

XXVII General Assembly of ALAMYS

Buenos Aires 2013, 25 to 30
november

RATP Activity & Projects

BRING TOGETHER

SUMMARY

1 Transportation in Île-deFrance

2 RATP/STIF contract

3 RATP Network

4 RATP projects

5 Conclusion

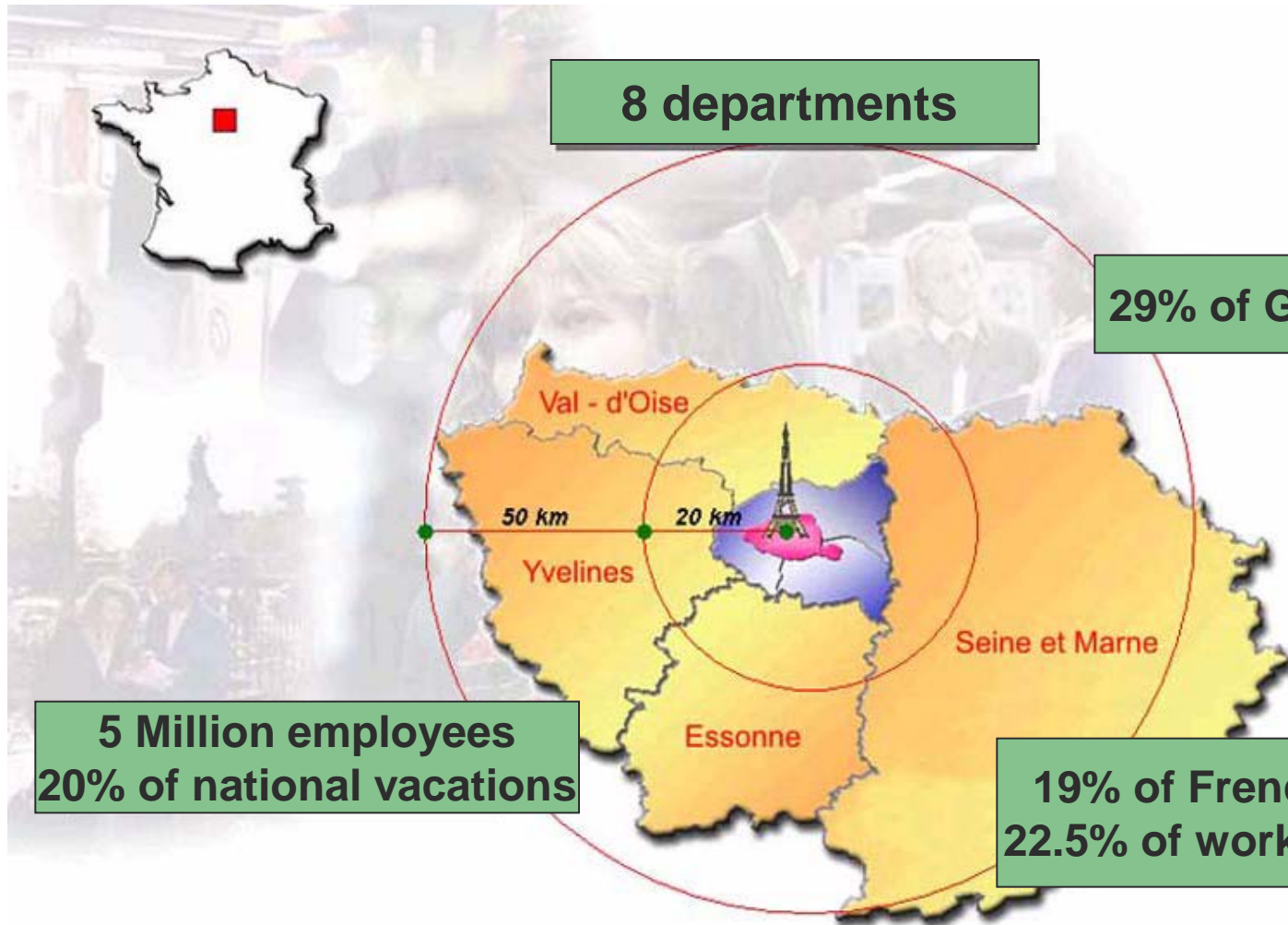
BRING TOGETHER

8 departments

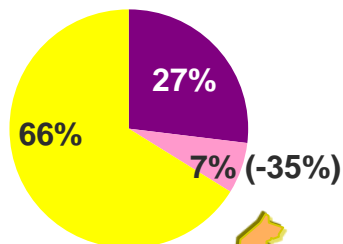
29% of GDP

5 Million employees
20% of national vacations

19% of French population
22.5% of working population



Mobility evolution from 2001 to 2010



Paris - Suburbs

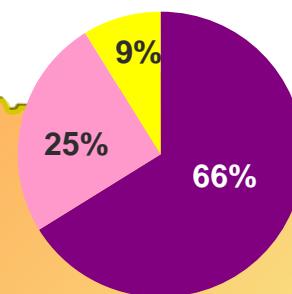
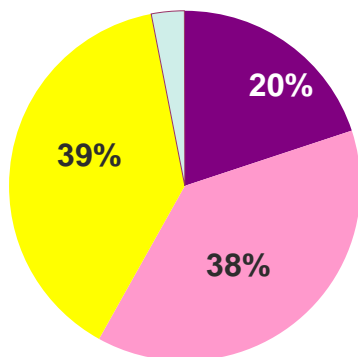
+24% PT

