

Société du Grand Paris



Grand Paris is an investment in the future

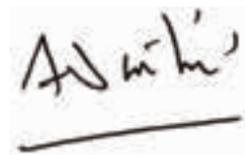
The Grand Paris project aims the planning of the entire Ile-de-France metropolis. Architecture, urbanism, transport, economic, social and environmental development, cultural and sports infrastructures: the perspectives of Grand Paris are many. With over 30 billion euros in investments; nearly a million new jobs by 2030, 70,000 new homes built every year, 5,500 plots of land to be acquired for the transport plan, Grand Paris is an investment for a future which is decided today.

On January 26 2011, the key players in this project; Maurice Leroy, French minister of urban affairs, in charge of Grand Paris project and Jean-Paul Huchon, President of Ile-de-France Regional Council, signed an historic agreement formalising the new transport network. Two

objectives are clear: provide urgent solutions to people living in Ile-de-France and build a metro that can serve the developing capital city and its surrounding area over the next century.

Beyond investment figures, Grand Paris stations represent new opportunities to enhance and improve the urban layout. With its stations and new exceptional route, the future metro will promote mobility for the Ile-de-France population and all our visitors. Supporting a sustainable and global development strategy for the region, Grand Paris is the guarantee of a better balance between work and home life, with the creation of new everyday hubs.

Grand Paris also answers the needs of a global city, a connected metropolis that is more attractive, more efficient and more human. It will have a considerable impact on business and activities in the Ile-de-France area, the key growth driver in France.



André SANTINI
Former minister,
Chairman of the Supervisory Board.

“
Supporting a sustainable and global development strategy for the region, Grand Paris is the guarantee of a better balance between work and home life.
”

Together, a duty to succeed

Société du Grand Paris is in charge of implementing the government and local authorities project to serve the ambitions of growth, solidarity, quality of life and openness for this dynamic region of nearly 12 million inhabitants.

Société du Grand Paris is committed to build a new automatic metro network and contribute to the urban development of the areas it will serve.

This project is keenly awaited by the local population to improve their transport, open up areas, encourage business development and enable the capital region to maintain its rank among global cities in the world.

“
Société du Grand Paris is a new company and is fully operational.
”

Since 2010, we have successfully covered every stage: a public debate of unprecedented size in Ile-de-France, a unanimous vote for the overall plan from the Supervisory Board and the launch of the first drillings in preparation for the new automatic metro.

To accomplish its mission, Société du Grand Paris is working in close cooperation with the local authorities, the government and public establishments, the Transport Authority of Ile-de-France (STIF), transport operators and the Grand Paris International Workshop. We are driven and motivated by a spirit of sharing, cooperation and transparency.

Société du Grand Paris is a new company and is fully operational. Its vocation is to fulfil the project's requirements within the framework defined by the public authorities and meet the first commissioning schedules of 2018.

For all of those who live and work in Ile-de-France, with the support of our partners, we have the clear obligation to provide a tangible result : together, our duty is to succeed.



Etienne GUYOT
Prefect, Chairman of the Board.

A NEW PLAYER IN THE ILE-DE-FRANCE LANDSCAPE



Foremost, the Grand Paris project is a state of mind. It's based on cooperation, by definition. Grand Paris must help us think in a more collective way the future of the Ile-de-France region. It must (...) enhance the lives of the region's inhabitants.



Jean-Paul Huchon,
President of Ile-de-France Regional Council,
Cité de l'Architecture et du Patrimoine, 10th october 2011.

Société du Grand Paris is a new player in a rapidly changing Ile-de-France landscape. Tomorrow, an automatic metro will circle around the capital city, connecting the suburbs together. It will reinforce internal and external services to and from the greater Parisian area.

urban development, Société du Grand Paris is crafting a grand design: improving everyday life for the region's population in a metropolis that will fully benefit and enjoy its assets and potential.

Design, create, coordinate

Société du Grand Paris is responsible for the design and production of the future public transport network for Grand Paris. Its role is that of contractor with three essential assignments:

- ▶ Construction of lines, works and fixed installations,
- ▶ Construction and development of the stations,
- ▶ The acquisition of rolling stock.

Société du Grand Paris is the public company which holds the reins of this important project

By creating this new transport network and by taking into account the challenges of sustainable development, station functionality and the

In parallel, Société du Grand Paris is assisting the Prefect of Ile-de-France in the preparation and relevance of the Territorial Development Contracts (TDC). In this vein, it has prepared an initial inventory of the environment for each TDC, to move forwards towards the required and regulatory environmental evaluation.

