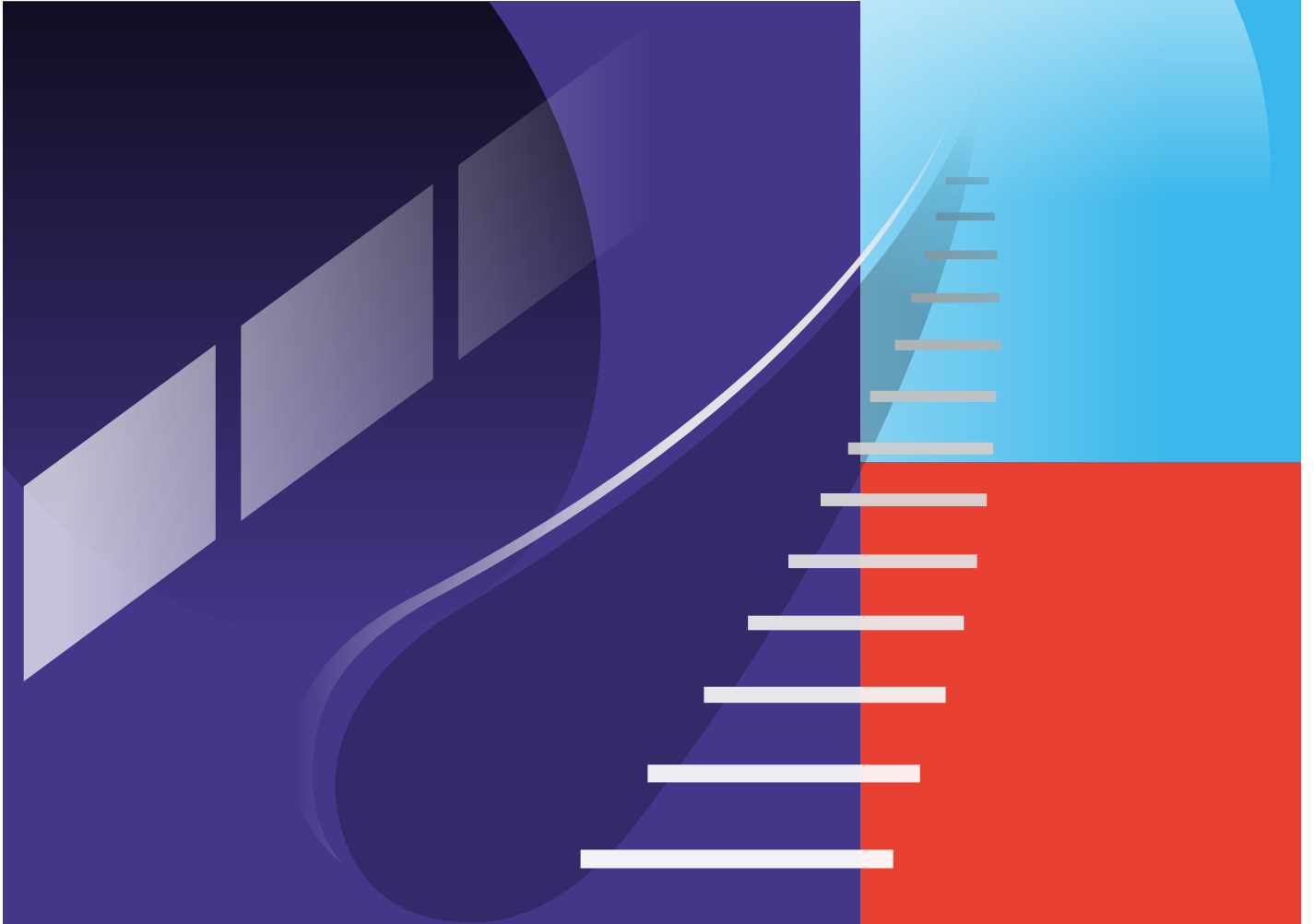


# GRAND PARIS A metro for the 21<sup>st</sup> century EXPRESS



# THE GRAND PARIS EXPRESS

200 KM OF NEW LINES

4 ADDITIONAL LINES

68 INTERCONNECTED STATIONS

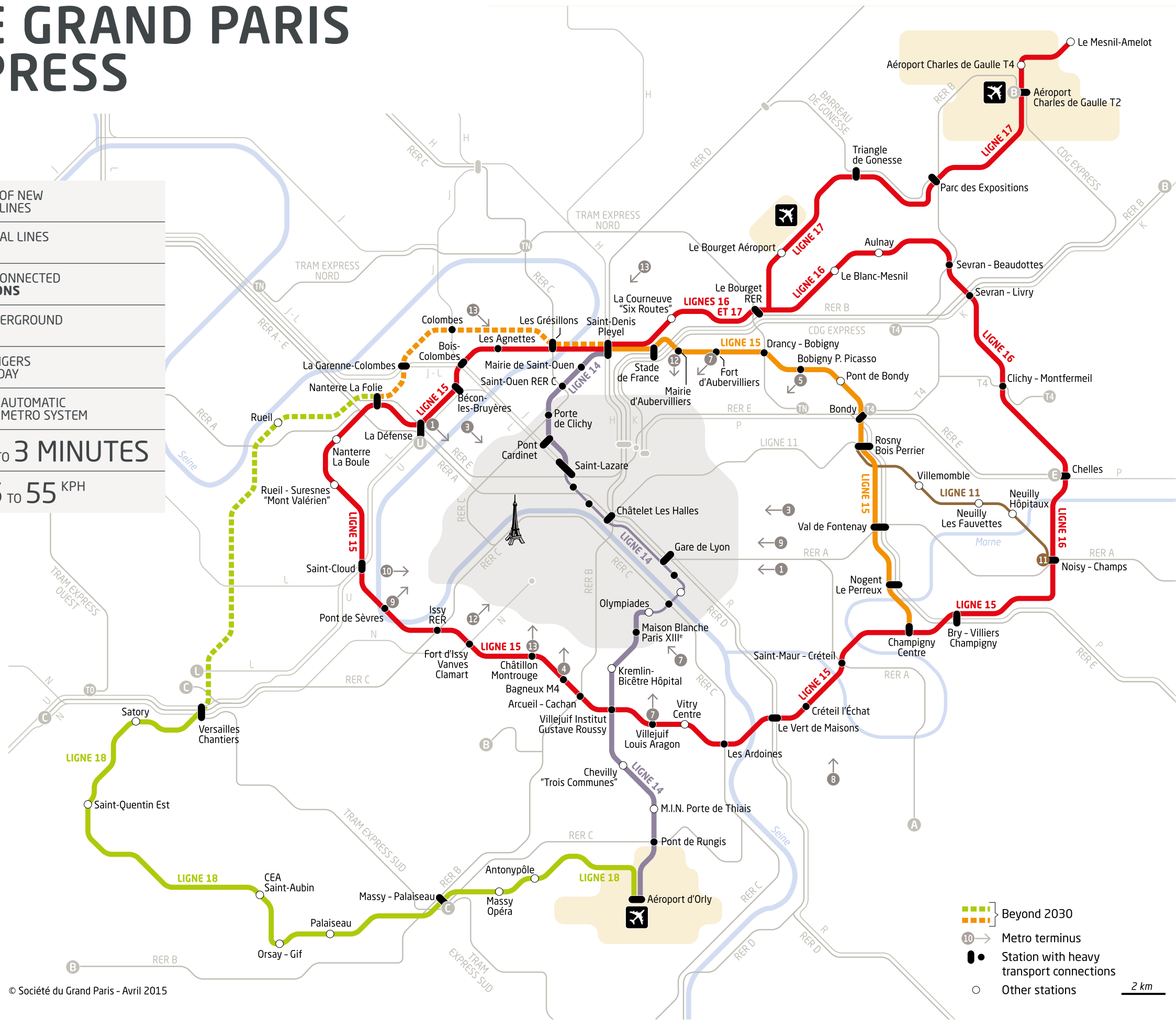
90% UNDERGROUND

2 M PASSENGERS EVERY DAY

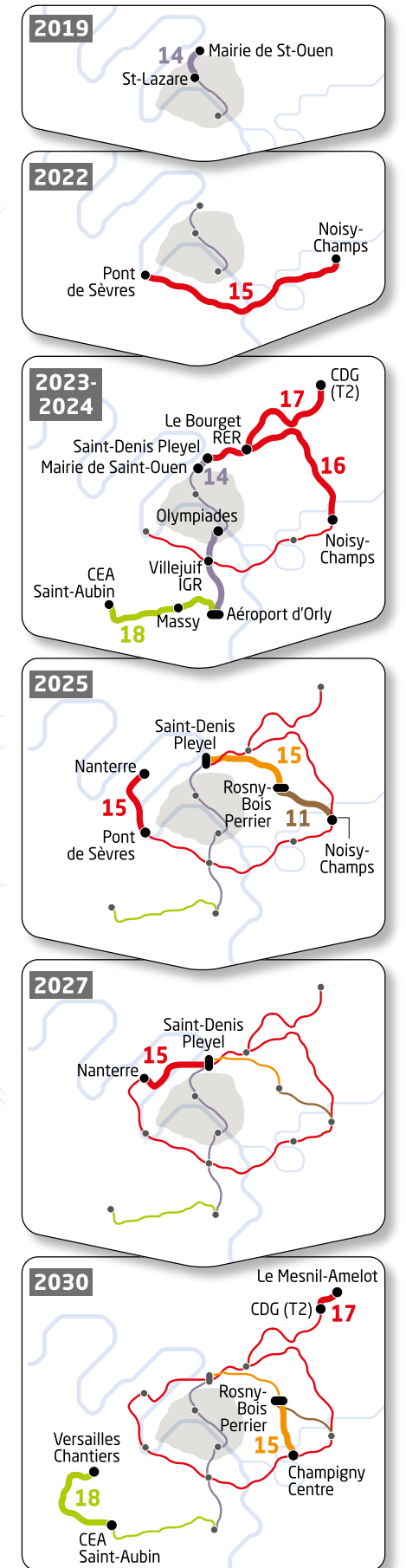
A 100% AUTOMATIC METRO SYSTEM

A TRAIN EVERY 2 TO 3 MINUTES

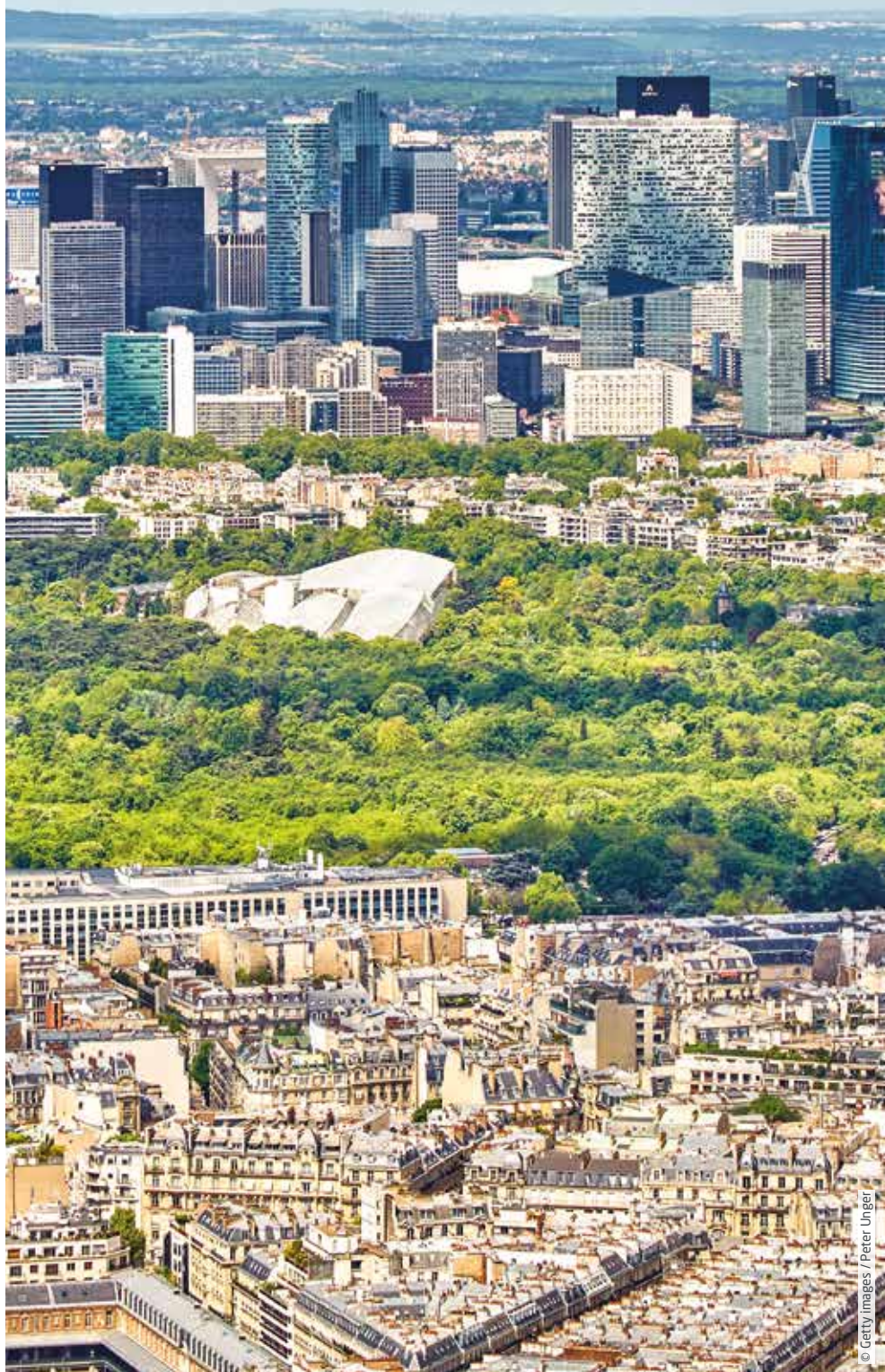
SPEEDS OF 45 TO 55 KPH



## Commissioning schedule



# AN ENVIRONMENTALLY FRIENDLY METRO FOR A SMART, SUSTAINABLE CITY



The future transport network of Le Grand Paris will be based on a ring route system around the capital, connecting all parts of the Île-de-France region with each other and with Paris itself.

This unprecedented driver of economic and technological progress will provide connections between the three Parisian airports, the business districts and the science and technology hubs of the region, enabling people, ideas and goods to circulate more quickly.

By reducing existing spatial inequalities and bridging mobility gaps, the new transport network will make day-to-day life easier for people in the Île-de-France region, and the new development hubs it creates will help to spread prosperity more evenly – as well widening access to the jobs market.

Once the whole network is up and running, the Grand Paris Express will generate an additional €100 billion in GDP and more than 115,000 jobs in addition to those created by the natural growth of the region. Between 250,000 and 400,000 housing units will also be built around the 68 stations of the future metro system.

This means that the Grand Paris Express is more than just a transport network; in fact, it will be the backbone for the development of the entire Capital Region, serving communities, economic players and residents, as well as providing unprecedented innovation potential.

