Autorité de Régulation des Transports

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The French Transport Regulatory Authority (ART) approves the 2025-2029 remuneration paid to RATP by Île-de-France Mobilités for managing the Metro and RER networks

The French Transport Regulatory Authority (ART) today publishes its opinion on the remuneration paid by Île-de-France Mobilités (IdFM) to RATP for its role as infrastructure manager of the Metro network and the RER (A and B sections) for the 2025-2029 period. ART approves the remuneration trajectory negotiated between IdFM and RATP, amounting to nearly €5 billion over five years, while notably calling for a substantial strengthening of performance monitoring and financial transparency, as well as greater anticipation of issues related to the opening up of operations to competition.

ART ISSUES ITS SECOND OPINION ON RATP'S REMUNERATION FOR MANAGING THE METRO-RER NETWORK

RATP is the infrastructure manager of the Paris Metro network (Lines 1 to 14) and parts of RER Lines A and B. In practical terms, this means it is responsible for the maintenance, renewal, safety and availability of the network (tracks, stations, equipment, signalling, etc.), in order to enable train operations and ensure continuity of service for passengers.

The remuneration paid by IdFM to RATP for these duties is governed by a regulatory framework entrusted to the regulator. The latter issues a binding opinion, which determines the entry into force of the agreed financial trajectory. Following a first opinion delivered for the 2021-2024 period (Opinion No.2021-039 of 29 July 2021), ART is therefore issuing its second opinion on RATP's remuneration as infrastructure manager of the Metro and RER network.

ART approves RATP's remuneration trajectory for the 2025-2029 period, amounting to approximately €5 billion. This covers both the daily operation of the network and an investment programme of nearly €1 billion per year to modernise, secure and adapt the Metro and RER. The trajectory notably includes for a reduction in operating costs of around 5% in constant euros over the period and a productivity target of 1.2% per year, while asset-related remuneration increases to support the investment effort (an average annual rise of 25% over the duration of the agreement).

WHILE ART APPROVES THIS REMUNERATION, IT PARTICULARLY CALLS FOR IMPROVED PERFORMANCE AND GREATER FINANCIAL TRANSPARENCY

Beyond approving the remuneration trajectory, ART emphasises that the 2025-2029 period must represent an opportunity to strengthen, on a lasting basis, the governance of the Metro and RER network infrastructure. It therefore calls on RATP and IdFM to anticipate forthcoming stages more effectively and to begin preparing now a clearer and more robust framework for the next multi-year agreement. In this respect, ART welcomes the commitment made by the parties to draw up, by June 2026, a roadmap for the implementation, from 2030 onwards, of a specific agreement dedicated to the infrastructure manager, based on more precise and transparent management tools.

ART also emphasises the need to strengthen the monitoring of infrastructure performance and service quality. It calls on RATP to provide fuller and more reliable information, both financial and technical, and to adopt clearer indicators for measuring infrastructure performance. In the longer term, these tools should enable to introduce financial incentive mechanisms, in order to better link the infrastructure manager's remuneration to the results achieved in the operation of the Metro and the RER, for the benefit of passengers.

A TRUSTED THIRD PARTY SUPPORTING EFFICIENT MANAGEMENT AND FAIR COMPETITION

The opinion issued by ART forms part of the broader framework established by the law on the orientation of mobility (known as "LOM"), which entrusts the regulator with the role of independent trusted third party in overseeing activities carried out under monopoly conditions on the guided public transport network in the Île-de-France region and in progressively preparing the network for opening up to different operators. In practical terms, ART acts across three main areas: it approves the remuneration of RATP for managing the historic Metro and RER network, it regulates the remuneration for the technical management of the *Grand Paris* public transport network, and it approves the tariffs for security services provided under monopoly conditions, in order to ensure that these essential activities are managed in a balanced, transparent and efficient manner.

The objective is to guarantee the efficient, transparent and financially sustainable management of infrastructure, for the benefit of Île-de-France Mobilités, future operators and, ultimately, users of the public transport service.

Read ART's opinion n°2025-099 (in French)

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 the 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.