

Paris
transport
and travel

Report 2015



L'OBSERVATOIRE
DES DEPLACEMENTS

A PARIS





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The Observatoire (Paris transport monitoring center) is coordinated by Paris City Hall in liaison with Paris Police Headquarters, the INSEE (national statistic agency), the Direction régionale et interdépartementale de l'Équipement et de l'Aménagement (Regional department foramenities), the Syndicat des transports d'Île-de-France (regional transport authority), the Île-de-France regional council, the Paris Chamber of Commerce and Industry, the RATP (Paris city transport authority), the SNCF (French national railway company) AIRPARIF, The Port Autonome de Paris (Paris Port Authority) and the Paris Tourist board and Convention Office.



Key events in 2015

Journeys

- **Works:** The works at place Gabriel Péri were completed (27 February); the works on the layout of rue Saint-Lazare were completed on 4 June; Works began on avenue de la Porte d'Ivry, in the Joseph Bedier Concerted planning zone – Porte d'Ivry (3 August); Completion of layout works for the surrounding area of the Halle Secrétan (18 September); Works completed for the surrounding area of the Parc des Princes (2 October); Inauguration of place de la laïcité (9 December); Inauguration of rue Césaria Évora (11 December).
- **Improvement and reinforcement of public transport services:** Inauguration of the first "intelligent" shelter for public transport users at place de la Bastille, followed by rollout of 2000 shelters (23 March); Implementation of the Navigo unique transport pass for a price of €70 (1 September); opening of the RER E "ÉOLE" Rosa Parks station and reinforcement of the 5 bus lines serving the new train station (13 December).
- **Ecological transportation:** Inauguration of the first electric fast-recharging stations at partner filling stations on the outer ringroad at porte de Vincennes; creation of a contraflow cyclepath on rue Bobillot between place d'Italie and rue de la Butte aux Cailles (October), creation of a two-way cycle lane on boulevard de Picpus between square Courteline and boulevard de Reuilly (September), creation of a two-way cycle lane on boulevard de Reuilly between place Félix Éboué and boulevard de Bercy (September), creation of a two-way cycleway on quai François Mauriac between boulevard Vincent Auriol and rue Neuve Tolbiac (November); Widespread implementation of the "Give way to cyclists at all Parisian junctions" scheme (28 August); Inauguration of the Shared Vehicle Service "SVP" (5 November); Creation of a joint association called "Syndicat d'Études Vélib' Métropole" (14, 15 and 16 December).
- **Car traffic:** Provisional closure of the tunnel de l'Étoile (16 March to 13 October); Laying of a tarmac based anti-noise surface on the boulevard Périphérique between porte d'Ivry and porte de Choisy and to the areas surrounding the porte de Gentilly (9 June); definitive closure to traffic flowing North – South in the tunnel des Halles (1 November).
- **Events:** 14th edition of the "Paris Plage" programme (from 20 July to 16 August); Car-Free Paris day (27 September); European Mobility Week (from 16 to 22 September).

Parking

- Modification of the surface parking rules: removal of free parking on Saturdays and during the month of August, extension of paid parking period up to 8.00 pm, price increase and development of 2 pricing zones instead of 3, increase in parking fees for coaches (1 January).
- Creation of a new low-emissions parking card (March).
- Modification of the parking methods for professionals working in Paris (15 April and 1 May).
- Extension to all Parisian arrondissements of Smartphone P Mobile parking payment for visitors, residents or professionals (1 July).
- Creation of quarter-hourly billing in partner car parks (1 July).

Safety

- Organisation of several events for the Parisian public on the dangers of blind spots in large vehicles.
- Continuation of the activities of the working group "City of Paris – Police Prefecture – RATP" for dealing with the sites with the highest accident rates in Paris : 4 sites studied in 2015.

Regulations

- Vote by the Paris City Council for assistance measures within the framework of the action plan against local atmospheric pollution associated with road traffic and for the improvement of air quality (9 February).
- Extension of video-based fines to 34 new thoroughfares, 8 high accident risk junctions and almost all bus lanes (11 May).



Key figures for 2015

Journeys using public transport

→ Changes 2015 / 2014



Métro (RATP):

1,520 millions journeys

-0.4%



RER A and B (RATP):

469 millions journeys

-1.0%



Overground network in Paris (RATP):

434 millions journeys

+0.2%



including Tramway T3:

97 millions journeys

+6.1%



Transilien SNCF: (RER A, B, C, D, E and train)

934* millions journeys

* Counting technique changed

Journeys by bicycle

Use of cycle path

stable

Number of journeys using Vélib':

39,398,323

stable

Motor traffic

Paris (instrument-equipped network):

1,393 km covered/h converted to 1 km of instrument-equipped roads

-3%

Boulevard périphérique:

5,497 km covered/h converted to 1 km of roads

-1%

Working days 7 am - 9 pm

Journeys by Motorcycle

Change in the number on counted sites

-7%

Parking

Pay and display overground parking:

141,757 spaces

Number of on-road parking spaces for bicycles and motorcycles:

72,255

+2%

Number of résidentiel-rate subscriptions in contracted parking facilities:

9,275

-2%

Journeys made by tourists

Number of parking passes used by tourist coaches:

189,505

+5,5%

Safety

Number of accidents involving victims:

6,973

-8%

Atmosphéric pollution

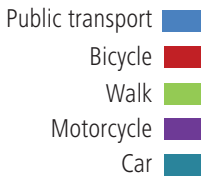
In the Paris conurbation, pollution level thresholds for public information measures were crossed **12** times and those requiring warnings **4** times.



Journeys made by Parisians

Journeys made by Parisians (15 - 25 year-olds)

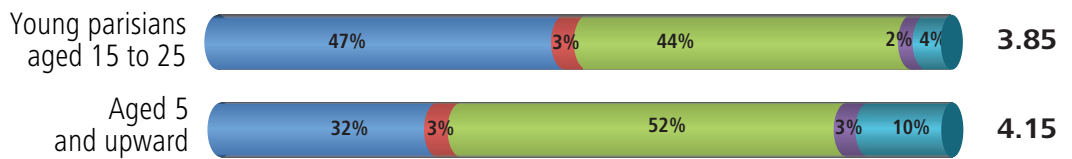
Source: STIF-OMNIL-DRIEA
Enquête Global de Transport (EGT - overall transport survey) 2010 conducted among households in Île-de-France concerning their journeys made the previous day, a weekday.



