



GRAND PARIS EXPRESS

Crossing scales

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Société des Grands Projets**

OVERVIEW OF THE PROJECT

BENEFITS

GOVERNANCE

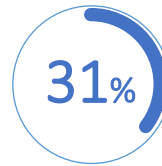
ECOLOGY AND INNOVATION

DESIGN AND URBAN DEVELOPMENT

DATAS : Common mobility solutions in France



of people in France use their personal car for their daily travel needs.



of greenhouse gas emissions in France come from the transportation sector.



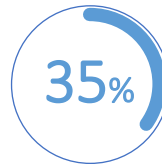
the distance of the average local trip, for all modes of transport.



of these emissions are caused by people traveling in their personal cars.



of short-distance trips are made with personal cars.



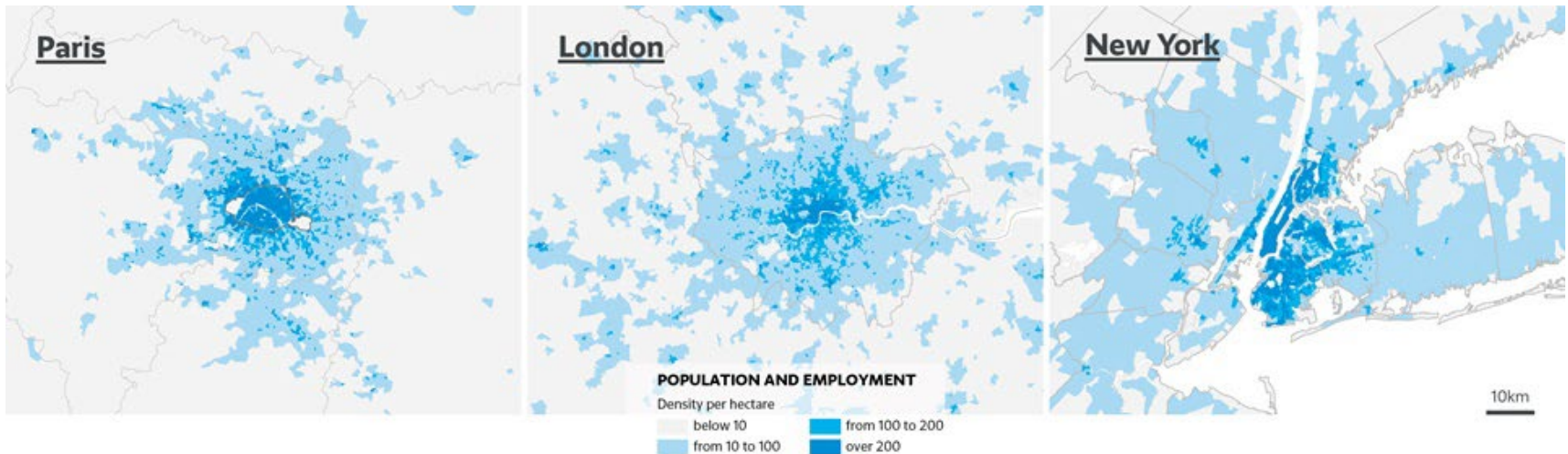
France's target, outlined in its national low-carbon strategy:

reduction in greenhouse gas emissions from the transportation sector by 2030.



of people in France use public transit for their daily travel needs.

A compact and dense city



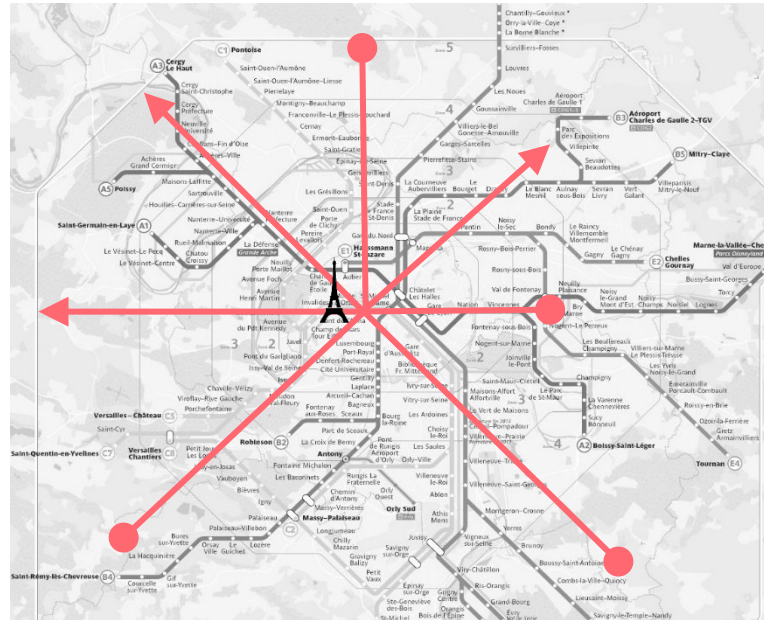
8 600 pop/km²
7 M pop / 861 km²

5 490 pop/km²
8,6 M pop / 1 600 km²

10 194 pop/km²
8,8 M pop / 778 km²

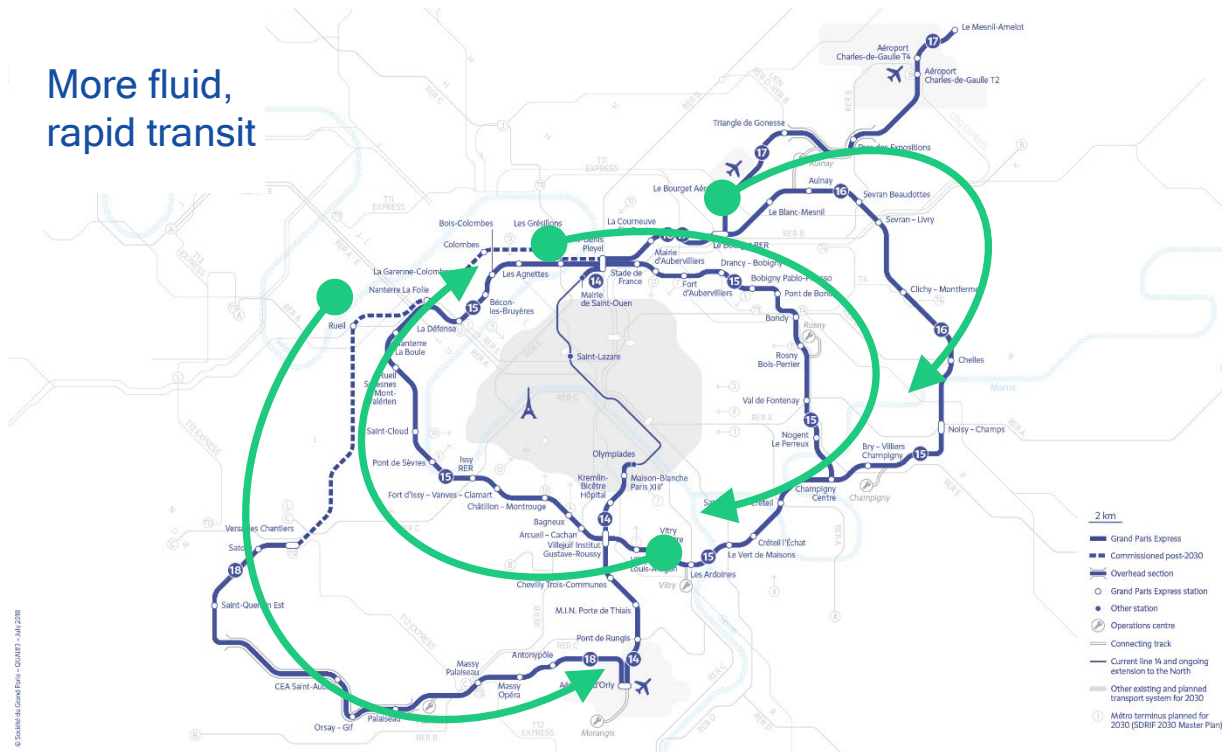
The transport network needs to be rounded out