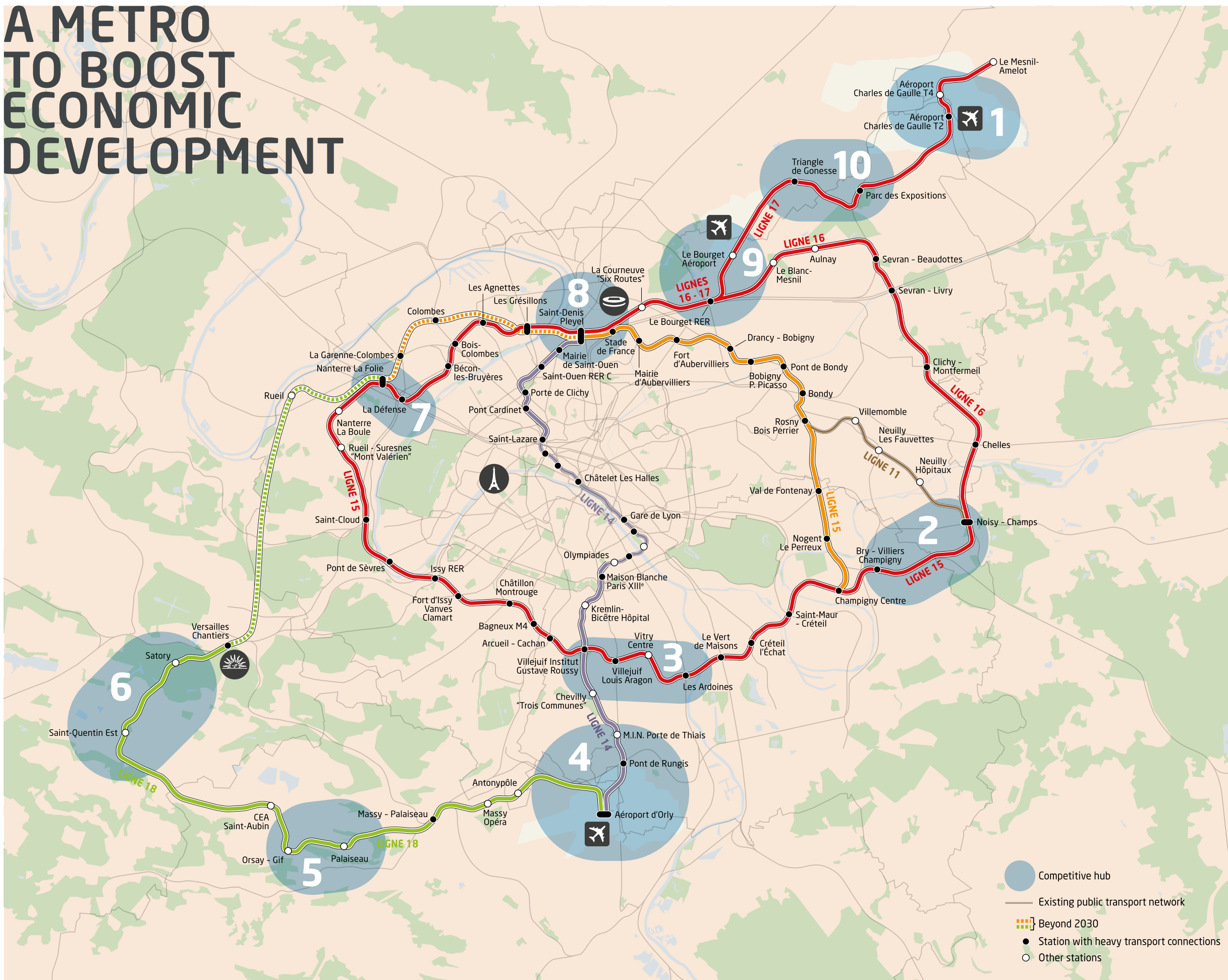
Crisscrossing the Paris region, the Grand Paris Express will encourage people to switch from individual journeys to public transport, as well as promoting soft modes of transport around the 68 new stations on the network. It will also help to keep a lid on greenhouse gas emissions, which will clearly make for a more environmentally friendly Capital Region.

