Description

The metropolitan area of Pamplona comprises 17 municipalities. Two public transport operators owned by different administrations were solved by the creation of a single operator managed by a supra-municipal administrative body.

Background

The metropolitan area of Pamplona (250,000 inhabitants) is located in the north of Spain and comprises the city of Pamplona and 16 surrounding municipalities. The expansion of the municipalities created an urban continuum that functioned as a unit from the citizen’s mobility point of view but was served by two companies for historical reasons. COTUP, owned by the City of Pamplona, operated in the Municipality, and La Montañesa S.A.L, owned by the Government of Navarre, in the rest.

Problems:

- Interurban buses could stop only in one central stop within the municipality of Pamplona and urban buses could not surpass the limits of the Municipality.
- Lack of tariffs’ integration.
- Lack of co-operation between the services provided by the two companies.
Objectives

The objective was to merge the two operators. To find a solution for the administrative integration the Parliament of Navarre approved a law ("Ley Foral 8/1998") to regulate the public transport system, which:

- Defines the area in which the transport is considered urban (17 municipalities).
- Appoints Mancomunidad de la Comarca de Pamplona (MCP), an administration of the municipalities of Pamplona city region, as the transport authority.
- Defines the transport system and its planning tools: a commission composed of representatives of MCP and the Government of Navarre, and a pluri-annual Transport Plan, reported by the commission, reviewed by MCP and approved by the Government of Navarre.
- Determines the financing of the system: incomes from the exploitation, the Government of Navarre and the 17 municipalities.

Implementation

In July 1999 the new urban transport system started functioning under the management of MCP, which:

- Configured a new transport network with a single operator.
- Introduced night buses.
- Harmonised tariffs and payment systems.
- Enlarged the fleet and developed infrastructure.
- Improved information for the users.

Conclusions

The lack of agreement between the two companies to create a single one within the proposed calendar delayed the single concession (MCP had to manage the public transport system with two operators). The two companies had to bid for the service, and the company that got the tender had to subrogate the employees and the goods of the other one. The single concession started in December 2002.

The increase of users during the first year (12,07 %) leads to conclude that the changes in the management of the public transport system in Pamplona improved the service as a whole.

In 2005 the Mancomunidad Comarca de Pamplona began managing the taxi services and is fully involved in all 19 municipalities of the metropolitan area of Pamplona.
Links

An article was published in the journal "CARRETERAS" and the abstract was translated into English. Please see the article entitled "La integración del transporte público en un área urbana mediana: el caso de la Comarca de Pamplona".

To view the Mancomunidad Comarca de Pamplona website (in Spanish) please see Mancomunidad Comarca de Pamplona website.

Further Information

For further information, please contact Jesús Velasco Pérez, Director Área Transporte, Mancomunidad Comarca de Pamplona at jvelasco@mcp.es or Alberto Navas Rubio at anavasr@mcp.es.

Keywords
Share on

© 2023 Mancomunidad Comarca de Pamplona