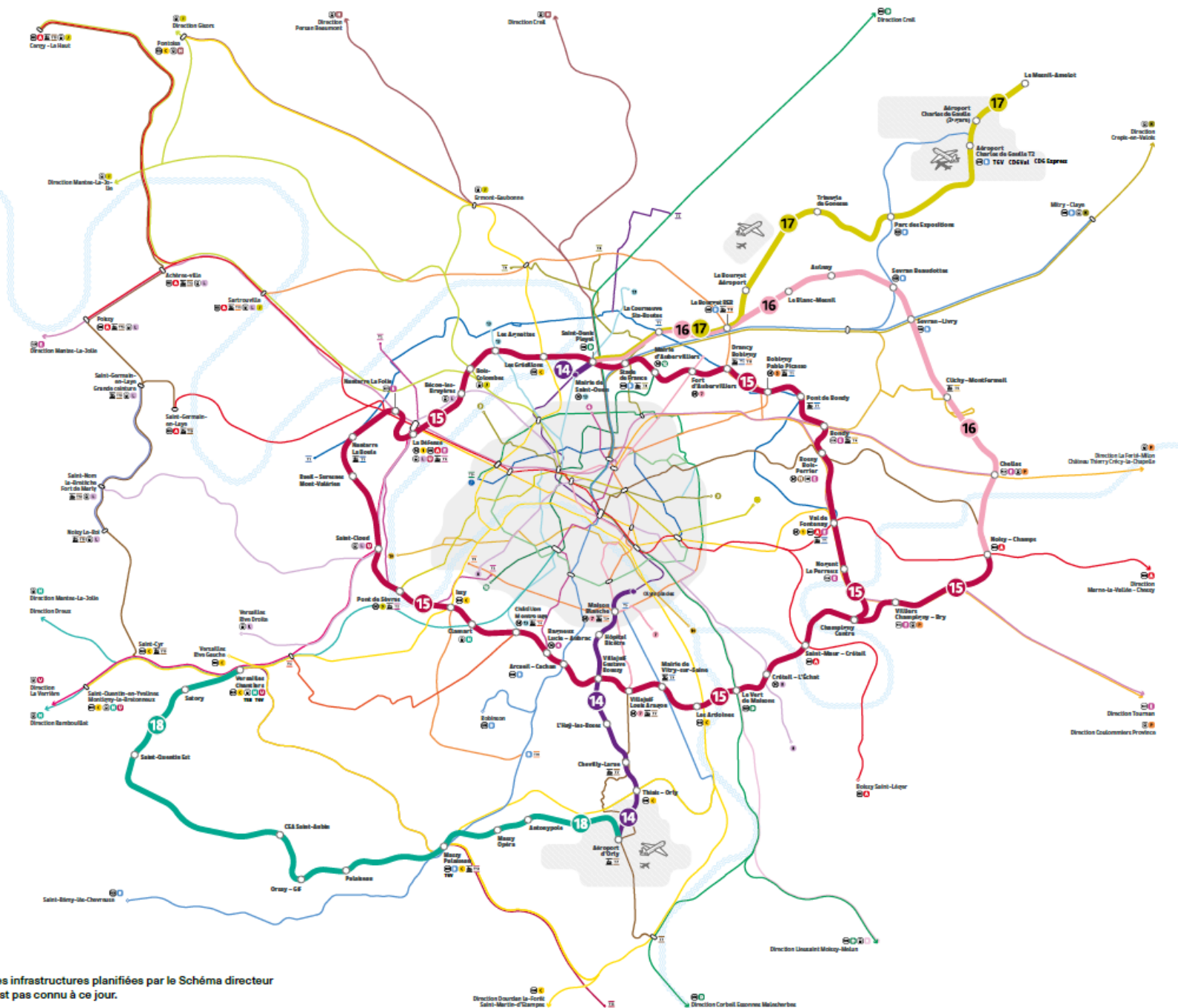
Travel
saturated by
having to go
through the
centre



