Infrastructure as an Enabler of Sustainable Urban Development

Olivier Badard, SVP Asia-Middle East North Africa
RATP DEV – SUBSIDIARY OF RATP GROUP

Private company wholly-owned by RATP

- One of the largest urban public transport groups (60,000 employees, 6b USD turnover)
- Transport operator for the Greater Paris Region
  - 14 metro lines, including 2 driverless lines
  - 8 tramline routes
  - 2 regional express networks (RER)
  - 350 bus routes and 4,500 buses
- 14 million passenger journeys every day
RATP DEV – SUBSIDIARY OF RATP GROUP

- Designs, builds and operates transport networks for Paris and the Île-de-France region
- Engineering subsidiary: Designs and builds transport systems and infrastructures
- Services subsidiaries: Intelligent mobility services (ticketing system, passenger information, etc.), telecom, real estate, ad areas

1st regional express rail network in Europe
1st automatic high-traffic metro in the world (line 14, Paris)
1st automation of a traditional metro line without disrupting service (line 1, Paris)
RATP DEV AT A GLANCE

16,300 employees

12 tramline routes

5 metro lines

Operating in 14 countries

Over 8,000 buses and metro carriages

Over 110 subsidiaries worldwide

2 regional express networks

1.5 billion Trips
On our networks every year
A WORLDWIDE PRESENCE
Urban Regeneration as a way to finance infrastructures
Challenge

- Greater Paris Area
  - 1/5 of France total population
  - 1/4 of jobs
  - 2% of the national territory
  - > 1/4 of GDP
  - 25% of social housing stock

- A need for centrality for transport infrastructures

- Heavy pressure / scarcity of housing and land
A Smart Development Model

Rail and bus depots on valuable land to be upgraded

Regenerate the city AND finance the infrastructure upgrade

Integrated developments with infrastructure, housing, offices, schools, etc.
Example – Lagny Bus Depot

*Increased industrial capacity: + 50 buses added*
*30 000 sqm office space created*
*A high-school*
*A nursery*
*A school*

*Cost of Depot vs. Sale of « rights to construct »: Near equilibrium achieved – 90% coverage*
Example – Lagny Bus Depot
Example – Jourdan Bus Depot

* Increased industrial capacity: + 50 buses added
* Primary school (66 children)
* Kindergarten (33 places)
* Club for senior people
* Commercial spaces
* 650 new apartments
* 60 parking spaces

Cost of Depot vs. Sale of « rights to construct »: *Operation with a surplus – 116% coverage*
Example – Jourdan Bus Depot
Example – Vaugirard (Line 12) Metro Workshop

- 2,000 sqm of workshop
- 440 apartments (50% social) + 160 private apartments
- Nursery
- 2.3 hectares, 60% covered by plants

Cost of Depot vs. Sale of « rights to construct »: equilibrium achieved – 100% coverage
Example – Vaugirard (Line 12) Metro Workshop
Example – Boulogne (Line 9) Metro Workshop

80 apartments for students and young workers

Cost of Depot vs. Sale of « rights to construct »: Contribution only, given the small size of the operation – 20% Coverage
Example – Boulogne (Line 9) Metro Workshop
Infrastructure as an Enabler of Sustainable Urban Development

Thank you