



➤ **Call for competition of
metro lines 15, 16, 17
and 18 of the Grand
Paris Express (GPE)**

**Information day on
June 13, 2019**

REPORT

1. SUMMARY OF THE DAY

The Information Day for Operators organized on 13 June 2019 in Paris by Île-de-France Mobilités to discuss the competitive bidding process for the future lines 15, 16, 17 and 18 of the Grand Paris Express brought together around ten French and foreign transport operators.

The operators met in the presence of RATP Infrastructure, designated as the technical infrastructure manager by the “Grand Paris” law ; the Société du Grand Paris, responsible body for the design and construction of the network and owner of the infrastructure ; and the State “Direction générale des infrastructures des transports et de la mer (DGITM)”.

The morning continued with a visit of the “Fabrique du métro”, organized by the Société du Grand Paris, which shared with the operators the progress of the work and technical information on the organization of lines 15, 16, 17 and 18.

The presentations made during the day can be downloaded from the IDFM website.

<https://www.iledefrance-mobilites.fr/les-projets/grand-paris-express-la-journee-information-aux-operateurs-sest-tenue-le-13-juin/>

2. MAIN THEMES ADDRESSED DURING THE QUESTION-AND-ANSWER SESSIONS

The Q&A session highlighted several themes for reflection.

- Operating period

Some expressed the wish that the transport operator should benefit, in the event of a construction delay, from a fixed period of operation.

- ⇒ The draft public service contract will detail how the duration of the contract will be determined. It will have to consider the risk of a delay in the worksite. To date, IDFM took as a working hypothesis a fixed minimum operating period (see slide 38 of the presentation of Île-de-France Mobilités).

- Role of the transport operator and limit of liabilities

Several questions were raised about the scope of the missions that will be entrusted to the operator, in particular:

- ✓ Pre-operating phase (tests and acceptance of works):
 - ⇒ The operator will have usual pre-operating missions. The acceptance of the works is the sole responsibility of the SGP. Yet, IDFM and its partners are willing to associate the operator to the maintenance/operability tests during the pre-operating phase.
 - ⇒ The interface agreement will provide for a mechanism enabling the operator to make remarks prior to the acceptance of the works and the transfer of technical management.

The transport operator will be responsible for the management of the Operational Test Phase. All pre-operating missions will be remunerated via the public service contract.

⇒ To date, IDFM took as a working hypothesis a 2-year pre-operating phase prior to the commissioning of the first section of the line (for each contract).

✓ Stations (role of station manager, maintenance of station equipment, development of stations):

⇒ The operator will be the station manager and will therefore be responsible for obtaining the authorization to open to the public

⇒ The maintenance of station equipment and the valorization of stations (management of shops and advertising) are subject of discussions in Parliament (so-called “LOM” law on mobility).

⇒ As a rule, the operator will not be in charge of managing related intermodal facilities for car parks/cars.

⇒ In the case of a single facility receiving public (“ERP”) on a connecting station, the station manager will be appointed on a case-by-case basis. For the first contract to be awarded by IDFM (the contract for lines 16 and 17), only the Saint-Denis-Pleyel station is concerned by this issue. The operator will manage the single facility receiving public.

✓ Rolling stock (terms of association between transport operator/rolling stock supplier) :

⇒ Alstom is the holder of the contract for the design and supply of rolling stock for lines 15/16/17 (GO5.1), awarded by SGP; IDF-M will become the owner of the trains as they are received.

⇒ The division of maintenance tasks between Alstom and the transport operators will be as follows:

		GO5.1 Rolling Stock for Passengers	GO2 B On-board equipment	GO4 On-board Automatic Train Operation (ATO) equipment	GO5.3 Industrial equipment related to RSP ¹ in MSS ²
FDX60-000	Level 1	Operator	Operator	Operator	Operator
	Level 2	Operator	Operator	Operator	Operator
	Level 3	Operator	Operator	Operator	Operator
	Level 4	Supplier	Supplier	Supplier	Supplier

¹ Rolling Stock for Passengers

² Maintenance and Storage Site

		GO5.1 Rolling Stock for Passengers	GO2 B On-board equipment	GO4 On-board Automatic Train Operation (ATO) equipment	GO5.3 Industrial equipment related to RSP ¹ in MSS ²
Standard	Level 5	Supplier	Supplier	Supplier	Supplier

- ✓ With the technical infrastructure manager (in stations, on-board automation, MSS - articulation of infrastructure manager's KPI and operator's KPI)
- ⇒ Operational protocols governing the operating procedures in interfaces, are to be concluded during the pre-operating period between RATP Infrastructures, the operators and, where applicable, the SGP. A list of guiding principles and their application's modalities will be set out in the interface agreement.
- ⇒ On-board automatism: the law attributed the responsibility of software and ground-based automatism to RATP Infrastructures, while on-board automatism is the responsibility of transport operators (see decree of 8 February 2019). The responsibilities of the principal and associated maintainers with regard to this point are subject to further discussions between the actors of the GPE, within the framework of the interface agreement.
- ⇒ KPI: public service contracts will set performance targets. A procedure for sharing responsibilities between the infrastructure manager and operators is still to be defined.
- ⇒ RATP infrastructures will be responsible for the maintenance of structural works, the covered enclosure of the MSS, CCR and stations.

- Remuneration mechanism for the transport operator

Questions were raised about IDFM's will to provide a variable part of the remuneration linked to attendance.

- ⇒ The operator will have to manage the sale of tickets in stations. Income from the sale of tickets will be refunded to IDFM. In return, the operator will receive a remuneration, which will depend on the number of ticket validations, among other variables. The pricing policy is the sole responsibility of IDFM acting as the Public Transport Authority. The transport operator will therefore have no room for maneuver on pricing policy.
- ⇒ The operator will have full flexibility to implement its offering services' policy in stations, as well as its transport offer. He will be partly remunerated for achieving performance objectives that measure the quality of service and the achievement of his transportation offer.
- ⇒ Communication with users will be managed by the operator, but must comply with an IDFM charter.

- Organization of the bidding procedure

Several questions were asked about the organization of the bidding procedure (pre-qualification criteria, number of rounds of bids, criteria for choosing the best offer, possibility of applying for all procedures, etc.)

⇒ These points will be detailed in the notice tender or the tender documentation.

It will be possible to apply for all procedures.

IDFM is planning to organize a phase enabling bidders to comment on the tender documentation (the number of rounds of bids has not yet been determined).

- Matters of understanding

IDFM answered the questions of understanding about the project and recalled in particular the following points:

- ⇒ The Network Technical Referential will make it possible to gather the data that will describe the network at a given time T. That data will enable any operator or maintainer to take over the infrastructures and to set up his operational scheme, his maintenance programme and his industrial knowledge to operate or maintain the network;
- ⇒ The rolling stock is of the "BOA" type.