The answer: build a ring route

More fluid,
rapid transit





A high-performance network

68
new stations

100%
automatic

Nearly 3 million
passengers per day

90%
underground network

1 train every
2 to 3 minutes

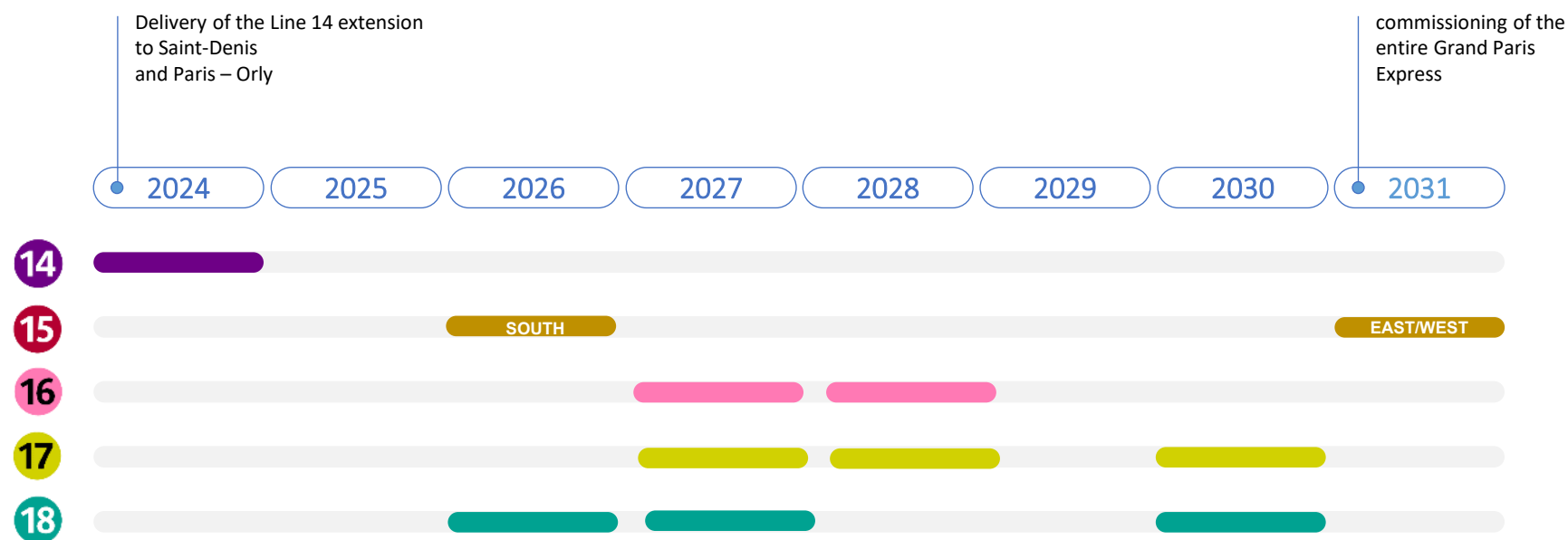


Traffic speeds ranging between
55 and 65 km/h on average

200 km of new lines added to the
existing 200 km of metro lines

100% accessible
for people with reduced mobility

Progressive deliveries between 2024 and 2031



105,7 km of tunnels already dug by 31 TBMs



OVERVIEW OF THE PROJECT

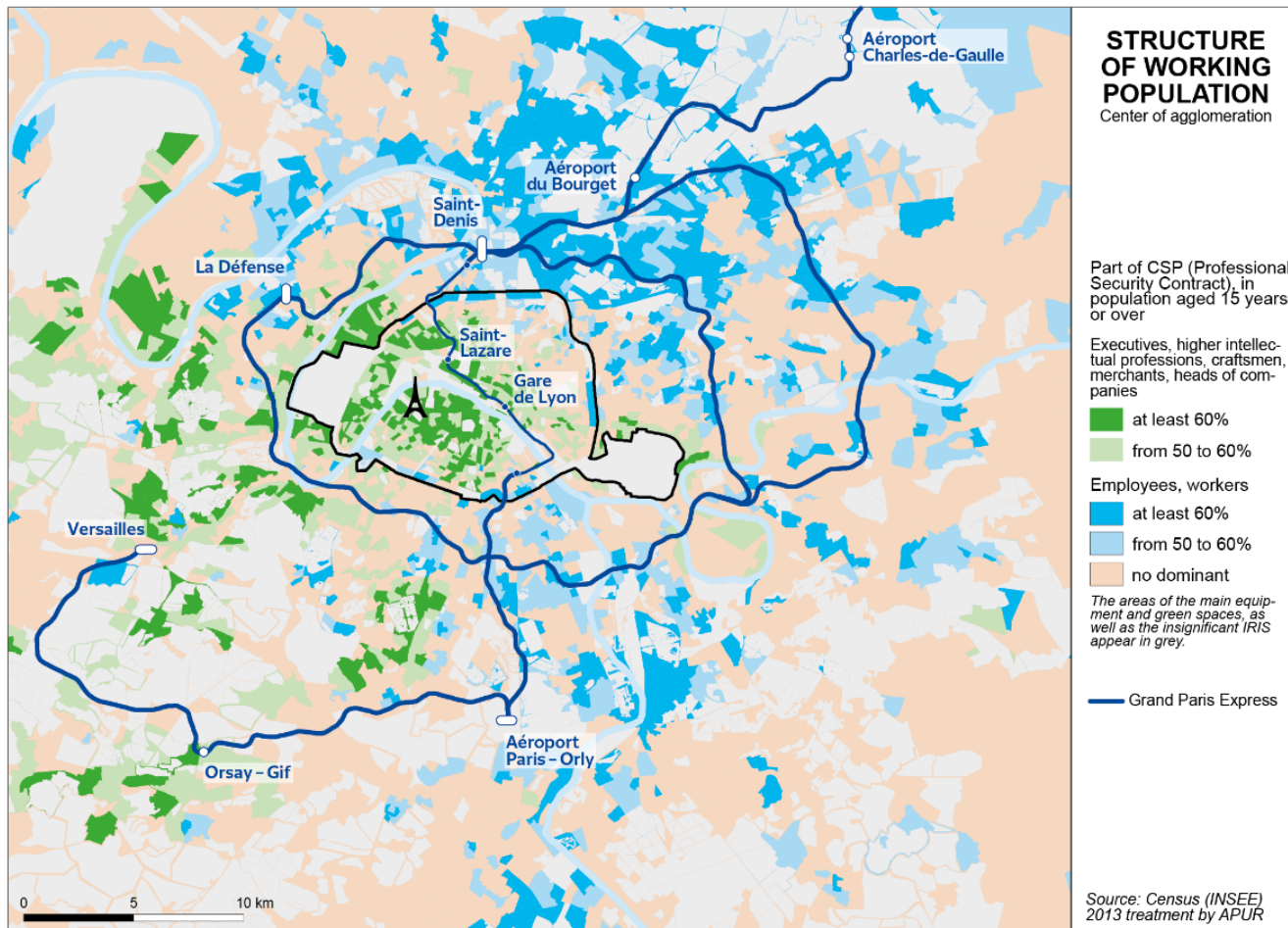
BENEFITS

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Strong and social division remains



Facilitating access to jobs, health and recreation

Within a 10 min walk from future stations:

- **130 universities and schools**
- **408 health facilities**
- **656 cultural sites**

Combating regional inequalities

- **42 stations** located within 800 m of one of the city's priority neighborhoods
- **30% of social and temporary housing** located in rail districts
- **New activities and jobs** located in rail districts
- **Service for cities** that are currently little or not accessible by public transit

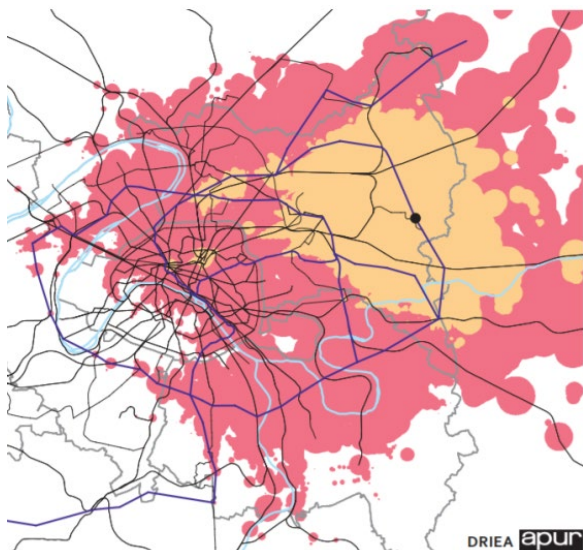
Overcoming environmental challenges

CO₂ emissions reduction of at least 14 million metric tons of CO₂ equivalent by 2050