➔ Average distance of journeys in 2010 by transport mode

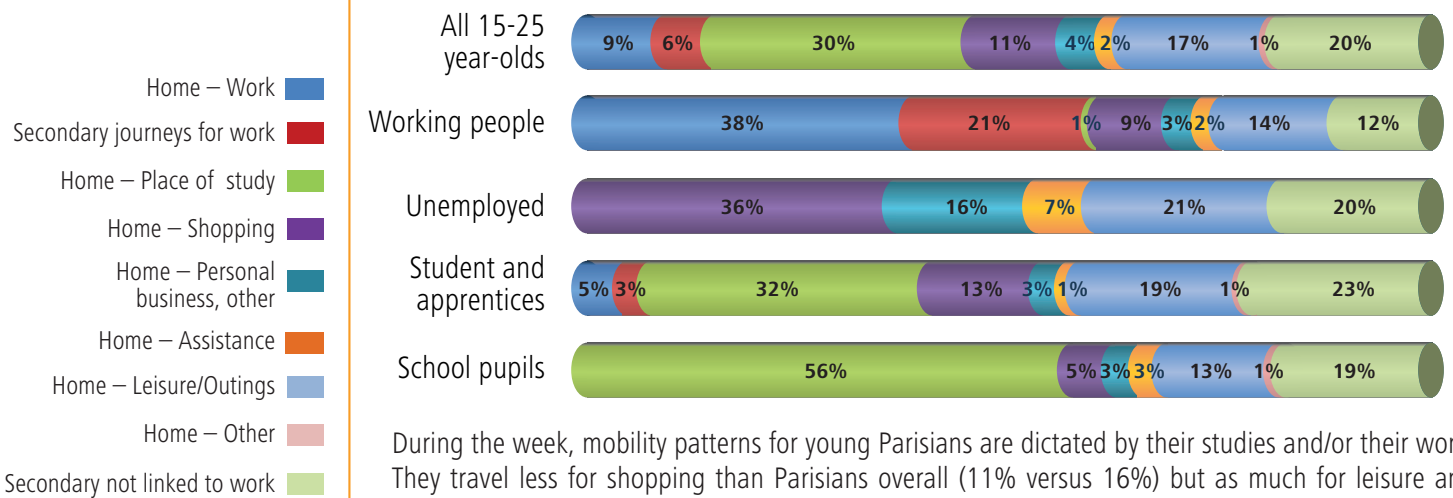
	15-25 year-olds	Parisians aged 5 and over
Public transport	4.5	5.3
Car	5.4	6.9
Motorcycles	2.6	4.0
Bicycle	2.7	2.2
Walking	0.5	0.4

➔ Transport modes used for daytime journeys in 2010



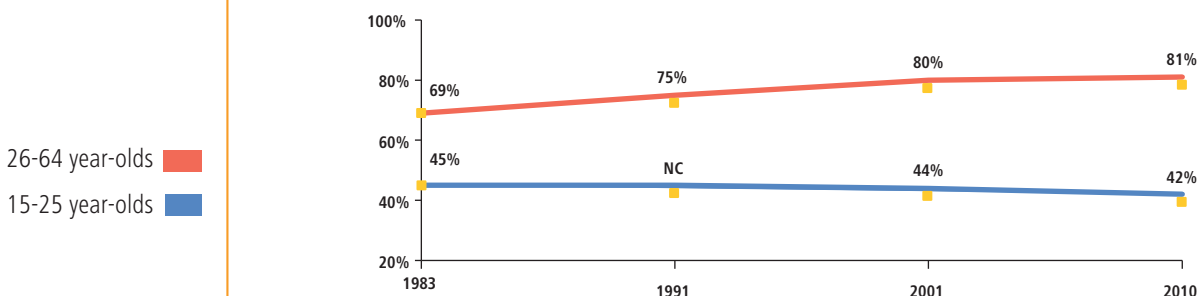
Young Parisians aged 15 to 25 undertake 3.85 journeys per day (4.15 for Parisians aged 5 and upwards). For the most part, they use public transport (47% compared with 32% for all Parisians aged 5 and over). Active transport modes (walking and cycling) make up 47% of their journeys (55% for all Parisians grouped together). They use the car less than all Parisians put together (respectively 4% and 10%).

➔ Reasons for daytime journeys



During the week, mobility patterns for young Parisians are dictated by their studies and/or their work. They travel less for shopping than Parisians overall (11% versus 16%) but as much for leisure and outings (17% versus 18%).

➔ Trends in driving licence ownership (among young Parisians)



The decrease in the rate of driving licence ownership among young Parisians, which began in 2001, is continuing. It is more significant among young people living in the Ile de France area (55% in 2001 and 46% in 2010).



Public Transport

The network Offering

Source: RATP, Transilien SNCF



Places kilomètres offertes (PKO - Available capacity per kilometre)

Product of the number of kilometres of carriages and the capacity of the rolling stock, calculated on the basis of 4 people standing in one square metre.

Métro:

Lines 3bis, 7bis and funicular included.

RER A and B:

RATP managed only.

Buses in Paris:

Regular routes including Balabus, Montmartrobus, PC lines (counting 3 lines) and subsidised services (Traverses).

Suburban buses:

Regular routes, subsidised services and contract services (excluding mode T and Noctilien).

Noctilien:

Network of RATP and SNCF night buses that consolidates the buses operating between 00:30 am and 5:30 am between Paris and the suburbs (including Noctilien routes contracted to the RATP).

Transilien SNCF:

Île-de-France network (train + tram-train), RER C, D, E and SNCF operated sections of the RER A and B.

Mode TCSP:

Tramlines (T1, T2, T3a, T3b, T5, T6, T7, T8) + Trans Val de Mame (TVM) + Bus 393

Gare nominale (station name):

Station or group of stations with the same name.

Points d'arrêt (stops):

For each network, a stop is only counted once when several lines of the same network use it. An average is taken of the two directions.

↔ Changes 2015 / 2014



Métro (RATP)

16 lignes
206 km de lignes*
303 station names
29,470 million PKO

stable
→

↔ Changes 2015 / 2014



RER A et B (+ Orlyval) (RATP)

2 lignes
115.1 km de lignes
66 station name
25,503 million PKO

+ 2%
↗

Orlyval : 7.3 km de lignes
3 station name



Bus à Paris (RATP)

64 lignes
573 km de lignes
1,305 stop
3,188 millions PKO

-0,7%
↘



Bus en banlieue (RATP)

240 lignes
2,451 km de lignes*
4,023 stop
8,409 million PKO

+ 1%
↗



Noctilien (RATP, SNCF)

48 lignes (32 RATP and 16 SNCF)
663 km of lines (RATP) and
720 km (SNCF)
1,099 stops (RATP) and
437 (SNCF)



Mode TCSP (RATP)

10 lignes including 2 lines in Paris
126 km of lines including 25 km in Paris
226 stops including 42 in Paris
3,258 million PKO

+ 22%
↗












Transilien SNCF (RER A, B, C, D, E + train)

1,280 km de lignes
385 station names

*Total length of the lines. Does not include turning areas and parking tracks.

Usage

-  **MÉTRO**
(including the Montmartre Funicular)
-  **OVERGROUND NETWORK**
in the suburbs (all RATP networks including Mode T)
-  **Transilien SNCF**
(RER A, B, C, D, E + train)
-  **RER A and B RATP**
(excluding Orlyval)
-  **OVERGROUND NETWORKS in Paris**
(Buses in Paris, including NOCTILIEN-RATP + T3)
-  **MODE TCSP (Paris + suburbs)**
(Tramline + TVM + Bus 393)
-  **NOCTAMBUS/NOCTILIEN (RATP)**
-  **ORLYVAL**
-  **NIGHT BUS/NOCTILIEN (SNCF)**



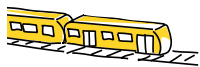
The percentages of change are calculated from the exact data of usage (figures not rounded off).

2007 disrupted by strikes in the 4th quarter concerning the reform of the pension scheme.