Paris - Paris

+16% (11% - RER/Metro +21% - Bus)

41 mln trips

+21% PT 1 h 30 4,4 km
70% in suburbs 1,6% cycles (9 km-PT)



- Public transportation
- Individual cars
- By foot

The STIF – Public Transportation Authority of Ile-de-France Region

Chairman of the Board of directors: President of Region Council

29 local authorities representatives

Each operator is bound to the STIF by a contract (2012-2015)

Any service modification is covered by contract amendments

Responsibilities and risks are shared

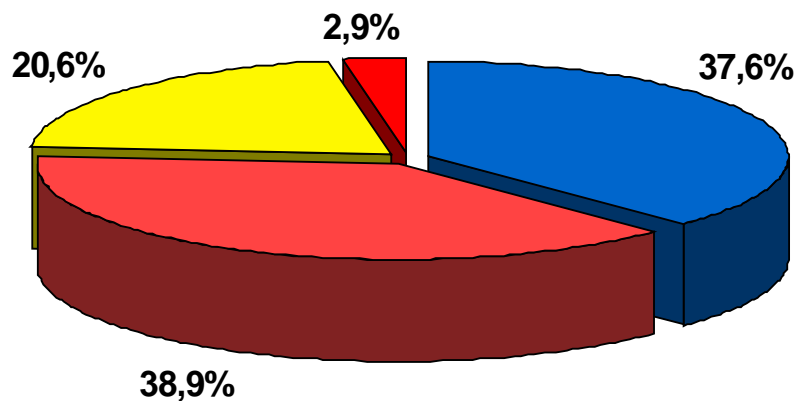
Financing of Public Transportation in Ile-de-France Region



L'autorité organisatrice de vos transports en ile-de-france

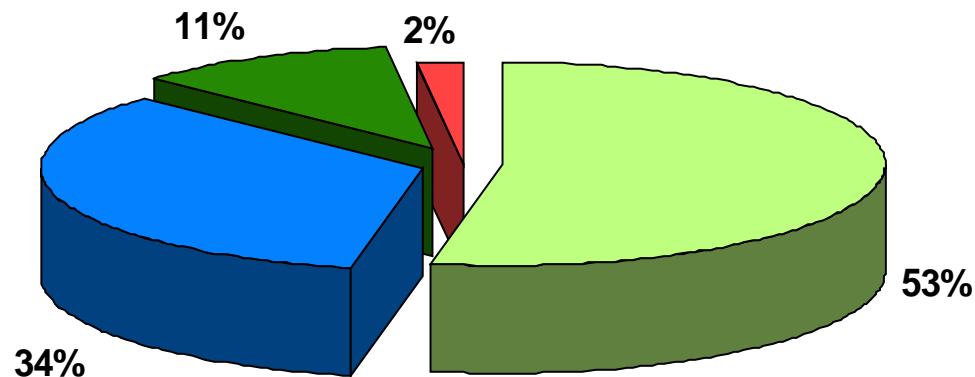
Annual budget (for operations) :
8,336 billion Euros in 2012

Income



■ Transport tax ■ Ticket sales revenues
■ Public subsidies ■ Advertising/ fines

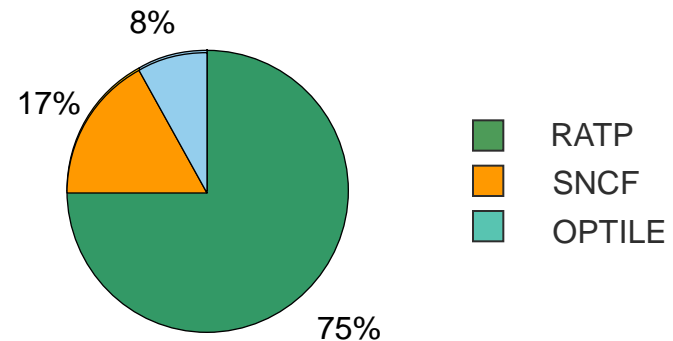
Outcome



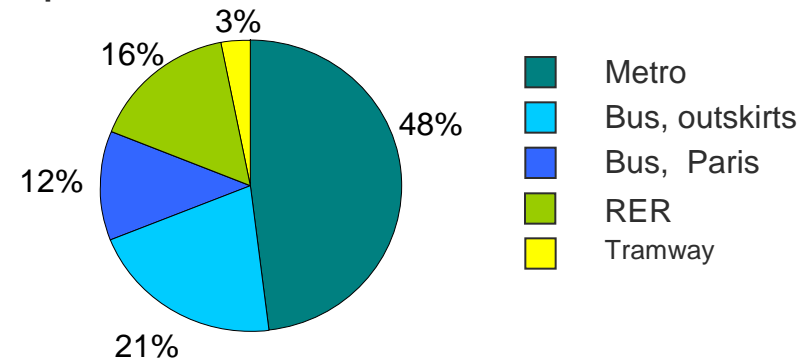
■ RATP ■ SNCF ■ Optile ■ Special operations