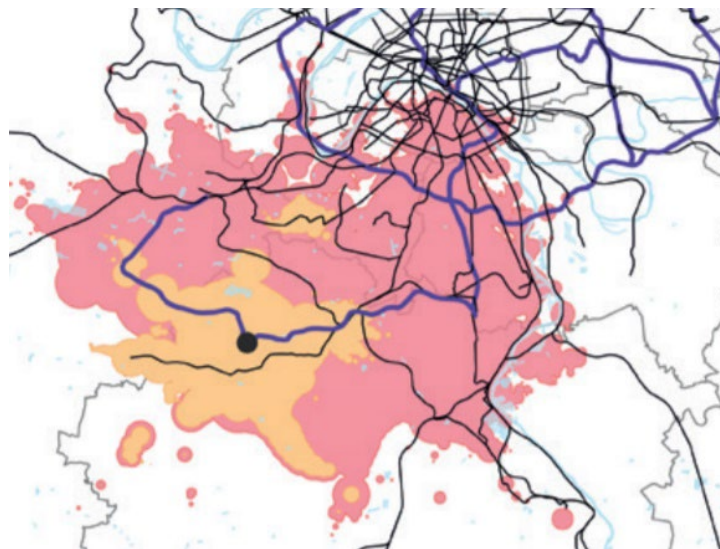
- **36%** by reducing car use
- **64%** by renovating rail districts

Accessibility improvement

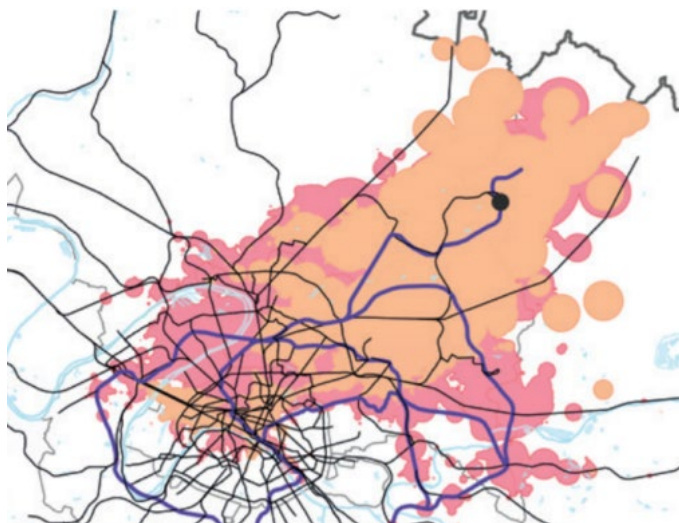
45 min 2013 (orange)/2030 (red)



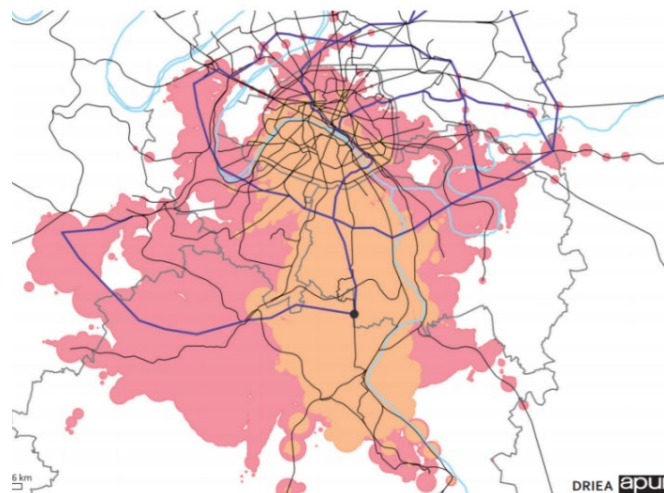
Clichy - Montfermeil



Moulon Campus



Aéroport Charles de Gaulle 2 TGV



Aéroport d'Orly

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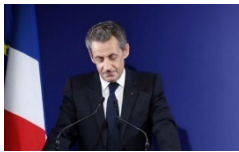
A project born from a political consensus



Key milestones

17 September 2007

President Sarkozy's inaugural speech on Grand Paris



3 June 2010

Law dedicated to the Greater Paris project and creation of the Société du Grand Paris



13 November 2017

President Macron visits Clichy-sous-Bois



22 February 2018

Decision-making and government support for the project



2010

Creation of a dedicated company



2015

Works launched



2017

Declaration of Public Utility covering the entire project



2018

The French government reaffirms its support for the project



2023

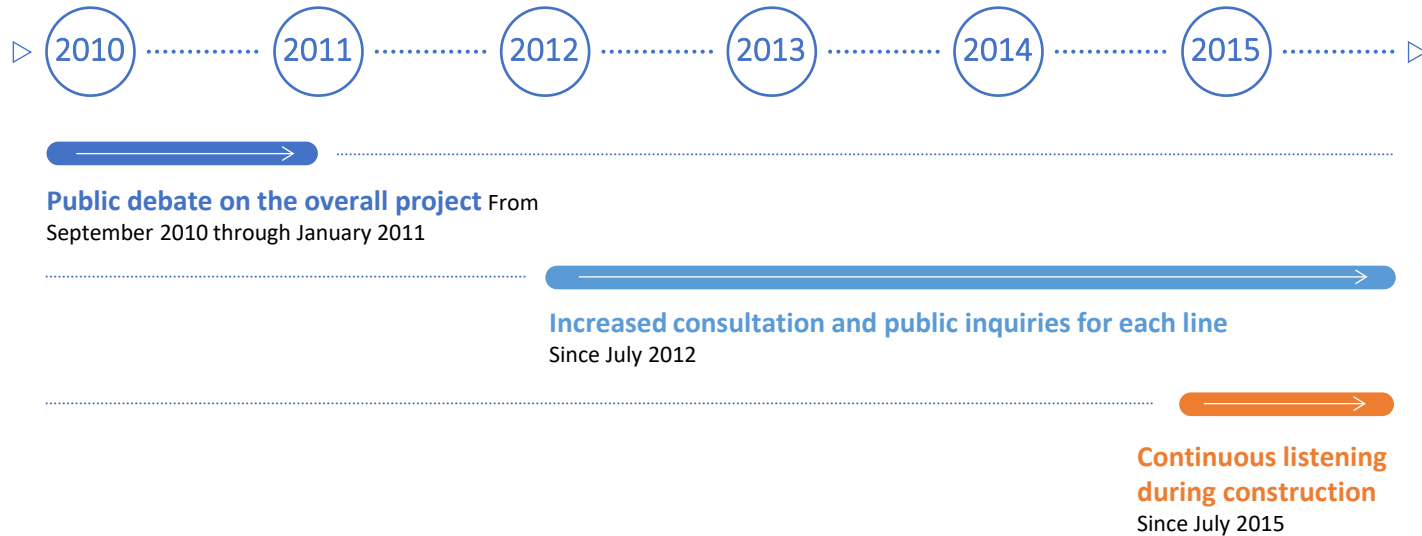
Transformation of the Société du Grand Paris into Société des Grands Projets