The law also confers to the company the role of developer and constructor for areas that have signed a TDC or, if no TDC is effective, within a 400-metre radius around the new stations for the transport network.

The law of June 3 2010

This law is the founding text behind Grand Paris. It makes transport network improvements a priority through the creation of a new large metro network. The law determines the process and the tools that should be implemented to make the project a reality. It creates the public institution "Société Grand Paris" and defines its missions, its governance methods and its resources.

Territorial Development Contracts (TDC)

These are planning and programming documents, agreed upon between the State and municipalities (or intercommunal bodies) to implement locally the objectives of the Grand Paris project in terms of transportation as well as housing, urban development, commuting, combating social exclusion, developing and protection the environment. Original and innovative tools, TDCs will enable the new transport network and its stations to achieve their development to the full.

A MISSION OF GENERAL AND NATIONAL INTEREST

Grand Paris goes beyond a transport network project. Similarly, Société du Grand Paris is building a lot more than just a new metro system for the Ile-de-France population. Its mission is part of a citizen-focused, sustainable development perspective for the capital city and its region.

Three strategic goals:

- ▶ Create a **new public transport offer for everyone** finally providing easy and fast travel from suburb to suburb, a genuine alternative to the car, practical, regular and comfortable, providing passengers a train service that is simply less strained.
- ▶ Provide the Paris metropolis an essential framework for its future economic growth, guaranteeing better connections between residential and work areas, **better circulation of both people and brainpower**, opening up the region both nationally and internationally, connecting clusters to the network, launching new business and housing projects...
- ▶ Make Greater Paris **an example for the regeneration of its environment**, the development of public transport and the preservation of natural, agricultural and forested areas.



The Grand Paris transport network must collectively help (...) raise our capital city and its region to the level of the world's great metropolises.



Alain Schmitz,
President of Yvelines Departement General Council,
Proximity Meeting, 16th November 2011.

A NEW METRO RING ROUTE

Société du Grand Paris' project is a public transport framework which will connect the main urban, scientific, technological, economic, cultural and sports activities in Ile-de-France with the Paris agglomeration. The new network will be an addition to the current public transport system, interconnected with many existing station. It will be connected to the high-speed rail network and Paris' airports (Orly, Le Bourget, and Roissy-Charles de-Gaulle). It will work closely with other current or planned projects in Ile-de-France:

- ▶ Improvement and modernisation of RER lines (suburban express rail),
- ▶ Extension of the RER E (Eole) to the west,
- ▶ Future connection at Gonesse between the RER D and B,
- ▶ Extension of Paris metro lines (5,7, 11, 12 and 14),
- ▶ New tramway and bus lines.

Four new lines for the inner and outer suburbs:



- ▶ **Blue line** (30km) between Orly and Saint-Denis-Pleyel including the existing line 14. Complete line journey time: 37 minutes.
- ▶ **Red line** (100km) between Le Bourget-La Défense-Roissy and Le Mesnil-Amelot. Complete line journey time: 93 minutes.
- ▶ **Green line** (50km) spanning between Orly and Nanterre by way of Versailles. 40 minutes from one terminal to the other. The section between Versailles and Nanterre will be achieved after 2025.
- ▶ **Orange line** (29km) between La Plaine Saint-Denis, the Neuilly-sur-Marne sector and Cité Descartes. There will also be a connection to the future stations of Champigny Centre and Val-de-Fontenay. It may be extended after 2025 to Nanterre via Gennevilliers, Colombes and La Garenne-Colombes. This line will be developed by STIF (Transport Union of Ile-de-France), the organising authority for the region's transport.

The first service on the new metro service should begin in 2018, with gradual commissioning until 2025. The infrastructures will be entrusted to the RATP as the managing body. The trains will be acquired by Société du Grand Paris and ceded with full ownership to STIF.

- ▶ Operation will be run by companies chosen by STIF as the organising authority for the region's transport.

Several sites for maintenance, storage and repairs will be built.

Automatic

Automatic operation is the privileged choice for the future metro network. It presents several advantages: it is adaptable in terms of transport to supply and demand, ensures a very regular service and optimises operation costs.

Automatic operation is currently enjoying strong development throughout the world including Singapore, Dubai, Barcelona and Helsinki.