RATP – leading multimodal operator in Ile-de-France area: 3 Bln journeys / year

- **Competitive market : over 80 operators**
- **Traffic in progress : over 4 Bln journeys,
 $\frac{3}{4}$ borne by RATP**



Market share for different public transportation operators



RATP share by mode

A state-owned national company created in 1949

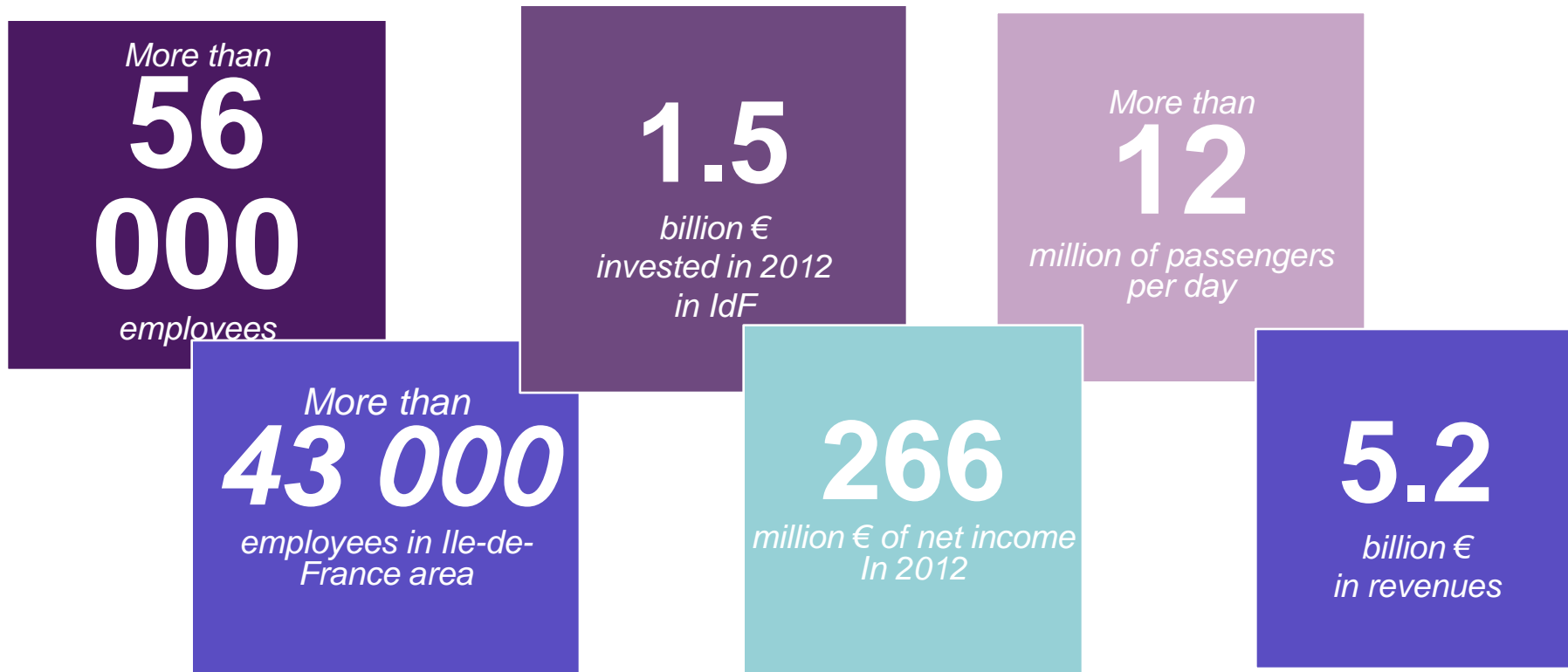
A national public service company organized to serve the Paris region