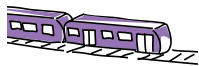
Quality of service



MÉTRO



RER A, B, C, D, E (RATP and SNCF)



Transilien SNCF

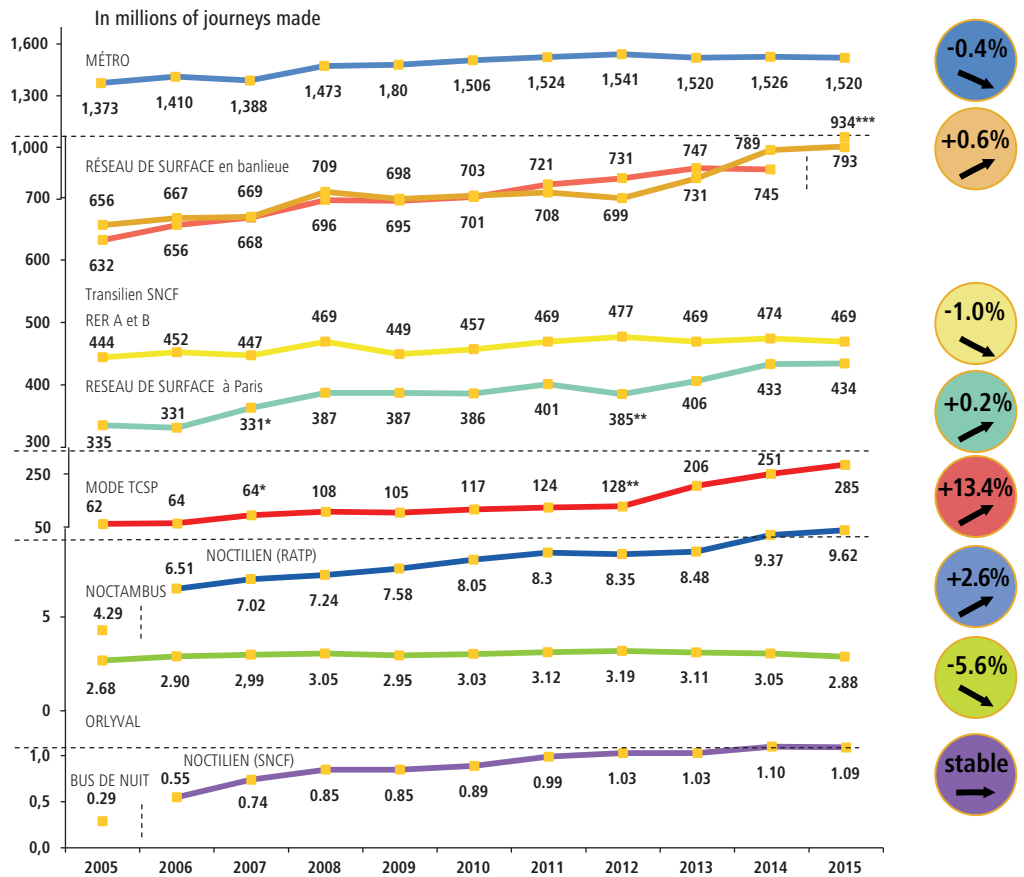


Buses in Paris

Number of journeys made

Year-on-year changes since 2005 (raw data)

Changes 2015 / 2014



* Implementation of the T3 tramline (December 2006)

** Implementation of the extension of the T3 Tramway (December 2012)

*** Calculation system changed



Trends: 2015 shows a stabilisation or a slight decrease in use of the entire network, excluding public transport. The January and November terrorist attacks had a negative impact on the use of public transport, particularly the metro due to the reduction in tourist numbers. The closure of the Auber-la Défense trunk for works during the summer was costly for the user levels of the RER A. Conversely, the implementation of the unique Navigo Pass on 1 September led to higher numbers.

Regularity Indice

2014	2015	Changes 2015/2014
97.9%	97.9%	stable
87.5%	87.9%	+0,4
88.6%	88.6%	stable
90.8%	91.1%	+0,3

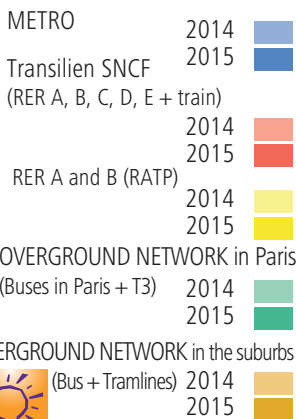
Definitions

% of travellers whose waiting time corresponded with the benchmark service outside rush hour. It is calculated by line at off-peak times. The benchmark is set at 96.5% per line.

% of travellers arriving on time at their destination station or with a delay of less than 5 minutes, at any day or time.

% of buses passing stops with an acceptable interval (extra waiting time < 2') or at the scheduled time (delay < 5') as a function of the time slot, weighted by volume of passengers per line.

Quarterly usage

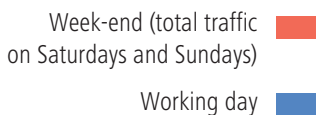


Stikes:
In 2014 on the SNCF network : from 10th to 25th June, on the 23th September and the 4th November.
 And on the RATP network : on the 23th September and the 9th October (RER B).

In 2015 on the SNCF network : on 9th et 10th March, 9th April, on 8th, 9th and 25th October.
 And on the RATP network : on 9th et 10th March, 9th April, 25th October and on 18th November.

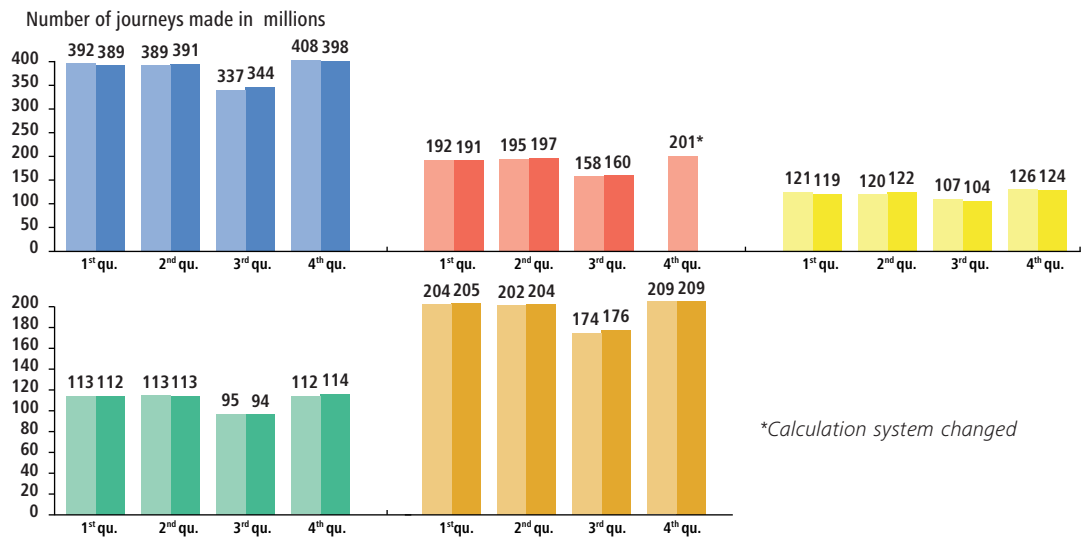
Metro

Source: RATP



These are curves used to identify a trend. The figures are corrected in terms of seasonal variations and the impact of strikes and disruptions.