The Departement General Council is very attentive to ring route public transport projects (...) because it is vital we reach the inner suburbs and open up distant and isolated sectors.



Claude Bartolone, President of Seine-Saint-Denis Departement General Council, Seine-Saint Denis' contribution to the Grand Paris and Arc Express public transport project, november 2010.

Grand Paris Express

Fluvial gate of the Grand Paris
(Confluence Lower Seine Cergy Pontoise)

Business and recreation districts
(Val de France Gonesse)

International exchanges hub
(Roissy Terres de France)

Creative industries
(Plaine commune and Saint-Ouen)

Aeronautics and special events
(Le Bourget)

Urban and cultural development
(East of Seine-Saint-Denis)

Finances and services
(La Défense Seine Arche)

Sustainable city
(East of Paris Cité Descartes)

Research and innovation
(Paris Saclay)

Health and biotechnologies
(South of Paris and Bièvre valley)

Logistics and distribution
(Sénart)

Key to planned lines

- Red line
- Blue line
- Green line
- - - Other route
- Grand Paris network station
- Station chosen on principle

Complementary networks (provisional indication *)

- Orange line
- Line 14
- Complementary network station
- - - Mobilisation plan
- - - Other complementary networks
- - - Vogüé

Development territories

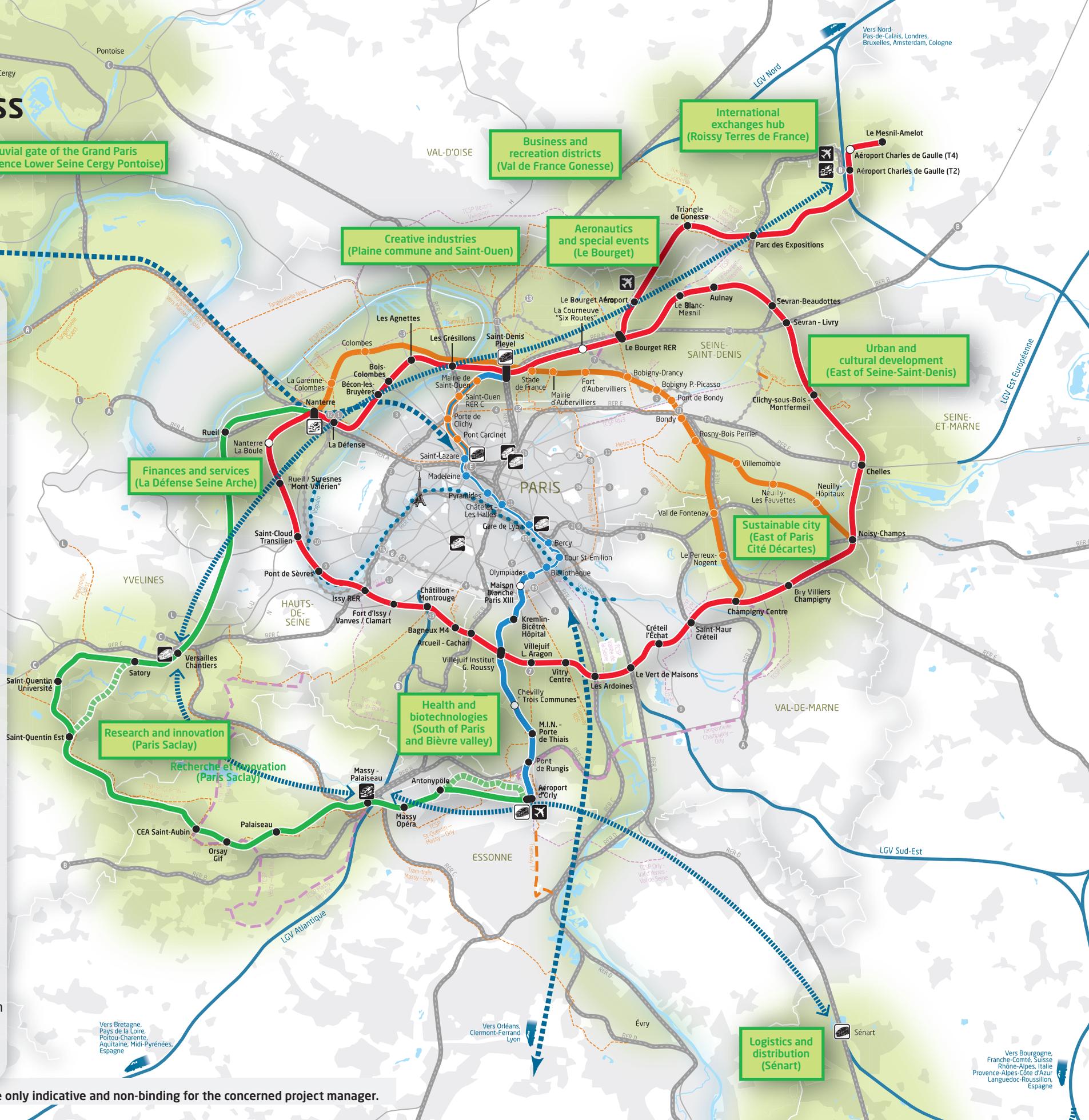
- Development territories
- High-speed lines
- RER - express suburban rail
- Transilien - suburban rail
- Metro
- - - Tramway