Willing to provide its users the best service at the best cost

A long experience in **engineering, operating and maintenance**



RATP: The company



RATP Dev: rapid international growth

More than **50 subsidiaries** in **12 countries**



RATP in Paris : one of the largest multimodal networks in the world

4 modes of transportation

12 million passengers per day



METRO



BUS



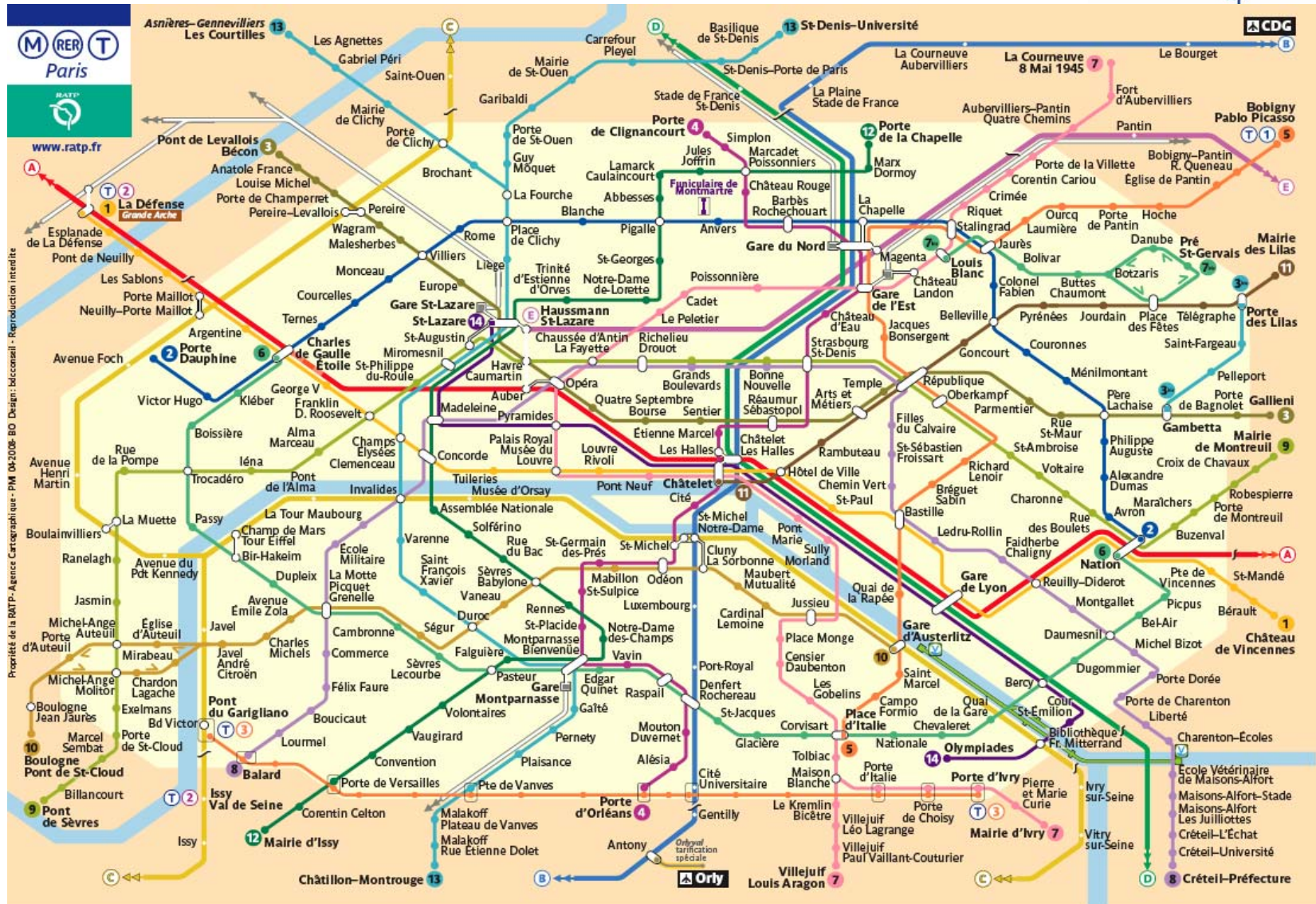
TRAMWAY



REGIONAL
RAILROAD



Paris Metro, RER and Tramway Network



Paris Metro:

- High density network, significant increase in number of passengers, constantly upgrading infrastructures with innovative projects

