

THE NEW GREATER PARIS

Zürich, 17th April 2013

New Greater Paris

“Greater Paris is an urban, social and economic project (...) based on the construction of a new public transportation network”

(article 1 of the “Grand Paris” Act”, 3 June 2010)



The Paris region: advantages and disadvantages

Europe's largest urban and economic concentration

- **A very large market of 11 million inhabitants**
- **100,000 researchers**
- **Presence of most industrial sectors and service providers**
- **A highly attractive region for international investment**

But

- **There exists a difficult relationship between entrepreneurs and scientific researchers, resulting in a low valorisation of human potential and knowledge**
- **Segmented and diverse urban spread since 1970**
- **Insufficient job growth**

A new strategic policy

- **A high level of investment: €200 to 300 billion**
 - Public transport: €40 billion
 - **New automatic metro, Tramway, Tram-Train, renewal of the intra-city rail network**
 - Urban projects and “renewal”
 - **100 major urban reconstruction projects underway for new neighborhoods**
 - **Approximately 150 million square meters of new housing projects (70,000 per year) as well as office space**
- **An enhanced quality of life in a sustainable, post-Kyoto metropolis**
 - **Densification of urban areas, notably around new stations**
 - **Increased protection of natural areas and the continual development of city parks**

Greater Paris metro facts & figures

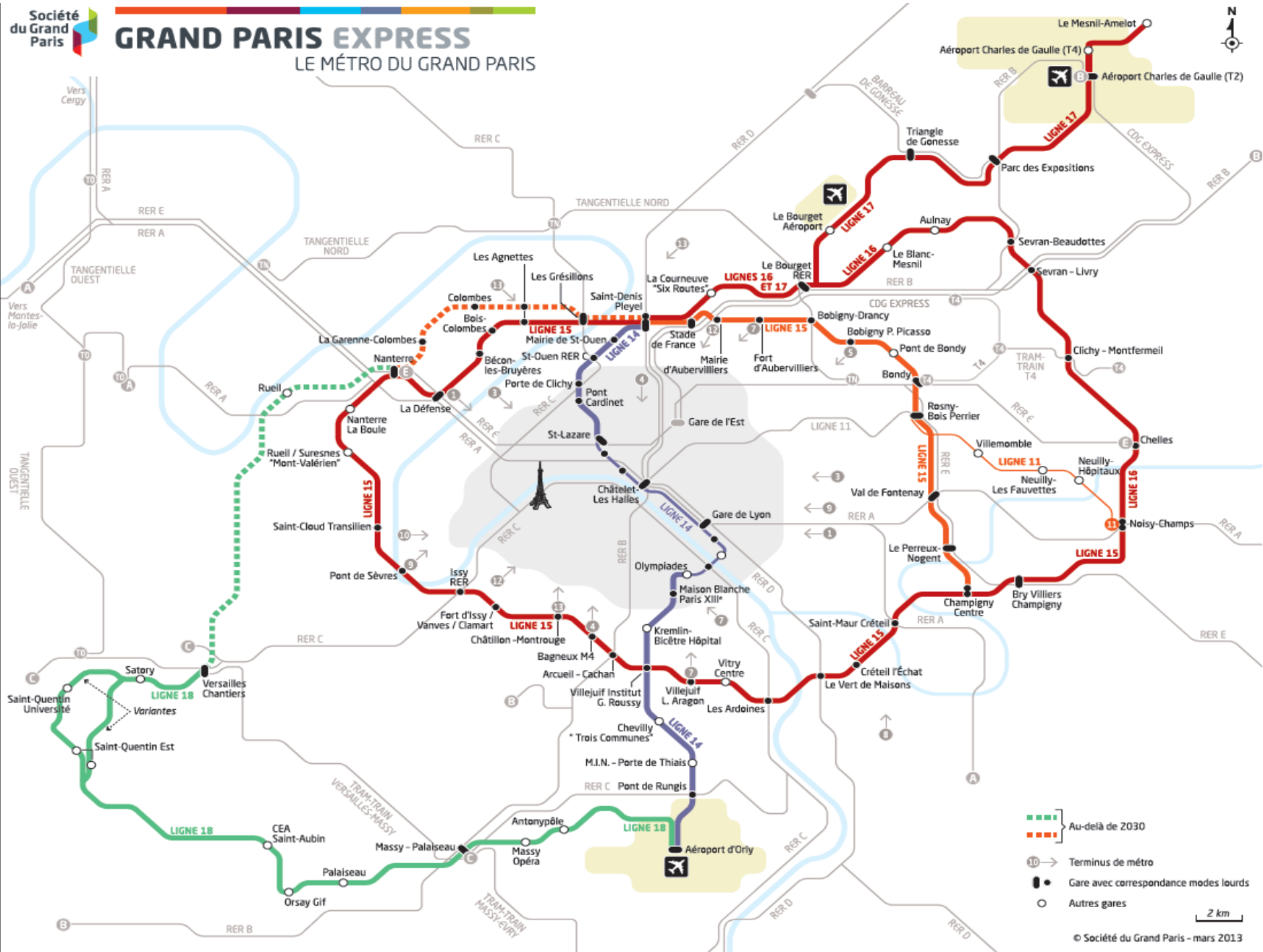
- **200 km of new lines**
- **72 stations (excluding complementary networks)**
- **Very short intervals: 100s or less**
- **2 to 3 million trips per day**
- **More than 60 km/h commercial speed**
- **Numerous interchanges for transfer**

A structuring network



GRAND PARIS EXPRESS

LE MÉTRO DU GRAND PARIS



The different dimensions of the economic impact of the project

- **Transport users benefits**
 - Valuation of time
 - Regularity
 - Reduction of congestion
- **Urbanisation economies**
 - Value of spared non urban areas
 - Public services
- **Wider economic benefits**
 - Agglomeration
 - Move to more productive areas
 - Additional growth of employment
- **Reduction of social and spatial inequalities**

The assessment of the economic impact of the Project

Central scenario	Present value
Economic Benefits (2012 assessment)	€ bn
Total transport user benefits	34,0
Public services benefits and other urban	10,5
<i>Agglomeration</i>	7,2
<i>Reallocation of growth in more productive areas</i>	7,5
<i>Additional growth</i>	14,3
Total wider Impacts	29,0
Total benefits	73,5
Total costs	34,4
Reduction of social inequalities	????



www.societedugrandparis.fr

“Société du Grand Paris”

a dedicated company with adapted skills

- **A state-owned company** whose activities are both industrial and commercial.
- **A governance that emphasis political consensus with a supervisory board, an executive board and a strategic committee**
- **One steering committee for every station.**
- **Bilateral agreement and partnership with every key player involved in the “greater Paris project.**

The missions of the Société du Grand Paris

- The main mission: « *to design and elaborate the master plan and infrastructure projects composing the public transport network of the Greater Paris and to manage its realisation* »
- To assist the State representative in the Paris region in his mission of **preparing and coordinating the local** development contracts
- To conduct **planning or building operations**
- within the territory of the local development contracts
- within a 400 meters radius from the stations