Future high-speed lines

- - - High-speed ring route
- - - Other high-speed lines

High-speed train stations and airports

- Existing airports
- Existing high-speed train station
- Future high-speed train station



CALENDAR

2012

Preliminary surveys, specific engineering surveys (scheduling for stations and workshops, safety diagnostics), first ground surveys, further debate and first public surveys, preparation for the first tenders.

2013

Continuing public surveys for declarations of public utility and other regulatory authorisations (water laws, ICPE). Initial DUP - Initial works.

2014

Launch of the worksites, remaining DUPs and increase in construction intensity.

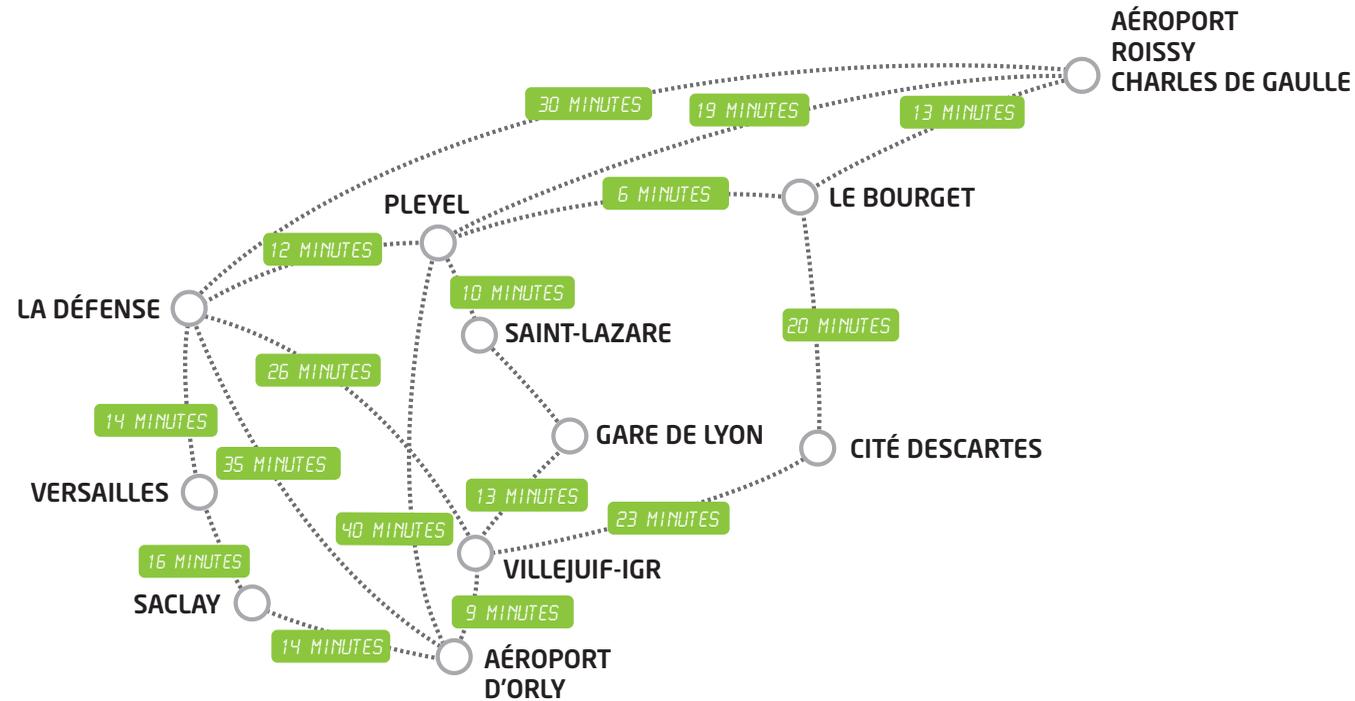
2018

Opening of the first sections of the new metro network.