14
lines

303
stations

5
*Million
passengers per
working day*

2
*driverless
lines*

205
km of lines

95
*seconds headway
between trains*

10 000
employees

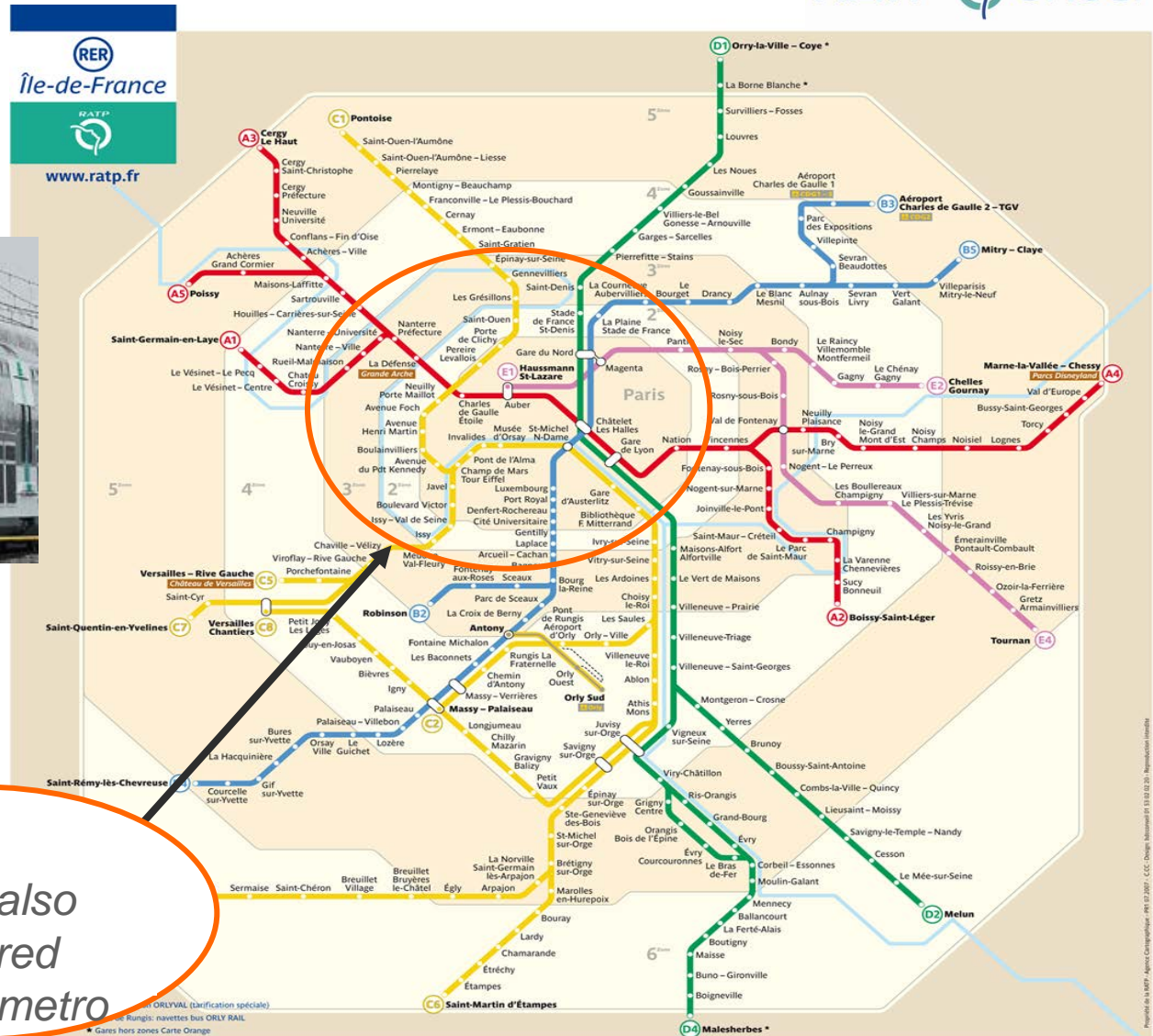


Île-de-France regional railroad

- Performance resulting from **transit speed** and close headways between trains. Regional network carries out a **structuring** role for the areas it serves



