

Beat: Technology

## RATP GROUP Is A Global Leader in URBAN MOBILITY

### In 14 Countries, Across 4 Continents

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**USPA NEWS** - Present in 14 Countries, across Four Continents, the RATP Group is a Global Leader in Urban Mobility. On a Daily Basis, 61,000 Employees work Round-The-Clock to develop, operate, maintain and modernise Innovative Public Transport Systems, and to meet the Transport Needs of Travellers.

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They operate Daily Eight Means of Transport :

- \* Metro,
- \* Tram,
- \* Urban and Inter-Urban Buses,
- \* Regional Trains,
- \* Sightseeing,
- \* Maritime Shuttles,
- \* Cable Transport,
- \* Transport On Demand.

They are also Present, in Partnership, on the New Mobility Chain on Four Other Modes :

- \* Autonomous Shuttles,
- \* Electric Scooter,
- \* Carpooling,
- \* Car Sharing.

They export their Expertise across the Globe by Designing, Implementing and Overseeing the Day-To-Day Running of Mobility Solutions and Innovative Services.

RATP Group Today :

- \* 16 Million Journeys around the World Every Day.
- \* A World Player in the Transformation of Cities.
- \* They have developed a Unique Transversal Expertise in Operations, Maintenance and Engineering. Multimodal (Expertise in All Transport Modes)
- \* Strongly established in the Île-de-France Region : Historic Operator of the Paris Metro, they operate and maintain a Multi-Modal Network in the Île-de-France Region that ensures the Continuity, Quality, Performance and Security of over 3.3 Billion Journeys per year: 206 km of Lines and 302 Metro Stations, 117 km of Regional Train Lines (RER) and 66 Stations, plus a 105 km of Tram Network, 4,700 Buses, etc...
- \* The 2016-2020 Contract Plans to invest 8.5 Billion Euros in upgrading and developing the Network, which includes 4.2 Billion Euros of its Own Funds. Extension Work is currently under way on Four of 14 Metro Lines.
- ) Bus2025 Plan, together with the Support of Île-de-France Mobilités, aims to make Major Technological and Ecological Transformation by converting the Entire Fleet of 4,700 Buses to Low-Carbon Emission by 2025.
- ) Métro2030 Plan, the Metro is currently undergoing One of the Largest Upgrading Programmes since its Creation. Capitalising on

their Expertise, and as part of a Global Approach, each Line will be completely upgraded before 2030 to ensure that Paris becomes the City of Tomorrow.

\* Global Presence (from Riyadh, Saudi Arabia, to Metros in Seoul and Mumbai, and Trams in Tucson, Hong-Kong and Florence).

--- ) Urban Mobility : RATP operates and maintains the Paris regional network, one of the Densest Multimodal Networks in the World. RATP Dev operates and maintains Urban and Intercity Networks in France and Abroad. RATP Infrastructure Management of the Historic Network in Île-de-France.

\* RATP can rely on the expertise of RATP's Internal Engineering Department : Definition of the Requirement, Design Study, monitoring of the Execution and Acceptance of the Rolling Stock, Infrastructures and Urban Transport Systems, across All Modes.

\* Urban Services

--- ) RATP Travel Retail (formerly known as Promométro), Management and Deployment of Retail Spaces on the Transport Network in France and Conduction of Consultancy Work abroad.

--- ) RATP Connect (formerly known as Telcité), Deployment, Operations and Maintenance of a Fibre Optic Network.

--- ) RATP Real Estate (formerly known as SEDP), Real Estate Management and Engineering.

--- ) RATP Habitat (formerly known as Logis-Transports), Management and Construction of Social Housing in the Île-de-France Region.

--- ) RATP Cooperation Support for Developing Countries experiencing Significant Increases in City Populations.

--- ) RATP Smart Systems (formerly known as IXXI), Mobility Assistance Solutions in the Fields of Ticketing, Passenger Information and Operation Support Systems.

\* Investment Funds

--- ) RATP Capital Innovation : Investment Funds dedicated to SMEs, VSEs and Start-Ups, New Forms of Mobility Players and Smart City Occupations.

\* Sponsorship

Supports General Interest Projects in the Heart of the Group's Operational Regions, in France and abroad.

Overseen by an EPIC (Industrial and Commercial Public Undertaking), RATP is a State-Funded Public Corporation. The Board of Directors is governed by the So-Called "Three-Thirds Rule"<sup>[2]</sup>: a Third of its Representatives must be from the French State, a Third must be Employee Representatives, and the Remaining Third must be "Qualified People"<sup>[2]</sup>

RATP owns the Île-de-France Infrastructure Networks that it operates (Metro, Tram and RER Suburban Lines). It is responsible for managing and ensuring the Safety of these Networks and also keeping them in Good Condition. The Rolling stock (Buses, Metro, RER Suburban Lines and Tram) is owned by Île-de-France Mobilités.

RATP operates its Historical Networks in the Île-de-France Region as part of a Contract with Île-de-France Mobilités, the Organising Authority for Public Transport in the Paris Île-de-France Region. The ARAF (French Rail Regulatory Body) ILw of 3 November 2009 on the Organisation and Regulation of Rail Transport reformed the RATP's Legal and Economic Model for the first time since 1948. This Law (article 5) has adapted the Passenger Transport Regulations for the Île-de-France Region to the European OSP regulations regarding the Opening to Competition of Passenger Transport in 2009 .

The Public Transport Market in the Île-de-France Region is now open to Competition. Île-de-France Mobilités must ensure Competition between Île-de-France Operators for all New Services. For all Existing Networks, a Transition Period has been planned :

\* 15 years for the Bus Network

\* 20 years for the Tram Network

\* 30 years for the Metro and the RER Suburban Lines Networks.

Source : Media Day RATP Group : Moving Towards A Better City  
RATP Headquarters in PARIS on October 19, 2018

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