« Le Grand Paris: a Paris metropolitan area that is stronger in France is a France that is stronger in Europe. »

FRANÇOIS HOLLANDE

# 1	ECONOMIC REGION IN EUROPE
2 %	OF FRENCH TERRITORY
18.2 %	OF FRENCH POPULATION
31 %	OF NATIONAL GDP OR €612 BN
6 M	JOB
960,000	COMPANIES
41 M	JOURNEYS PER DAY
8.5 M	BY PUBLIC TRANSPORT
# 1	TOURIST DESTINATION IN THE WORLD
47 M	TOURISTS IN 2014
645,000	STUDENTS
120,000	RESEARCHERS

# A METRO TO BOOST ECONOMIC DEVELOPMENT



Crisscrossing the entire Capital region, the Grand Paris Express will link up its sustainable investment areas. These hubs are already leading ecosystems in their different fields (research, innovation, health, biotechnology, design, finance, business tourism, sustainable cities, etc.). The challenge ahead involves encouraging economic development through the creation of virtuous synergies, while keeping urban sprawl to a minimum.

- 1 - GRAND ROISSY**  
CDG airport, business park, freight, logistics
- 2 - CITÉ DESCARTES**  
Sustainable city industries with Advancity, the Efficacity consortium and the first higher education hub in the Eastern Paris region
- 3 - SEINE AMONT VALLÉE DE LA BIÈVRE**  
Biotechnology and life sciences
- 4 - ORLY / RUNGIS**  
Airport logistics, number 1 fresh produce market in the world
- 5 - PARIS - SACLAY**  
Number 1 technology hub for research and higher education in Europe
- 6 - SATORY / ST-QUENTIN VERSAILLES**  
Automotive and defence hub
- 7 - LA DÉFENSE**  
Number 1 business district in Europe
- 8 - ST-DENIS PLEYEL**  
Creative and film industries, 3<sup>rd</sup> business district in Île-de-France
- 9 - LE BOURGET AÉROPORT**  
Number 1 business airport in Europe
- 10 - TRIANGLE DE GONESSE**  
International business centre including the Villepinte Exhibition Centre

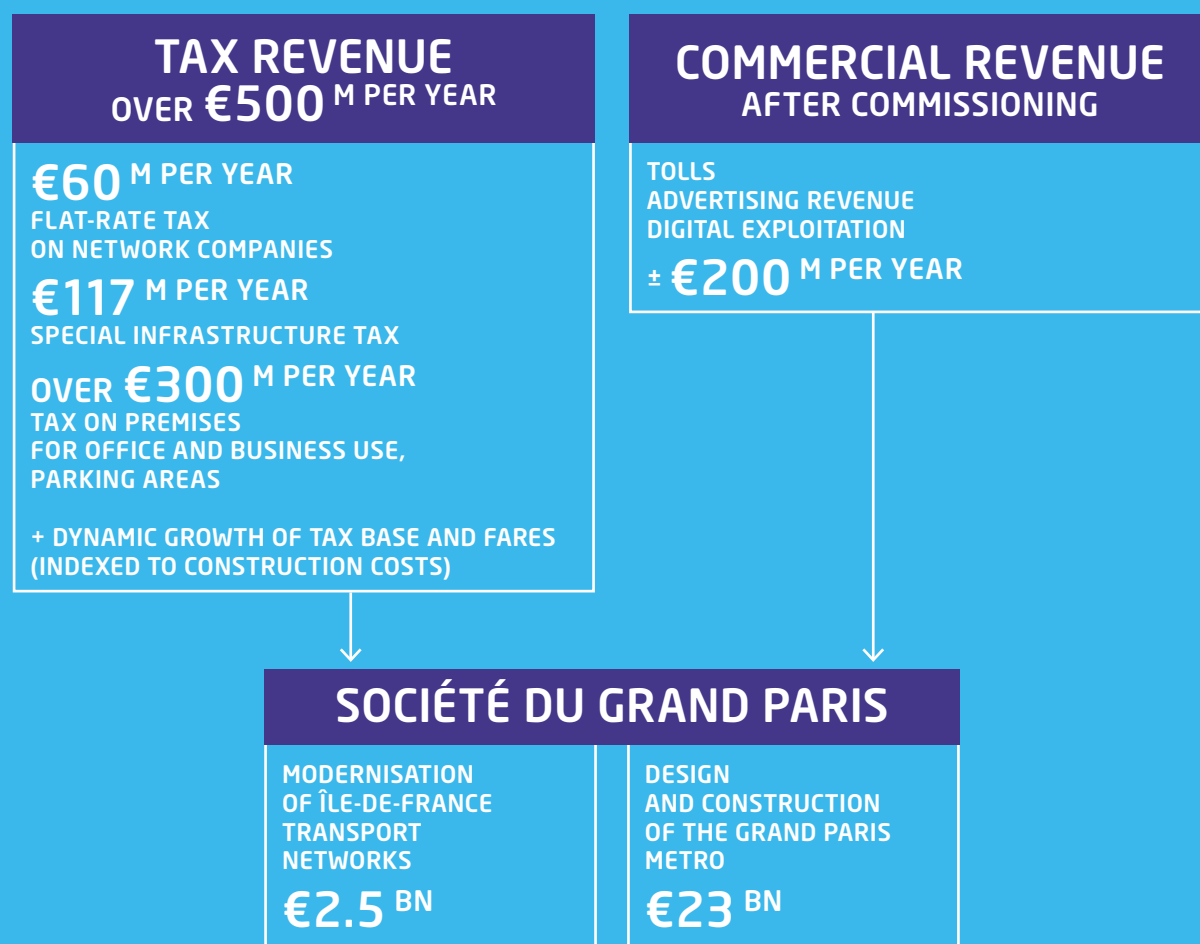
- Competitive hub
- Existing public transport network
- Beyond 2030
- Station with heavy transport connections
- Other stations