Regional railroad



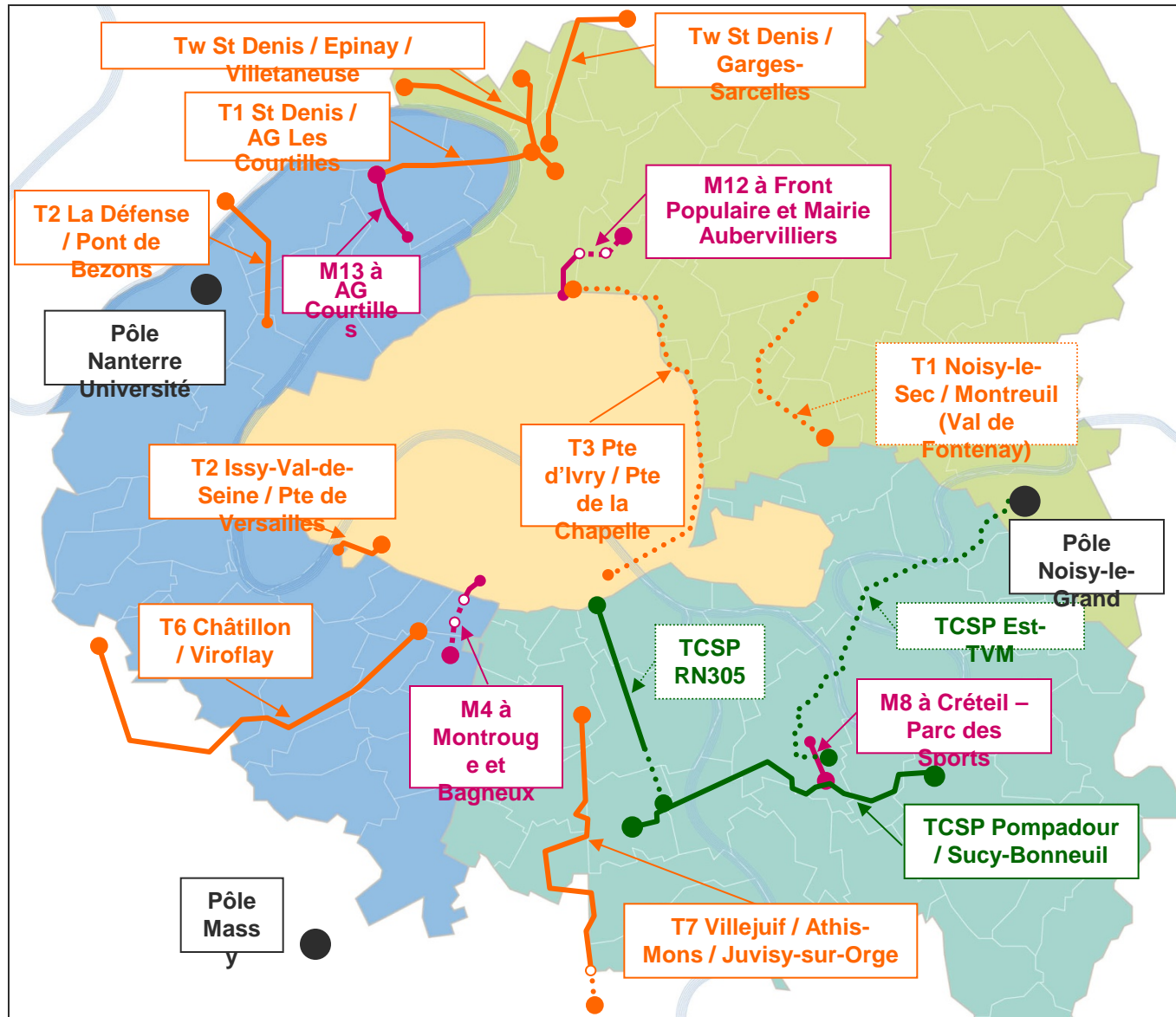
Zone also covered by the metro

Paris tramway network :

- Light rail solutions with high level of service
- A new network growing since 1992 fully connected with metro and RER with an impressive impact on demand
- **24 km extensions opened in 2012**
- **18 km extensions opened in 2013**
- **23 km extensions until 2015 (2 new lines)**
- **In 2015 :**
 - 8 lines
 - 100 km
 - 223 tramways
 - 166 stations
 - 750 000 trips per day