2024 >
2030

Gradual deliveries

Ongoing dialogue with local authorities, partners and inhabitants



A dedicated compagny

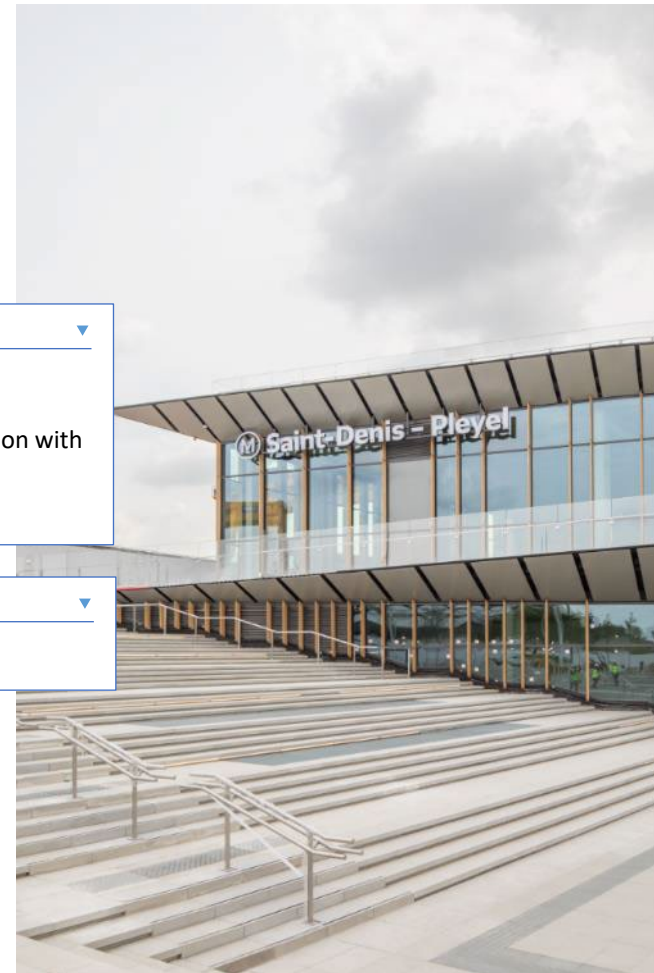
Design and build

construction of lines, structures, stations and facilities, acquisition of rolling stock on behalf of Île-de-France Mobilités, creation of interconnections with the existing network in coordination with SNCF Réseau and RATP

Conduct urban development and real estate projects

within rail districts in conjunction with stakeholders

Oversee financing



Organization



More than
1,000
employees



A **matrix organization** model that combines all business lines on one project platform



A regional transportation development **department** created to support SERM deployment

Long term financing

A financing model based on earmarked taxes in Paris region and long-term financing via the financial markets and institutions.



72%

of funding for the Grand Paris Express is already secured



Medium- to long-term bond issue program

100%^{green}



€28.2 billion

in bonds issued under a “Green EMTN” program

OVERVIEW OF THE PROJECT

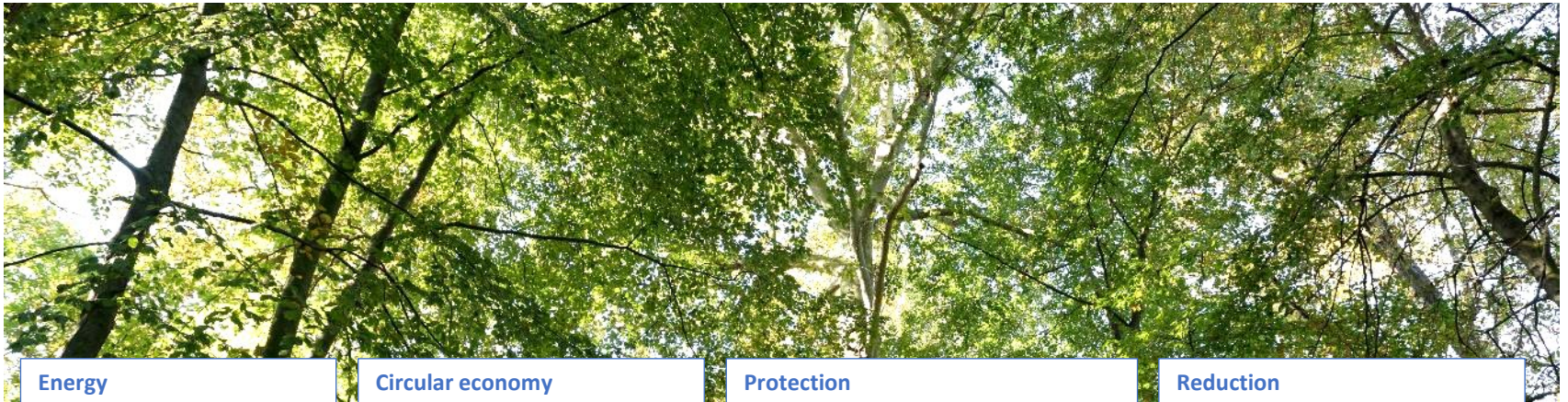
BENEFITS

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A strong environmental ambition during the construction work



Energy sobriety ▼

- Use of the most advanced technologies to limit transportation system's energy consumption

Circular economy for rubble ▼

- 70% of excavated materials are used
- Development of channels to create materials from rubble (bricks, ceramics, tiles, concrete, etc.)

Protection of natural environments ▼

- 100% of sites have received environmental specifications
- 20 ecological and forestry compensation sites in Paris Region.
- 30 years of ecological monitoring for compensation measures.

Reduction of CO₂ emissions ▼

- 90% of Grand Paris Express made with low-carbon concrete
- 16% of soil transported by barge or rail
- Since 2020, a 100% low-carbon concrete clause

Innovation for a sustainable project



Innovation is an integral part of every stage of the Grand Paris Express project, from design to commissioning

Working to serve the energy transition ▼

- Numerous innovative projects focused on sustainable design and construction: a tool for tracking excavated material and the use of fiber-reinforced concrete and ultra-low carbon concrete...

Fostering the emergence of innovative solutions ▼

- Encouraging companies to offer innovative solutions in our markets
- Innovation bonus
- Calls for innovative projects
- R&D programs, partnerships with universities, laboratories or other project managers

A space dedicated to innovation ▼

- La Fabrique du métro: full-scale testing of equipment, trials of innovative solutions and technologies

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Haussmann's project (1853); Eugène Hénard's scheme (1904); Chatelet-les-Halles RER subway station (1971).



