

PRESS RELEASE

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Paris-Bercy coach station: the French Transport Regulatory Authority (ART) publishes its study on the needs of the sector, scenarios for accommodating coaches and their consequences

The French Transport Regulatory Authority (ART) publishes its study to identify solutions for accommodating long-distance coaches in the Île-de-France region, following the announcement by the City of Paris of its intention to close the Bercy-Seine coach station. Carried out in close collaboration with stakeholders, the study identifies the sector's needs, presents alternative scenarios and carries out analyses to inform public decision-making. It identifies two accommodating strategies involving the Pershing-Porte Maillot, Douaumont, Rosny-Bois-Perrier and Saint-Denis Pleyel sites. It is now up to the public authorities, in conjunction with the site owners, to build a viable solution that meets the needs of users and ensures the long-term future of long-distance coach services in the Île-de-France region.

ALTERNATIVE INFRASTRUCTURES MUST MEET CRITERIA OF GEOGRAPHIC LOCATION, QUALITY OF SERVICE AND CAPACITY

With 4.7 million passengers using the Bercy coach station in 2023, it is essential to find a solution for these passengers in the event of closure of this infrastructure, as the City of Paris announced its intention to do last September.

In order to accommodate long-distance coach passengers in the best possible conditions, the infrastructures will have to meet at least the following three criteria:

- **Bercy station must be transferred to a limited number of stations**, which must be either central or directly connected to the center of the Paris conurbation;
- **Service quality levels must be in line with international standards**, including covered, well-maintained and secured waiting areas, in-station information and ticket sales;
- **The station must have sufficient capacity** (at least 35 platforms in the short term, 45 platforms in the long term). It must also feature coach storage areas.

Finally, to enable operators to organize their new transport plans, the choice of transfer sites must be agreed at least one year in advance.

TWO ACCOMODATION STRATEGIES COULD BE CONSIDERED

The Pershing station, located at Porte Maillot, would appear to be a suitable site for accommodating some of the long-distance coach traffic currently serving the Bercy station. However, investment is still required to make the necessary improvements. Ultimately, the station could have a capacity of 20 platforms.

To accommodate the remaining traffic, two strategies are possible:

- **Firstly, to transfer traffic to the Douaumont parking lot, and secondly to a new station at Saint-Denis Pleyel, on a permanent basis.** Several conditions need to be met to make this strategy operational. In particular, it is necessary that the Paris police prefecture authorizes the use of the Douaumont parking lot to accommodate the public, and that the creation of a coach station at Saint-Denis Pleyel is formalized.
- **Redirect the remaining traffic to a new station to be set up at Rosny Bois-Perrier, near the Rosny 2 commercial center,** close to the RER E station, the line 11 and the future line 15 of the metropolitan network. The site would offer high-quality facilities.

IT IS NECESSARY TO ENGAGE A REFLECTION ON COACH STATION GOVERNANCE

To make useful the alternative solutions identified in the study of ART, it is essential to establish an effective local governance. In any case, it seems essential that the City of Paris, the Metropolis, Île-de-France Mobilités and the French State address this matter, in conjunction with the public structures in charge of development and the owners of the sites identified, given its importance for the long-term future of the market for freely organized long-distance coach services.

In any case, a broader reflection on the legal framework applicable to coach stations should be undertaken, in order to create the conditions for this governance. ART is ready to contribute to this work, with a view to ensuring ever more effective regulation, in the service of the development of sustainable mobility.

For further details (in French):

- [The study « The accommodation of freely organized coach services in Île-de-France »](#)

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About the French Transport Regulatory Authority (ART)

Since 2010, the French railway sector has had an independent authority to accompany its gradual opening to competition: the Autorité de régulation des activités ferroviaires (Araf). Law 2015-990 of 6 August 2015 on growth, activity and equal economic opportunity extended the regulator's powers to road activities - coach transport and motorways. On 15 October 2015, Araf became the Autorité de régulation des activités ferroviaires et routières (Arafer), with the mission to contribute to the proper functioning of public service and competitive activities for the benefit of rail and road transport customers.

With competence for the regulation of airport charges since 1 October 2019, Arafer became the Transport Regulatory Authority (ART) on that date. Lastly, Law No. 2019-1428 of 24 December 2019 -mobility act- extended ART's powers and missions to

the opening up of mobility and ticketing data, as well as to the regulation of infrastructure manager activities and security activities carried out by RATP in Île-de-France. Its opinions and decisions are adopted by a college of five independent members chosen for their economic, legal or technical skills in the field of digital services or transport, or for their expertise in competition matters. It is chaired since 29 December 2023 by Thierry Guimbaud.