2007 - 2013 projects in which RATP is involved



#

→ 75 km of light rail

→ ✓ 5 extensions

→ ✓ 4 new lines

m

10 km of metro lines

✓ 4 extensions

B

24 km of bus lanes

✓ 3 new lines



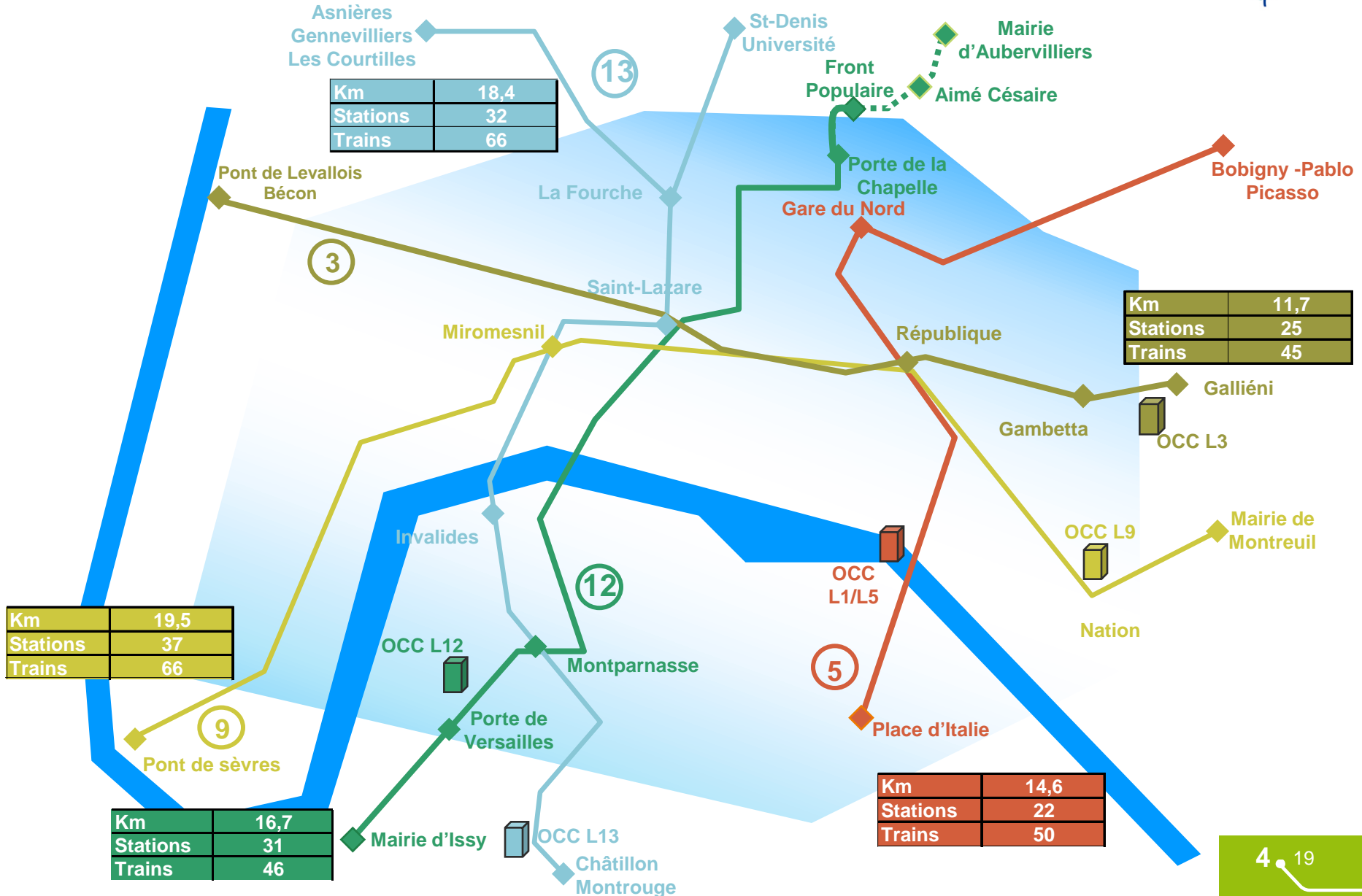
3 Hubs

A total of 19 projects

- **Refurbishment of Rolling Stock at half-time**
- **Renewing after 30/40 years life**
- **MP 05 (driverless)**
 - Line 1 : 50 new trains between 2011 and 2013
 - Became driverless
 - MP 89 moved to line 4 – another driverless line ?
- **MF01**
 - Line 2 : 45 new trains between 2008 and 2011
 - Line 5 : 50 new trains between 2011 and 2013
 - Line 9 : 66 new trains on service in 2013
 - (new CBTC systems for lines 5 and 9)
- **MI09**
 - 1 element every 15 days
 - Only 2-levels trains on line A in 2017



Modernization program, 2004-2015



Paris Line 1 automation

WORLD FIRST IN PARIS: AUTOMATION OF METRO LINE 1

Technological and organisational challenges dealt with successfully

Transforming the line with minimum disruption to service on the busiest metro line in Paris (750,000 passengers per day) Renovating systems more than 50 years old

The RATP group's unique advantages

Excellent engineering skills. Knowledge of operational and maintenance constraints. Experience in modernising systems already in operation. Acknowledged expertise in rail safety.

Innovative technologies

SAET automation system and automatic trains on metro line 14.

Excellent return on investment

A better service. Strengthened leadership.



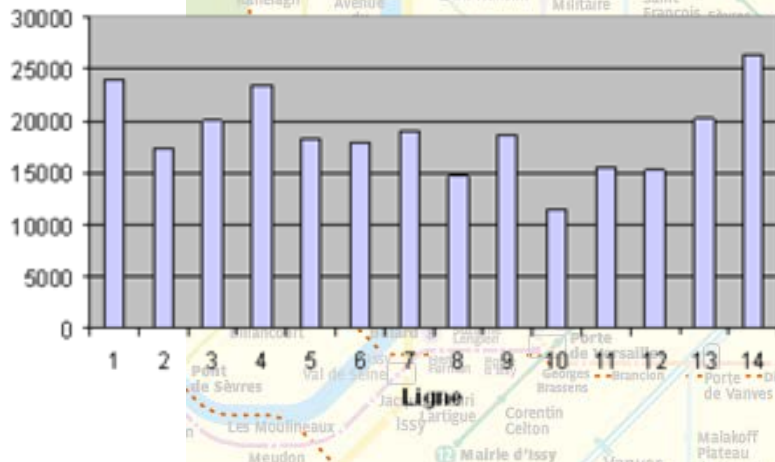
Future Challenge : line 4 project

■ Main reasons to automate an existing conventional metro line :

- Heavy traffic line with unpredictable traffic demand,
- Connected to several hubs,
- Part of a network opportunity for rolling stock renewal

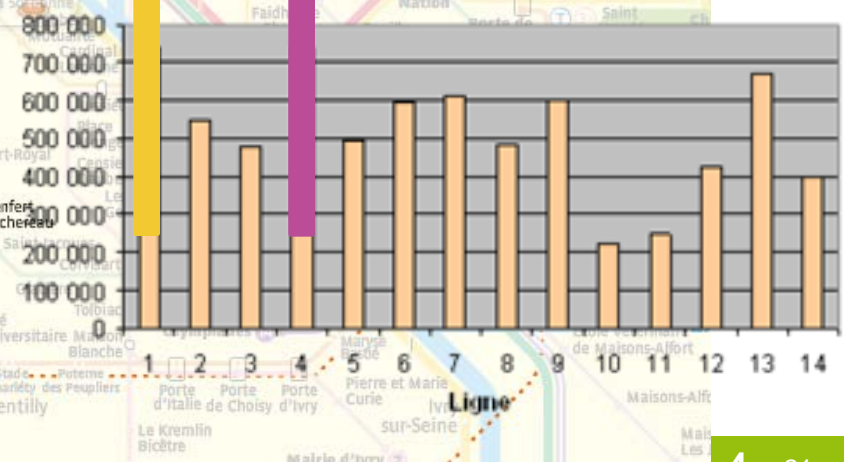
Peak hour transport offer

Offre à l'heure de pointe (voy. à 4v/m2)