W Wikipédia
Entrée de métro G...



L'art nouveau
Les édicules d'Hector Guimard



Vivre paris
Que reste t-il des édicules Guimard...



Le Cercle Guimard
Le métropolitain – Le Cercle Gui...



Visite Insolite Paris ...
L'édicule Guimard ...



Paris la douce
Paris : Entrées de métro Guimard...



L'art nouveau
Les édicules d'Hector Guimard



Un Jour de Plus à Paris
Les secrets décoratifs des bouches d...



Paris Unplugged -
Paris 16 - L'édicule Guimard de la Porte Da...



Le Cercle Guimard
Étude de la station A...



L'art nouveau
Les édicules d'Hector Guimard



Art Public Montréal
Entourage Guimar...



Le cahier de vie des CM2 - Overblog
Oeuvre artistique de la semaine : L'Art ...



Les yeux d'Argus - ...
Les bouches d'entr...



Paris ZigZag
Sur les traces d'Hector Guimard à Paris...



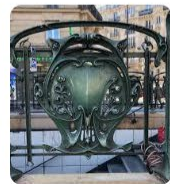
W Wikipédia
Fichier:Paris 16 - Edi...



Paris la douce
Paris : Entrées de métro Guimard,...



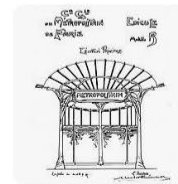
SityTrail
Monuments and architecture Edicu...



Un Jour de Plus à Paris
Les secrets décoratif...



Alamy
Édicules hi-res sto...



W Wikipédia
Entrée de métro Guima...



Jeeves & Vous
L'Art nouveau d'Hector Guimard à ...

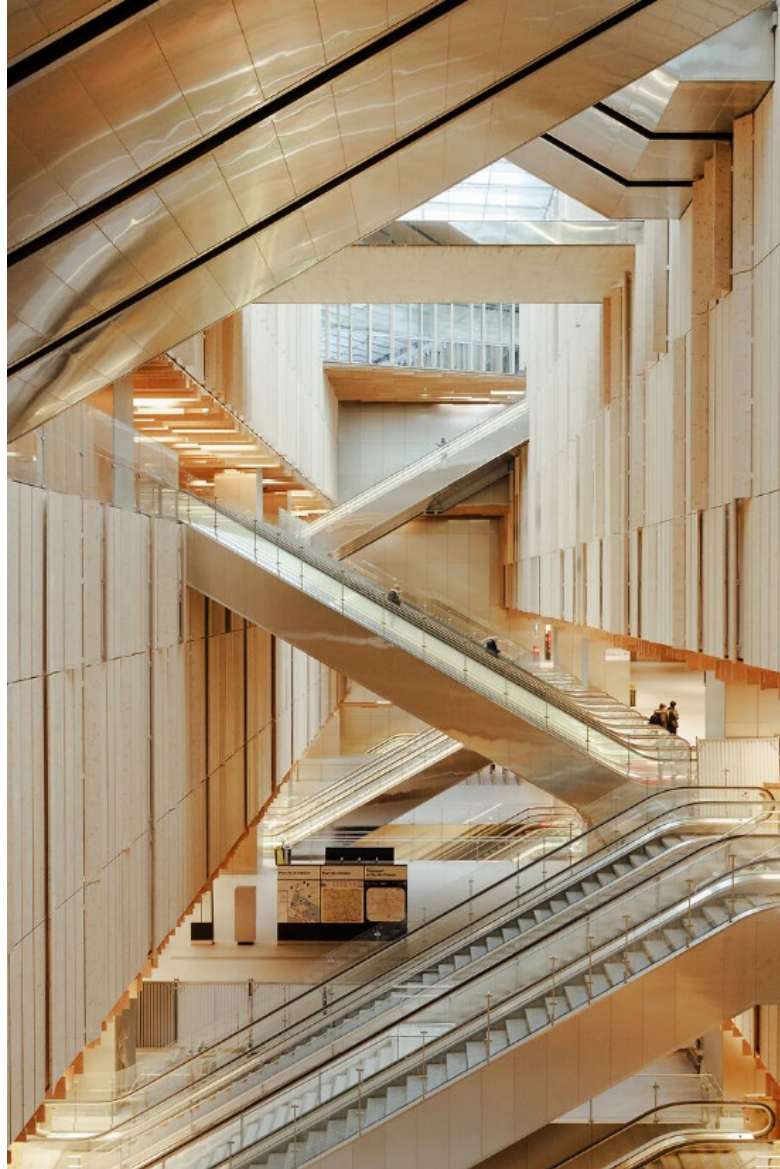


Loquis
Édicule Guimard , Paris Podcast - ...