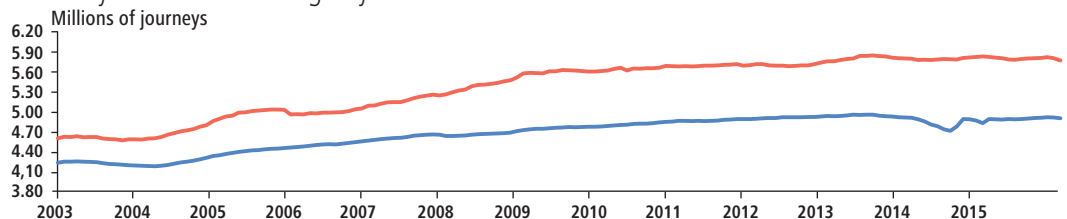
Changes en 2015 et 2014



Trends: The quarterly trend in the number of journeys is mixed. It is almost stable across the whole year for surface networks in Paris and the suburbs, as well as for the first half of the year for the RATP RER A and RER B, before the impact of the works undertaken in the summer. Usage of the metro dropped in the 1st and last quarter, mainly due to the effects of the terrorist attacks and slightly increased the rest of the year. Stable in the 1st quarter, use of the Transilien line slightly increased in the 2nd and 3rd quarters.

Changes in traffic

Journeys made on working day and week-ends



Trends: In 2015, weekday and weekend use remained stable overall across the year. Weekend use shows a slight drop at the end of the year, with the November terrorist attacks having a specific impact on non-essential journeys, while traffic on weekdays recovered more quickly.

The most used metro stations



Total number of passengers entering the station in millions (not including passengers taking connecting trains)

2014	Annual traffic	2015	Annual traffic
Gare du Nord	51.3	Gare du Nord	50.8
Saint-Lazare	38.1	Saint-Lazare	38.2
Gare de Lyon	35.2	Gare de Lyon	35.9
Montparnasse-Bienvenue	31.6	Montparnasse-Bienvenue	31.2
Gare de l'Est	20.3	Gare de l'Est	20.4
République	18.2	République	18.5
Les Halles	18.0	Les Halles	17.4
Bibliothèque	15.8	Bibliothèque	16.4
La Défense	14.4	La Défense	15.0
Bastille	13.6	Bastille	13.4

The most highly frequented stations are the same as in 2014. The highest increase was measured at La Défense et Bibliothèque stations (respectively +4% and +3.8%), the greatest drop was at Les Halles (-3.3%). The four major SNCF train stations generate the highest annual traffic, accounting for over 30 million journeys. Other stations are important connection nodes.

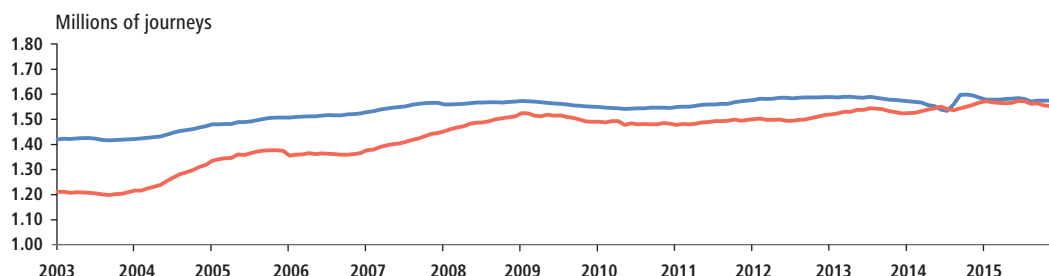
RER (RATP)

Source: RATP

Working day 
 Week-end
 (total traffic on
 Saturdays and Sundays) 

Changes in traffic

Journeys made on working day and week-ends



Trends: The number of journeys made on weekdays on the RER network increased in the 2nd quarter, decreased from June to August following works and remained stable the rest of the year. Weekend passenger rates decreased, except in the 2nd quarter.

Most used RER stations

Total number of passengers entering the station in millions (not including passengers taking connecting trains)

2014	Annual traffic	2015	Annual traffic
Gare du Nord	48.2	Gare du Nord	47.8
Gare de Lyon	36.4	Gare de Lyon	36.6
La Défense	30.1	La Défense	28.9
Châtelet – Les Halles	26.6	Châtelet – Les Halles	26.0
Nanterre – Préfecture	23.8	Nanterre – Préfecture	22.0
Val de Fontenay	12.2	Val de Fontenay	12.3
Charles de Gaulle – Etoile	9.4	Massy Palaiseau	8.6
Massy Palaiseau	8.6	Charles de Gaulle – Etoile	8.5
Saint Michel – Notre-Dame	7.8	Saint Michel – Notre-Dame	7.8
Noisy le Grand – Mont d'Est	7.1	Noisy le Grand – Mont d'Est	7.4

The busiest stations are the same as in 2014: two mainline SNCF stations, several major connecting stations, centres of activity (studies, business or tourism), generating very high traffic.

« Transilien » Stations

Source: SNCF

Most used « transilien » stations

Daily traffic in numbers of passengers

2014	Daily traffic	2015	Daily traffic
Gare du Nord	316,776	Gare du Nord	316,776
Gare Saint-Lazare	175,591	Gare Saint-Lazare	175,591
Gare de Lyon	113,990	Gare de Lyon	113,990
Hausmann Saint-Lazare	78,363	Hausmann Saint-Lazare	78,363
Magenta	78,212	Magenta	78,212
Juvisy	59,965	Juvisy	59,965
Châtelet – Les Halles	59,830	Châtelet – Les Halles	59,830
Saint-Michel – Notre-Dame	59,483	Saint-Michel – Notre-Dame	59,483
La Défense (hors RER A)	50,975	La Défense (hors RER A)	50,975
Bibliothèque F. Mitterrand	47,894	Bibliothèque F. Mitterrand	47,894

The ranking of stations with the most passengers is the same as in 2014.



Traffic data is taken from the most recent counts but not all stations are surveyed every year.

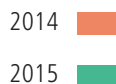
Tramline T3



Source: RATP

Tramline T3

Opened on December 16th 2006 between Pont de Garigliano and Porte d'Ivry. Implementation of the extension of the T3 between Porte d'Ivry and la Porte de la Chapelle on 15th décembre 2012 (24 stations).

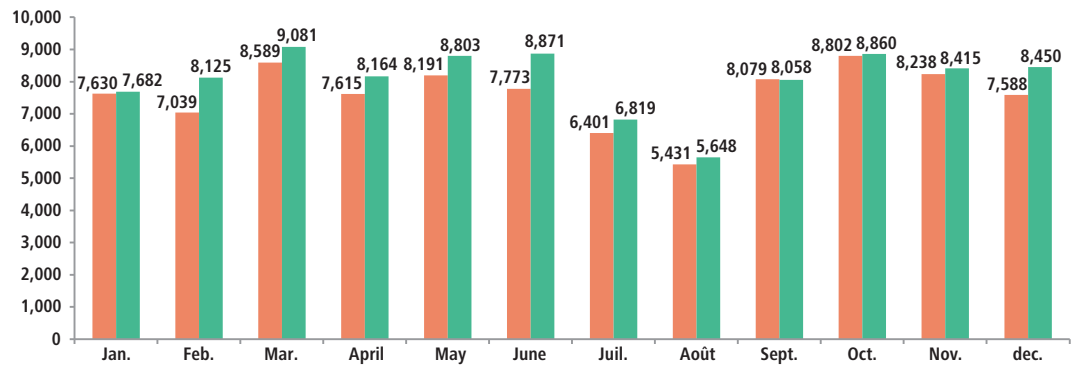


Monthly usage

Changes 2015/2014

+ 6.1%

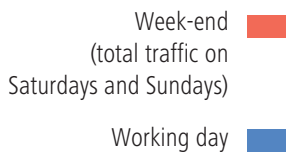
Number of journeys (in thousands)



Trends: In 2015, on the T3 Tramway line, nearly 97 million journeys were made. Passenger rates are higher compared with those in 2014 (+6.1%). This increase is particularly noticeable in the months of February, June and December (+15.4%, +14.1%, and +11.4% respectively) and less so in January, September and October (+0.7%, -0.3% and +0.7% respectively).