2025

Opening of the entire network.

Estimated times of transport on the new network



NEARER, FASTER

The Grand Paris Express metro has a main objective of providing regular, quick and flowing transport services to the Ile-de-France population. Today, journey times are increasingly longer because of the public transport network's saturation and limits imposed by its star configuration (lines branch out of Paris in the shape of a star). Tomorrow, the benefits will be substantial...

Many interconnecting stations

- ▶ Direct links between isolated or badly serviced areas.
- ▶ Easier access for all urban operations: jobs, community facilities, leisure activities...
- ▶ Connection between business poles and major national and international infrastructures (airports, stations).
- ▶ Desaturation of lines in the centre by improving interconnections.

Trains that will run faster and more frequently

- ▶ 60kph on average.
- ▶ A reduced waiting time between two trains.

A metro to meet the century's challenges

Beyond providing service and speed, the ambition is to run a metro network that has a great operational flexibility.

The network will be adapted to changes in styles and rhythms of life, tending towards more tailored schedules, longer opening hours for retail, greater numbers of cultural and festive events, etc.

KEY FIGURES

200 KM
of new lines, 166km of which will be built by Société du Grand Paris.

72 STATIONS
including the orange line (Nanterre - Champigny Centre/Noisy-Champs to be developed by STIF), 57 of which will be developed by Société du Grand Paris.

€ 20.5 BILLION
in investments by 2025, under the responsibility of Société du Grand Paris.

13 000 HECTARES
of natural farmland and forest saved by 2035 thanks to the effects of the new metro on urban densification.

60 KPH
average speed for the new metro, twice as fast as the current network.

15 %
of people will no longer travel by car, thanks to the new metro.



The project voted today responds to the urgent transport situation and represents far more than an automatic metro with 40 stations connecting business poles together. It is a genuine hope for millions of Ile-de-France passengers who are keenly waiting for their everyday travel conditions to improve, as they have expressed during public debates.

Bertrand Delanoë, Mayor of Paris,
press release, 27th May 2011.



The Département General Council hopes that this network, which aims at linking the heart of Paris with the main urban, scientific and cultural centres of the Ile-de-France region, as well as airports and high-speed train stations, will be accessible throughout its territory.

Vincent Eblé, President of Seine-et-Marne Département General Council,
Revue de l'Urbanisme N° 41, décembre 2011.

STATIONS: FOR TRAVELLING AND LIVING



“ I am particularly satisfied by the method used by SGP; it works with steering committees for each station, collaborating closely with local authorities, STIF and the Département General Council. This consultation is the right method. ”

Christian Favier,
President of Val-de-Marne
Département General Council,
press release, 26th January 2012.



Stations that will line the new network's route will be more than mere stops on the underground metro. They will be open to the city and help shape the metropolis' development towards a more connected town, more sustainable, more intense but also more human. These new centres will spread the scope of Grand Paris, will give it more breathing space and new living areas..

Three directions for new generation stations

► **An efficient and functional station**, offering everyone easy access to the network in a soothing environment. Public areas right up to the platforms; the access will be clear and direct. The station will welcome passengers in irreproachable safety, information and accessibility conditions.

► **A station connected** and organised to facilitate exchange. As soon as they open, nearly forty stations on the Grand Paris network will provide interconnections with the metro, RER and Transilien networks. From one metro line to another, changes will be clear and quick. Access and routes to footpaths, bike paths surface networks (tramway and bus) will be natural, safe and as short as possible.

► **A station that creates value, a centre of life** contributing to the appeal of the area and to its development. Spaces will be designed for cultural expression, services and a range of shops, defined according to the local context. And, the new station will be compatible with an associated property development, with urban housing and mixed activities.

Every area has its own type of station

Stations will adapt to their specific and local environment. They will therefore be defined by the urban context and the space that they will occupy. Each station will be the result of a balance between the necessity to meet "standards" encouraging efficient and quick design and the expression of many area-specific elements.