# FINANCING THE GRAND PARIS EXPRESS

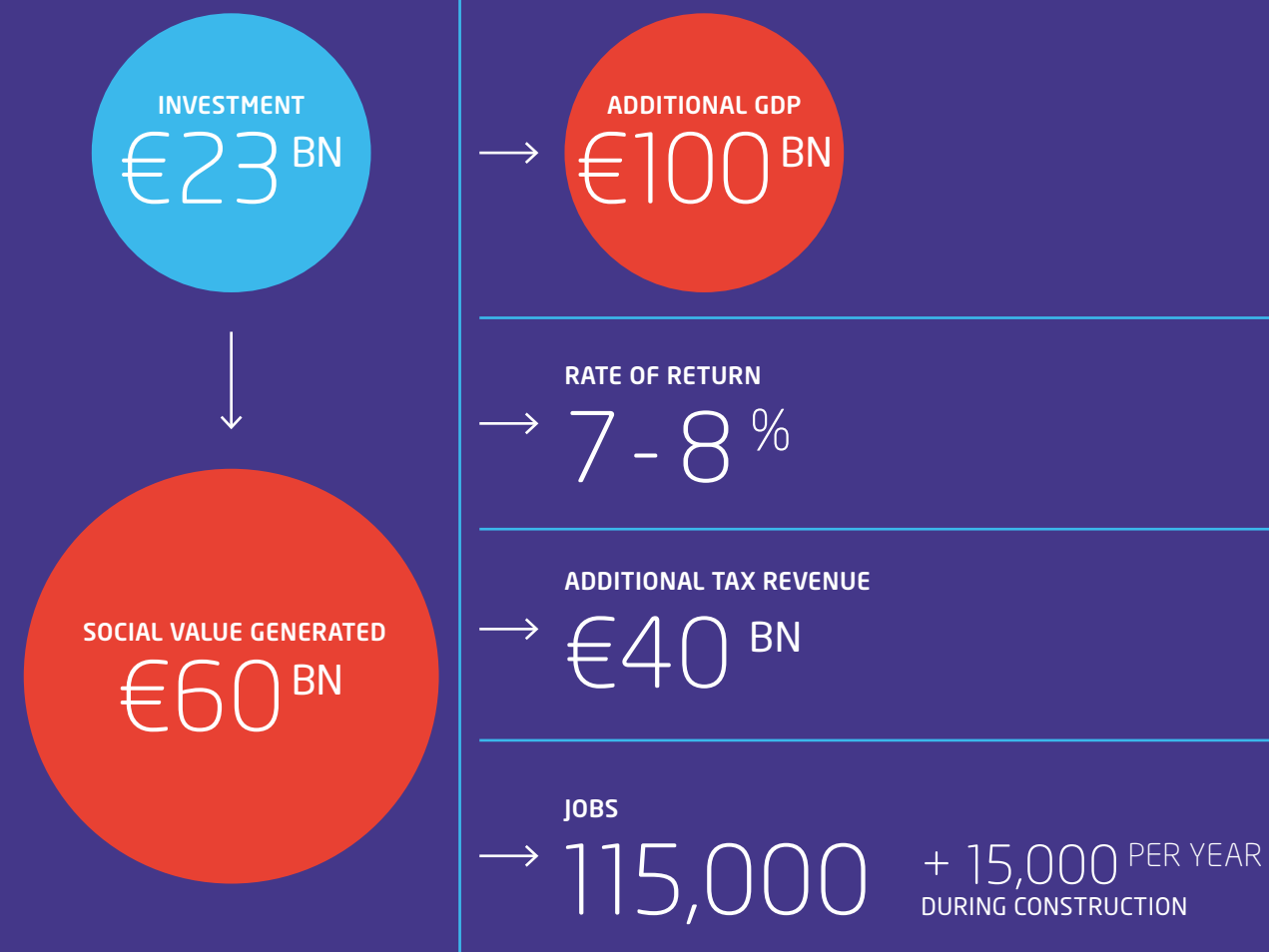
The Grand Paris Express project is of huge national importance. It aims to enable Europe's Number 1 economic region to boost its appeal and fend off competition from other global cities in the 21<sup>st</sup> century.

The Grand Paris Express has been designed to respond to three challenges:

- improve the daily lives of the 12 million inhabitants of the Greater Paris region;
- open up areas that are currently poorly served;
- strengthen economic and urban development in every part of the region.



# SOCIAL AND ECONOMIC BENEFITS



Competitiveness and employment are key factors in the French government's roadmap. The new infrastructure in the target areas will generate 115,000 jobs in addition to those created by the natural growth of the region, and will provide around €100 billion extra GDP on top of the current €600 billion.

# ORGANISATION OF PUBLIC TRANSPORT IN ILE-DE-FRANCE

**The Société du Grand Paris** is a public body set up by the French government to deliver the Grand Paris Express. The route was finalised following a public debate that was unprecedented in scale, and which aired the views of the French government, the Île-de-France Region, its residents and their elected representatives.

The Société du Grand Paris leads operations involving:

- construction of the lines, stations, structures and facilities,
- acquisition of rolling stock for the infrastructure,
- development within and around the stations.

As the lines come into service, the Société du Grand Paris will make the Syndicat des Transports d'Île-de-France (STIF) responsible for running the network and, in accordance with European legislation, the STIF will then invite transport operators to bid to run the future Grand Paris Express lines.

The Société du Grand Paris has designed each line to operate completely independently, with dedicated industrial sites and control rooms, which means that the lines can be put out to tender individually.

The SGP will, however, retain ownership of the infrastructure.

**The Syndicat des Transports d'Île-de-France** is responsible for organising public transport in the Île-de-France region.

It handles all network development and modernisation projects, appoints the operators and is responsible for fares policy.

The STIF coordinates the work of the various transport operators, the RATP and SNCF as well as private companies.

The STIF is a regional public agency answering to the local and regional authorities of Île-de-France: the Region, the City of Paris and the seven administrative departments.