Busses in Paris

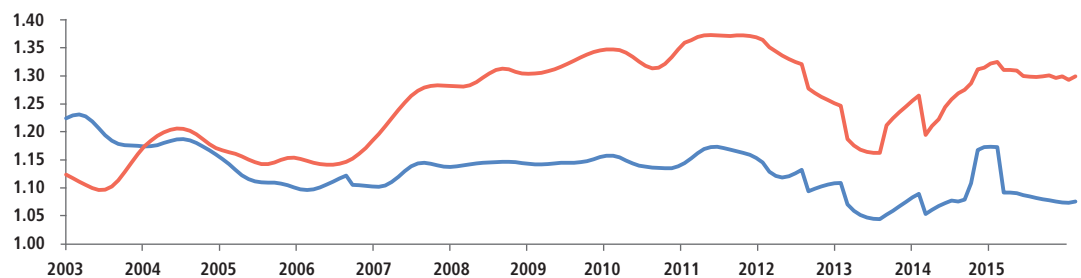
Source: RATP



Changes in traffic

Journeys made on working day and week-ends

Millions of journeys



Trends: Passenger rates on weekdays decreased slightly for the first 9 months and stabilised in the last quarter. Following a slight decrease at the end of the 1st quarter, weekend passenger rates have stabilised.

The busiest bus routes

Daily average from Tuesday to Friday (except July, August and school holidays)

2014	Daily average	2015	Daily average
62	56,025	62	55,432
26	40,875	26	41,127
95	36,079	60	36,175
91	35,733	95	34,442
60	34,493	91	33,942
99 (PC3)	34,215	31	32,745
31	33,107	96	29,450
80	29,843	80	28,898
96	28,884	99 (PC3)	28,031
27	28,274	27	27,559

The 10 busiest bus lines are the same as in 2014. They show a decrease in daily passenger rates, excluding lines 60, 96 and 26. Line 99 (PC3) has shown the strongest decrease (-18%) due to the number of works in the area.



Bus route operating on week-ends at the end of 2015 (including Balabus):

61 routes on Saturdays (60 routes in 2014)
59 routes on Sundays (57 routes in 2014).

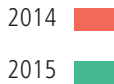
Mobilien

Source: RATP

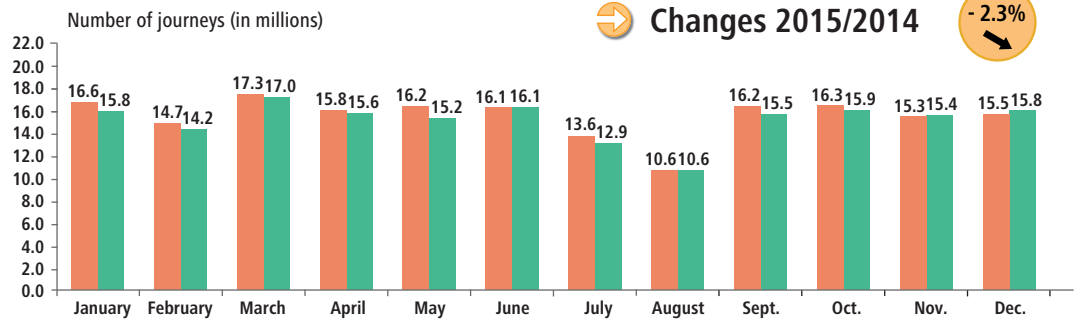


Mobilien bus network :

23 Mobilien routes (21, 26, 27, 31, 38, 43, 54, 60, 62, 64, 65, 68, 74, 76, 80, 81, 86, 91, 92, 95, 96, 97, 99 ou PC3).



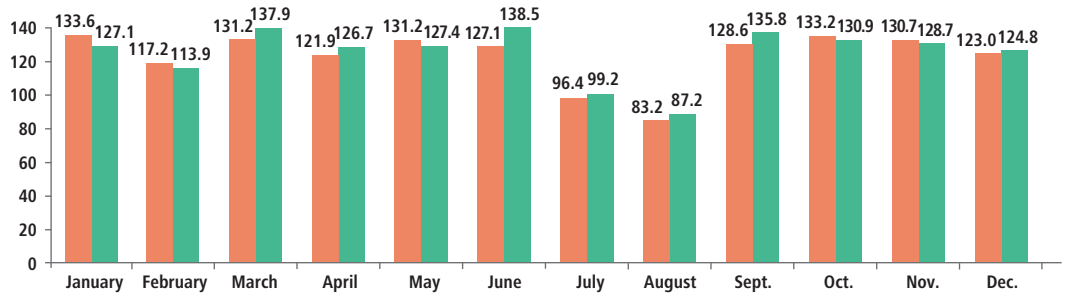
Use of the « Mobilien » bus routes in Paris



Trends: In 2015, the Mobilien Paris bus sub-network recorded an annual passenger usage of **180 million** journeys, a reduction of 2.2% compared with 2014. This drop was more pronounced in the months of May and July (-6% and -5% respectively). Passenger usage for the months of November and December has slightly increased (+0.4% and +1.9% respectively).

Monthly use of local bus routes

Number of journeys (in millions)



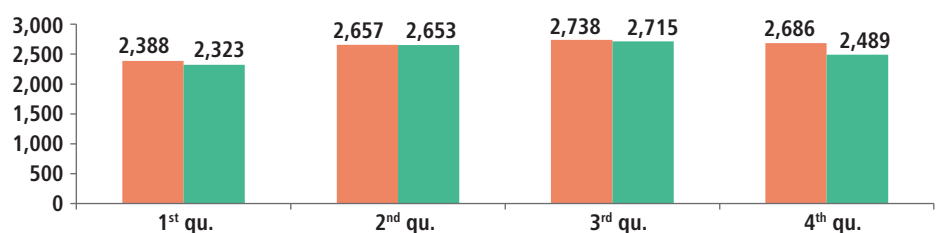
Trends: In 2015, all local bus lines recorded an annual usage level of **1,478,111** journeys, a slight increase compared with 2014 (+1.4%).

Passenger traffic in 2015 was :

- 363,814** travellers for the Traverse de Charonne (-0.6%)
- 279,826** travellers for the Traverse Bièvre-Montsouris (-2.9%)
- 393,818** travellers for the Traverse Ney-Flandre (+4.2%)
- 272,600** travellers for the Traverse Batignolles-Bichat (-1.3%)
- 168,053** travellers for the Traverse Brancion-Commerce (+17.7%).

Quarterly use of the Noctilien

Number of journeys (in millions)



Trends: In 2015, the Noctilien network recorded an annual passenger rate of 10,178,935 journeys, a reduction compared with 2014 (-3%). This decrease is particularly pronounced in the last quarter (-7%).



Local buses

At the end of 2013, five local bus routes using 22 seater micro-buses, operates every day of week.