“ The best guarantee of Grand Paris Express and its success is the information to, and the active participation of, local populations and users; those concerned by this future infrastructure. ”

Jérôme Guedj,
President of Essonne Département Department General Council,
press release, 9th December 2011.

Local steering committees

These are consultation bodies, one for each station or group of stations, formed for the project's initial stages. Co-steered by the municipalities and Société de Grand Paris, they bring together local elected officials (municipalities, intercommunal bodies, Départements), STIF, government departments and public institutions with the objective of finding the best place for stations in their urban and economic environment.

metro MEMO



► Ring route

The new metro will connect the inner and outer suburbs with the centre of the Paris agglomeration.

► Reliable

Automatic trains and platforms aim to reduce any irregularity of operations as much as possible.

► Fast

Trains will run twice as fast as the current system.

► Frequent

Trains every 1'30".

► Dynamic

The new metro will help create economic development and attractivity, encouraging exchange and networking.

► Comfortable

Trains will be spacious with interconnecting carriages for easier passenger organisation.

► Accessible

Stations, platforms and trains in the new network will all offer disabled-friendly access.

► Safe

Stations and trains will be safe and video-protected.

► Connected

The new system will provide many connections with train, RER, metro and bus lines.

► Sustainable

It will absorb a large amount of suburb to suburb travel that today takes place by car.

► Decongestion

It will help reduce passenger numbers on the metro and the RER by 10 to 30%, removing the necessity of a passage through Paris.

► (Inter)national

Easier access to airports and TGV stations.

► Urban

Its stations will be open to the town, with services and shops.

► Balance

It will provide the region with a new unifying link between its areas.



The supervisory board and the board of directors of Société du Grand Paris

THREE LEVELS OF GOVERNANCE

Société du Grand Paris enjoys working in a spirit of openness and partnership. Its governance, in close association with elected officials, bears testimony to this. It has three levels:

► Supervisory board: Chairman André Santini, former minister

Its twenty-one members from the government and authorities, including the President of the Regional Council, all Presidents of the Ile-de-France Departement General Councils and the Mayor of Paris, exercise permanent control over the company's management.

► The board

Responsible for the executive function of the company's operational steering, it has three members:

- **Etienne GUYOT**, President, Prefect, in charge of directing the Société du Grand Paris and implementing the project's global planning,
- **Pierre-Alain JEANNENEY**, Government Advisor for financial, legal, human resources and general business affairs,
- **Didier BENSE**, engineer, responsible for design and creation aspects of the transport project.

► Strategic committee

A forum for debate and recommendation, it brings together mayors of all the areas affected by the infrastructure, EPCs, representatives of the two Parliament Chambers, regional council chambers, Regional Economic and Social Council (regrouping professional and social organisations) and the areas that signed a Territorial Development Contract.

The population of Ile-de-France

Tomorrow they will be the main users and also the neighbours of the new metro network. Upstream of the project, they have been consulted. Grand Paris' public debates were organised in the autumn and winter of 2011 under the aegis of the National Commission of Public Debate. Their success translates the huge expectations surrounding public transport: they touched over 15,000 participants during 55 public meetings and generated nearly a thousand various contributions and opinions. Paying heed to the public debate, Société du Grand Paris has amended the project accordingly. Today, the project registers progress as dialogue continues online at the Société du Grand Paris' website and in the course of diverse concertation meetings.

“**With Grand Paris we are not preparing tomorrow's region, we are preparing for the day after tomorrow and that distinction is capital.**”

Arnaud Bazin,
President of Val d'Oise Département
Département General Council,
Département General Council meeting, 15th May 2009.



The team of Société du Grand Paris

A TEAM HARD AT WORK

The Société du Grand Paris's team is mostly composed of specialists of important transport and urban development projects. A high level, pluridisciplinary team.

This company benefits from teams with experience from different horizons, well-versed in project and contract development. The team is organised in "project mode" to privilege the operational side and fully grasp the sectorial challenges of the future metro network. It will grow until the deadline for the first commissioning in 2018.

Partnership and consultation

This could be the motto of Société du Grand Paris judging by its many contacts and partners with whom it regularly meets and works...

► With the Government

Ministry in charge of Grand Paris, Transport Ministry, Ministry of the Economy, Budget Ministry, Paris Prefecture, Police Prefecture, regional governmental delegations.

► With the local authorities

Municipalities, intercommunal bodies, Départements, and Ile-de-France Region.