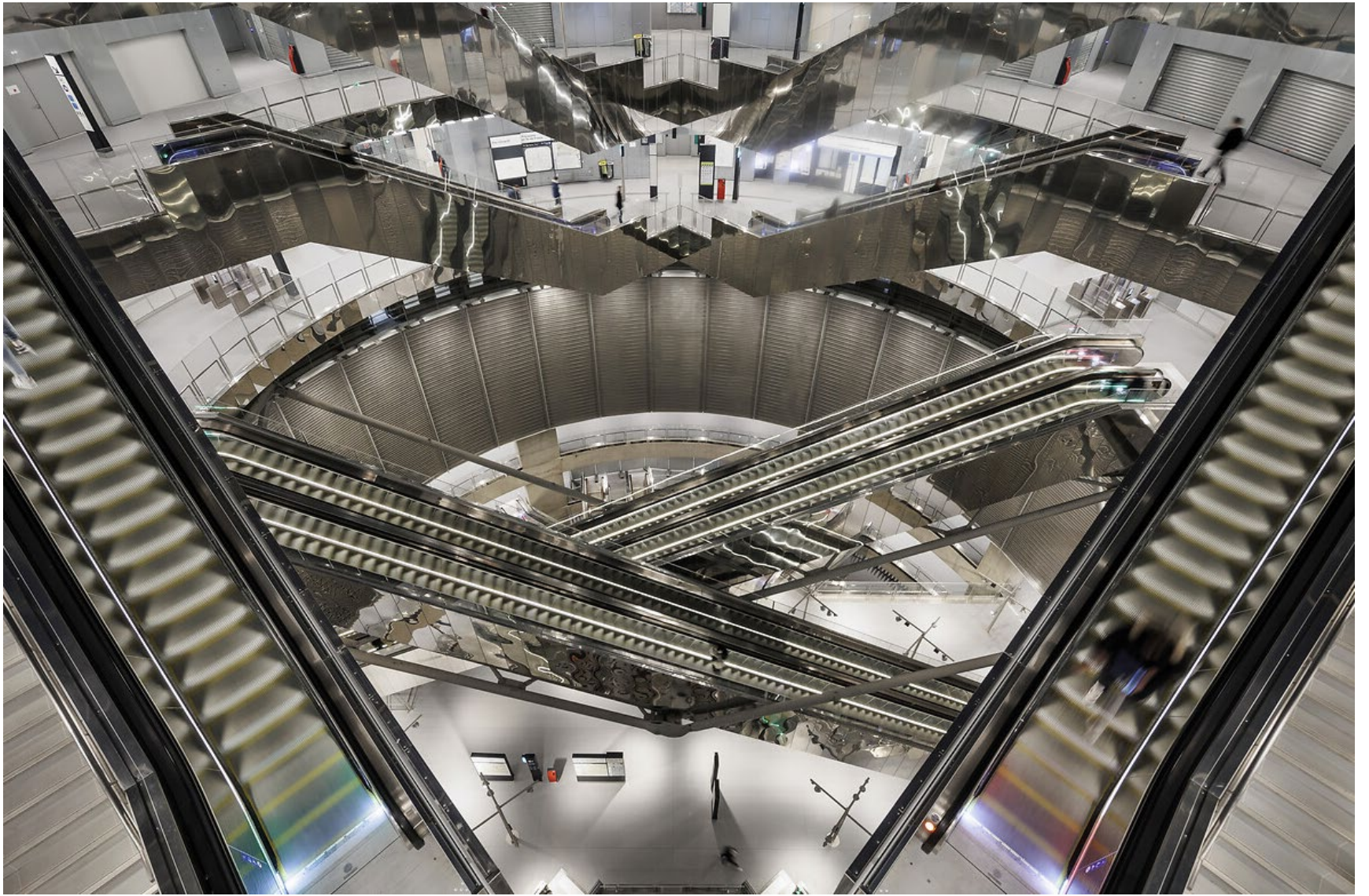


Vivre paris
Les édicules Guimard qui ont voyag...





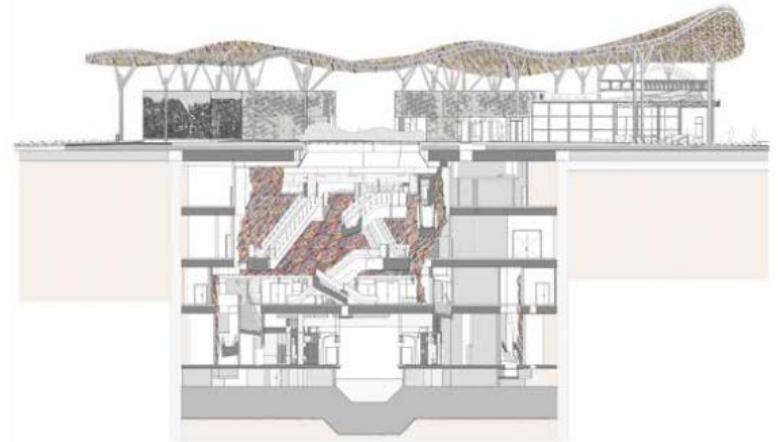




gare clachy - montfermeil



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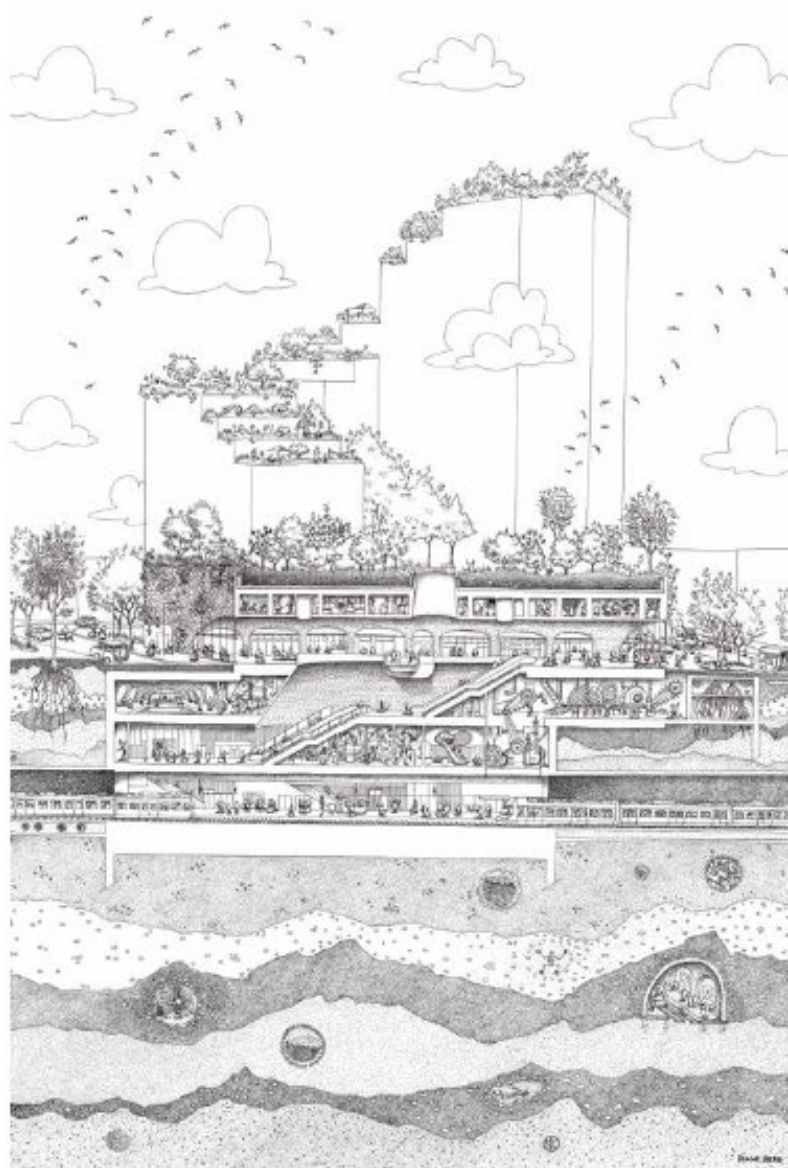
Gare La Courneuve Six-Routes