- « **La Traverse de Charonne** », inaugurated in November 2004, links Place Gambetta and cours de Vincennes (20th arrdt) over 7.2 km.

- « **La Traverse Bièvre-Montsouris** », put into service in December 2005, links Place de l'Abbé Georges Hénocque (13th arrdt) and Alésia-Général Leclerc (14th arrdt) over 7.3 km.

- « **La Traverse Ney-Flandre** », inaugurated in February 2007, links Porte d'Aubervilliers (19th arrt) and Boulevard de la Chapelle (18th arrt) over 8 km.

- « **La Traverse Batignolles-Bichat** », put into service in December 2011, links Hôpital Bichat (18th arrt) and the Batignolles district (17th arrt) over 8 km.

- « **La Traverse Brancion-Commerce** », put into service in october 2012, links south east of 15th district including Georges Brassens park, 15th City Hall and Porte de Versailles over 8 km.

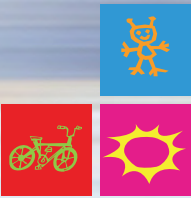
Noctilien

Source: RATP/SNCF



Noctilien

Network of night buses operated by the RATP and Transilien SNCF in service every night in Île-de-France from 0:30 am to 5:30 am. It has 2 "round trip" routes inside Paris, 32 routes from Paris called the "radiales", operated by the RATP and 8 suburban routes called "traversantes", operated by the SNCF.



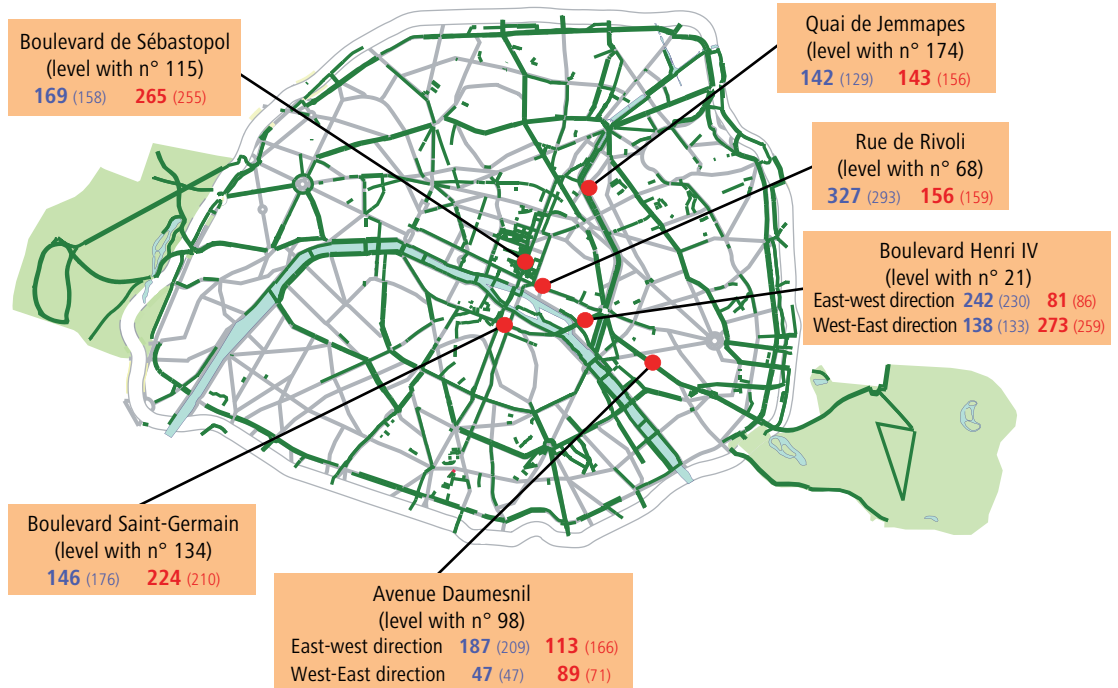
Travel by bicycle

Cycle paths and their usage

Source: Paris City Hall, Roads and Transportation division

Number of cyclists between 8.30 and 9.30 am
 Number of cyclists between 5.30 and 6.30 pm
 Hourly average over 2015
 (...) over 2014

Journeys counted on cycle paths



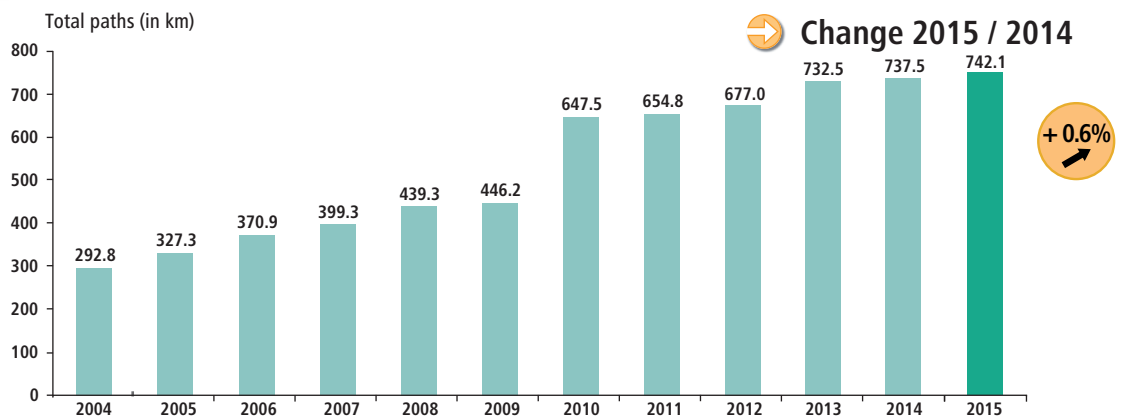
Cycle paths created in 2015

New creations: 4,6 km

Routes per type

Type of path	Length created
Cycle strips	0.1 km
Paths on sidewalks and roadways	2.5 km
Bus lanes	0 km
Two-way cycle paths	2.0 km
Total	4.6 km

Yearly progression of cycle paths since 2004



To the existing structures were added:

Speed rings	8.2 km	Cyclist tourism paths in the woods	23.2 km
Bridges and civil engineering structures	0.8 km	Tracks along the canals (outside Paris)	51.6 km



So-called "Street code" decree dated 30 July 2008 (n° 2008-754) which introduced Two-way cycle paths in 30 zones and meeting zones in the Highway Code.



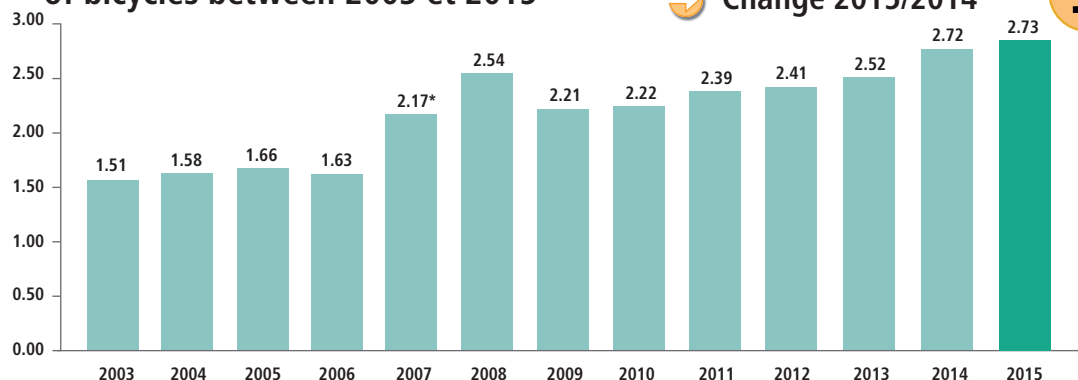
So-called "Street code" decree dated 30 July 2008 (n° 2008-754) which introduced Two-way cycle paths in 30 zones and meeting zones in the Highway Code.