► Transport partners

Transport Authority of Ile-de-France, RATP, SNCF, RFF, ADP.

► Associations of elected officials

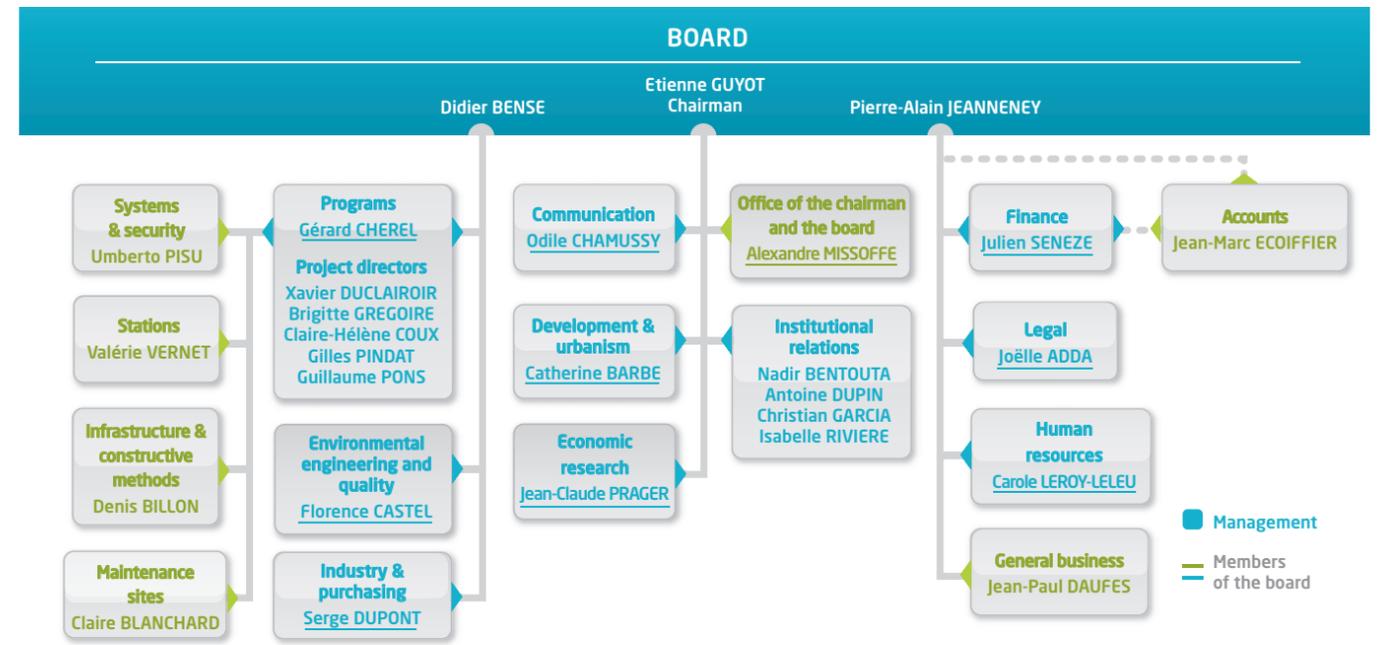
Association of Ile-de-France Mayors, Paris-Metropolis Mixed Authority.

► In the socio-professional domain

Grand Paris International Workshop, Public Land and Development Bodies for the Paris region, Consular Chambers of Commerce, Regional Development Agency for Paris Ile-de-France...

“Public transport represents a crucial challenge as it contributes to the economic development of the area and the quality of life of the local population.”

Patrick Devedjian, President of Hauts de Seine Departement General Council, RTPGP dossier, October 2010



“At the end of 2012, Société du Grand Paris should have around one hundred employees. The positions will be filled by transfers from existing government departments.”

André Santini, Chairman of SGP Supervisory Board, Former Minister, Mayor of Issy-les-Moulineaux.

Operations contractor ✦ Service contract management
✦ Survey management ✦ Station development ✦ Site data
collection ✦ Rail safety ✦ Fire safety ✦ Public safety ✦
Equipment and systems ✦ Relations with government
services and prefectures ✦ Environmental expertise ✦
Regulatory surveys ✦ Environmental management
approach ✦ Sustainable development strategy ✦ Interface
between technical departments and elected officials ✦ Organisation of
technical committees ✦ Citizen consultation ✦
Organisation of steering committees...

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