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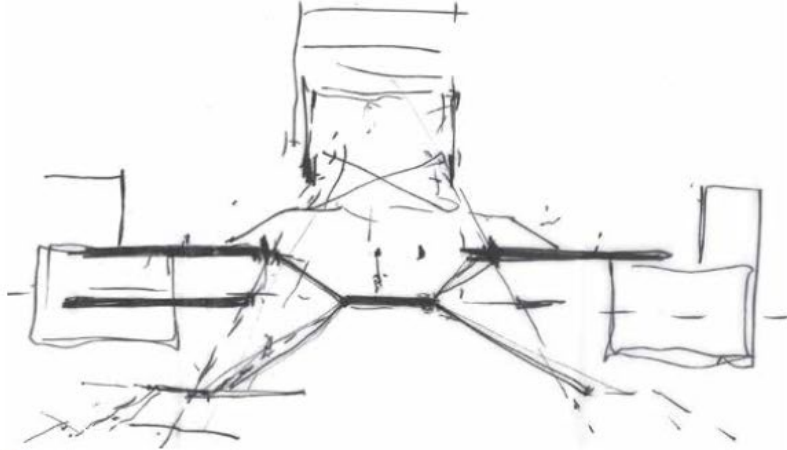
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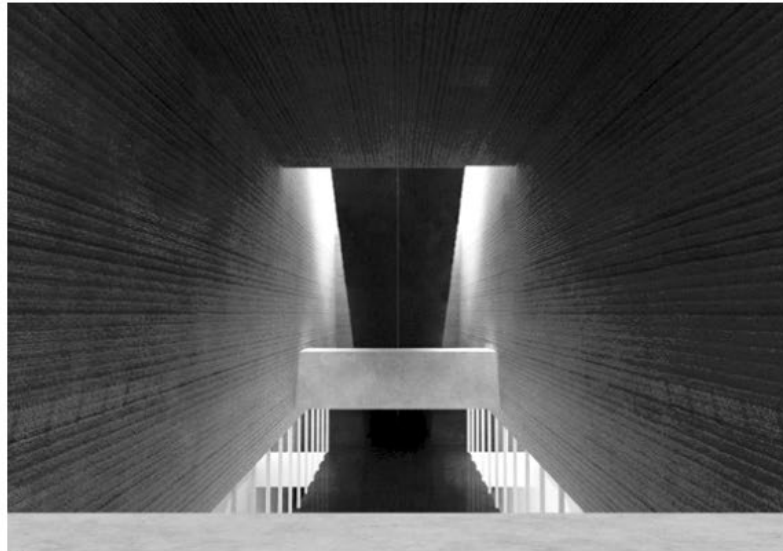
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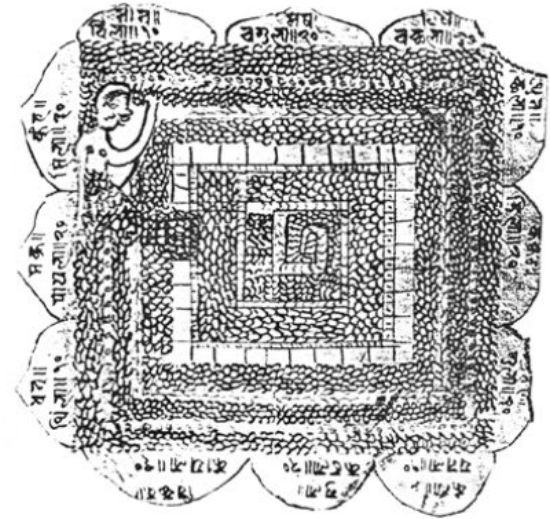
gare bagheni – lucie anbrac



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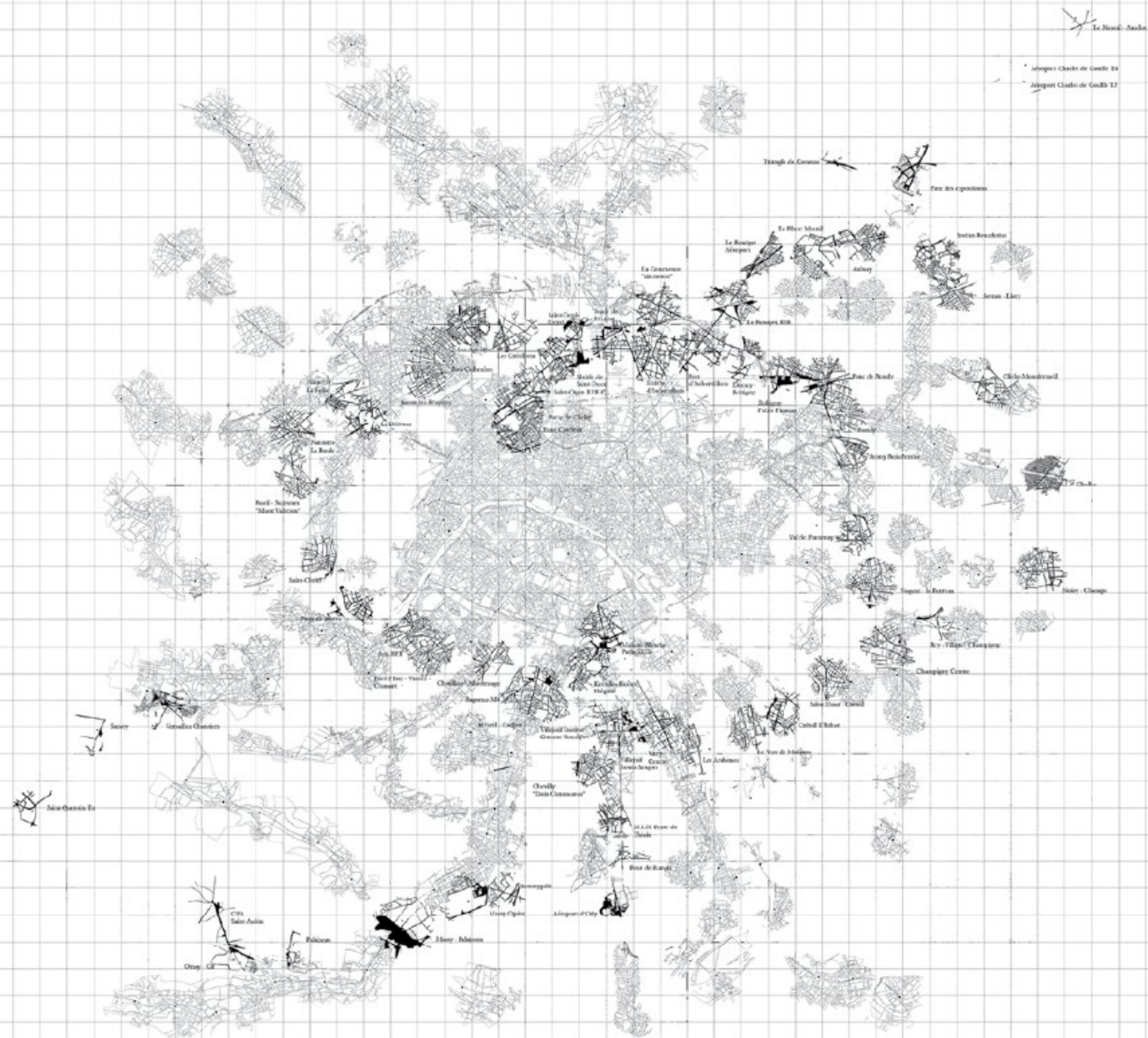
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**Promoting
comfort for
pedestrians**



**Make space
for trees!**



**Improve
connections
between
different
public
transport
modes**



**Imagining places
to live and meet**



La Courneuve station



Before



After



Crédits : L'œil mobile pour LA/BA architectes

Sevran Livry station

•



Before



After