Index of changes in the number of bicycles



Index drawn up from counts recorded on a sample of 6 sites (bd de Sébastopol, bd saint-Germain, rue de Rivoli, bd Henri IV, avenue Daumesnil, quai de Jemmapes), every other Tuesday, between the following timeslots: 8.30-9.30 am and 5.30-16.30 pm.

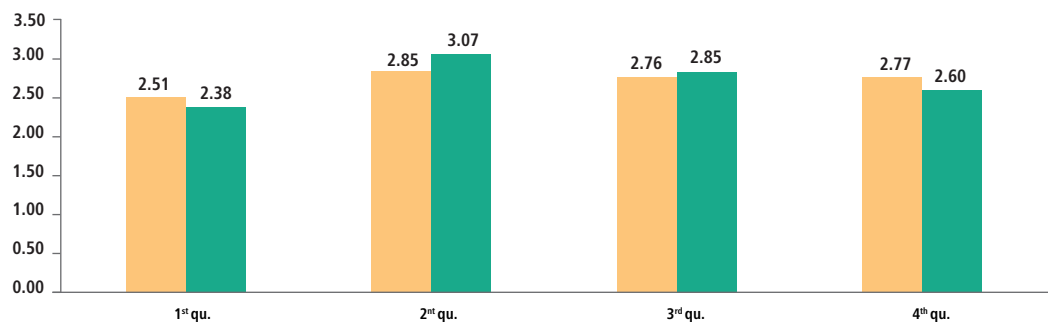
Index of annual changes in the number of bicycles between 2003 et 2015



1 = Reference value, 1997 annual average

* launch of the Vélib' self-service bicycle hire system on 15 July 2007.

Comparison of quarterly indices between 2014 et 2015



2014 ■
2015 ■



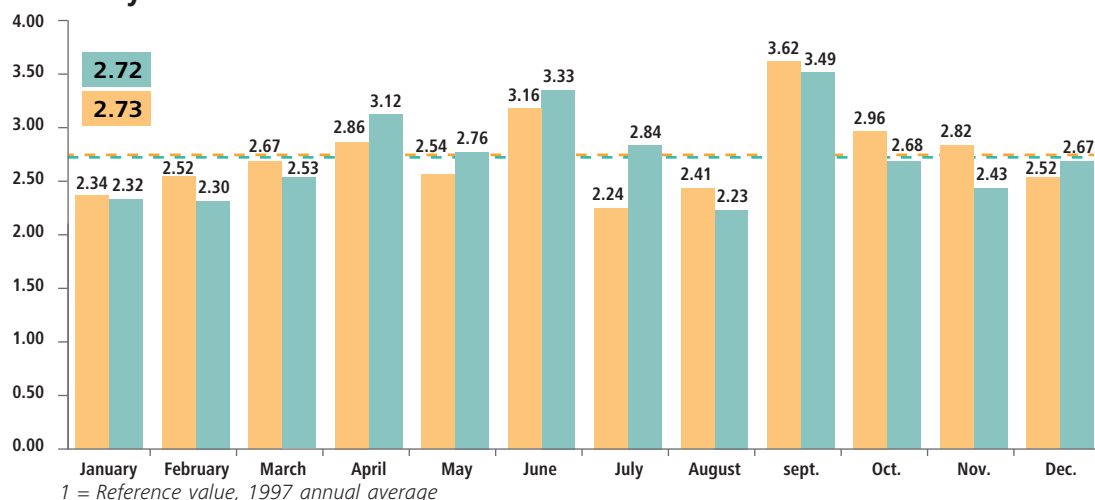
Trends: An increase in the number of bicycles at the sites in the second and third quarters (+8% and +3% respectively) and a slight decrease in the usage rate of dedicated cycle ways in the first and last quarters (-5% and -6% respectively).

Average temperatures: 13.4°C en 2015, 13.4°C in 2014

Average monthly rainfall: 42.1 mm in 2015, 53.7 mm in 2014.

Source: Météo France

Comparison of monthly indices in the numbers of bicycles between 2014 et 2015



1 = Reference value, 1997 annual average

Annual averages - - - - - -

2014 ■
2015 ■

In 2015, the usage of cycleways was at its peak in June and September and at its lowest in August. Compared with 2014, the months of April, May and July saw the greatest increases (+9% + 8.6% and +26.6% respectively). The month of November saw the greatest decrease (-13.9%). Velib' bicycles make up on average 41% of the total number of bicycles counted, a slight decrease compared with 2014 (42%).

Changes Bicycles-Vélib'

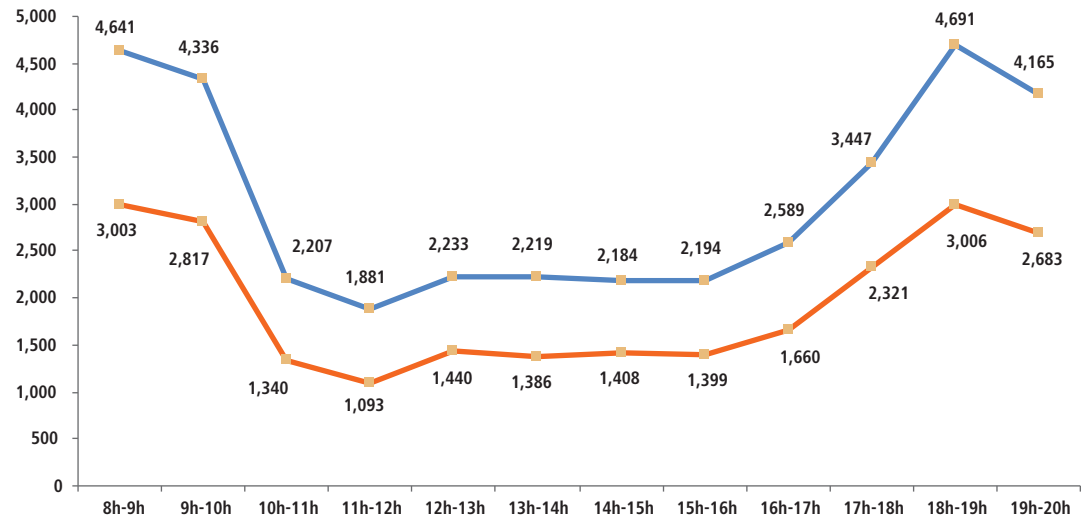
Surveys carried out on Tuesday 13 October 2015 between 8 am and 8 pm on a sample of 39 sites (the 6 index sites and the 33 Paris bridges)



These surveys are used to manually count the number of two wheeled vehicles (motorcycles, bicycles and Vélib') present in the different public areas (road, pavement, cycle path).

Private bicycles ■
Vélib' ■

Changes in the number of bicycles and vélib' during an average day inside Paris



Trends: The numbers of bicycles peaks in the morning between 8 am and 10 am and in the evening between 6 pm and 8 pm.