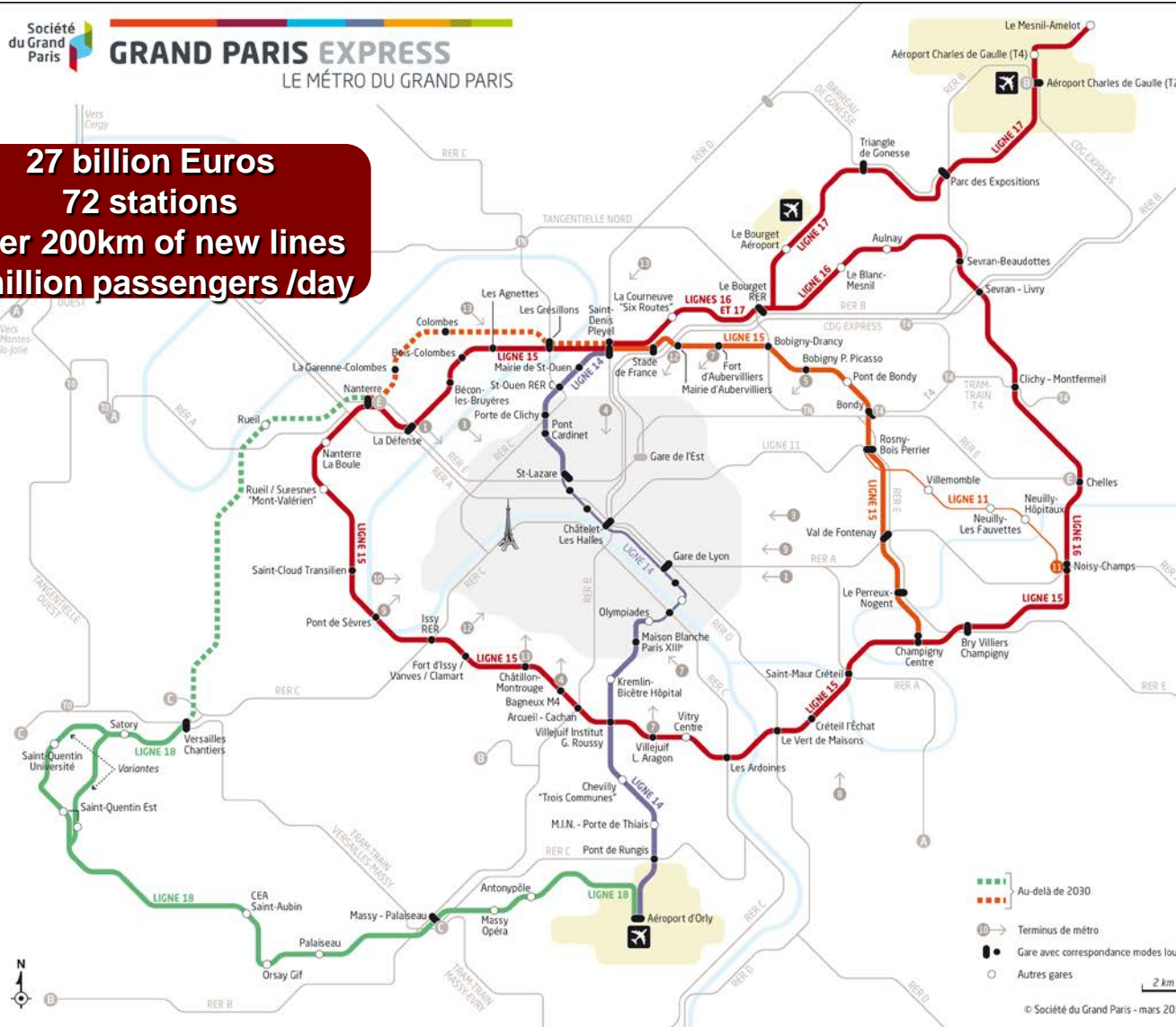
Daily passenger transportation

Charge totale en Nb voy./j.
source : enquête TJRF



Greater Paris Project

27 billion Euros
72 stations
Over 200km of new lines
2 million passengers /day



Objectifs de mises en service

Horizon 2017



Horizon 2020



Horizon 2023



Horizon 2025



Horizon 2027



Horizon 2030



Au-delà de 2030

Terminus de métro

Gare avec correspondance modes lourds

Autres gares

2 km

© Société du Grand Paris - mars 2013

Conclusion

In the new European competitive environment, the RATP Group has more than ever the ambition and desire to position itself as a national and international dimension business successful public service, while consolidating its historical roots in the Ile-de-France with modernization of its networks and with project Grand Paris Express.

Thank you for your attention