On all sites together, between 8 am and 8 pm **60,343** bicycles were counted on 13 octobre 2015. The proportion of Vélib' bicycles in the total number was 39%.

Weather on the survey date 13 October 2015:

Temperature: 9,5°C
Rainfall: 0

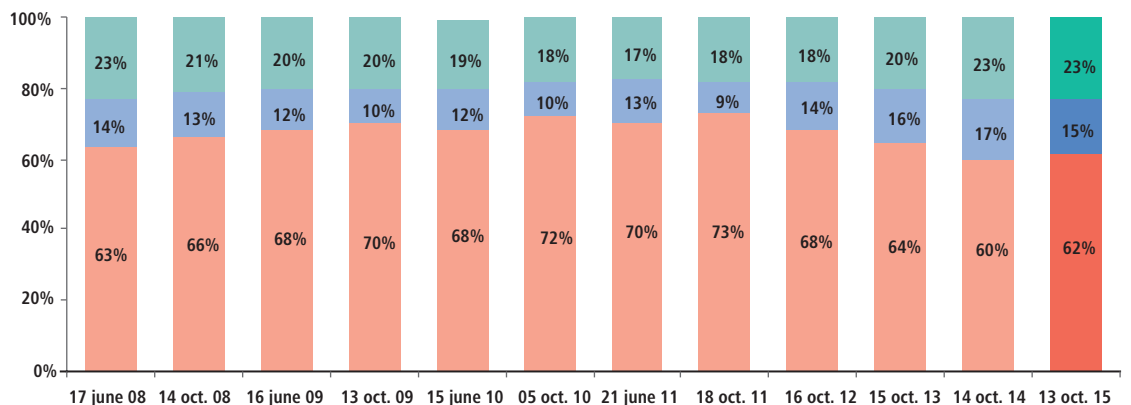
Source: Météo France

Distribution of bicycles and motorcycles

Surveys carried out on Tuesday between 8 am and 8 pm on a sample of 39 sites (the 6 index sites and the 33 Paris bridges)

Private bicycles ■
Vélib' ■
Motorcycles ■

Changes in the distribution of bicycles and motorcycles between 2007 and 2014



Trends: The proportion of Vélib' bicycles in road traffic has fallen, in favour of powered two-wheel vehicles. Vélib' bicycles represent 15% of two-wheel vehicles ridden on the 38 sites surveyed.

Services for cyclists

Source: Paris City Hall, Roads and Transportation division

Bicycle parking spaces (in 2015)

Number of bicycle parking spaces in conceded car distributed over

578
38 parcs

Number of bicycle parking spaces on the streets
- specific bicycle spaces
- mixed spaces (bicycles/MC)

25,974
14,003

Changes in the number of bicycles

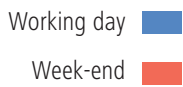


Methodology:

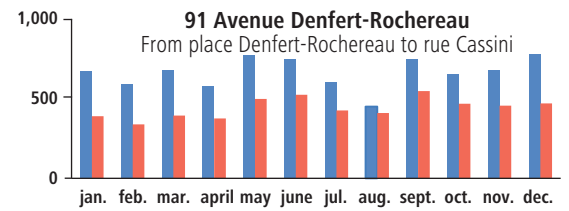
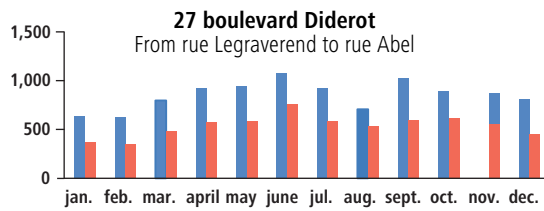
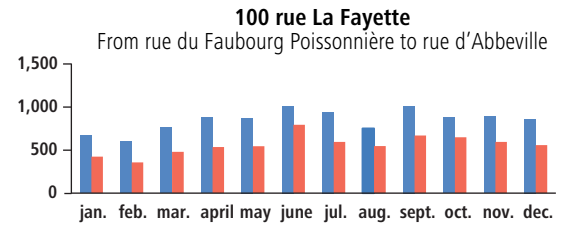
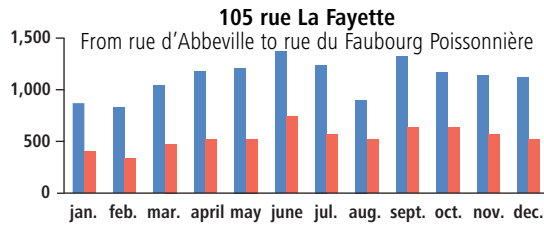
Certain streets in Paris are permanently equipped with sensors.

Sites studied: Central Paris area

105 and 100 rue Lafayette, 27 Boulevard Diderot and 91 avenue Denfert-Rochereau.



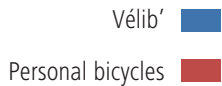
Changes in the number of bicycles: yearly average for weekdays and weekends



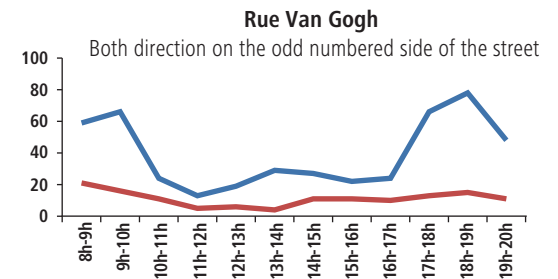
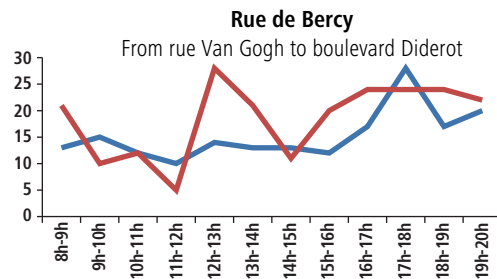
Trends: During both the weekday and the weekend, cycle usage at these sites is at its peak in June and September.

The Gare de Lyon area

Study undertaken on 12 February 2015 between 8.00 am and 8.00 pm



Changes in the number of bicycles throughout the day



406 bicycles of which 194 Vélib' were counted on rue de Bercy going towards boulevard Diderot. 609 bicycles of which 475 Vélib' were counted on rue Van Gogh, on the odd numbered side of the street. In both cases, the number of bicycles peaked between 12.00 pm and 1.00 pm, with the Velib' peaking between 5.00 pm and 6.00 pm.

Opinion poll Place de la République

Source: Paris City Hall, Roads and Transportation division

Opinion poll made on 17 and 20 June 2015, on 168 cyclists

Bicycle user profiles

43% are women;
61% are between 19 and 34 years old, 15% between 35 and 44 years old, 8% 55 or over; 66% are employed and 22% work in the area;
42% live in the neighbourhood and 64% are Parisians.

User rates and perception of the square

66% of cyclists use the square at least once per week;
45% go there for leisure purposes, 31% for relaxation and 21% for work;
81% think that journeys by bicycle to the square are easy;
80% think that sharing the lane with other traffic is easy;
81% think that journeys to the square and its esplanade are safe;
81% think that the square is a pleasant place.

Vélib'

Source: Paris City Hall
Roads and Transportation
Division / SOMUPI



Vélib':
Self-service bicycle hire system launched on 15 July 2007. In 2009 the Vélib' system was set up in 30 towns in the close suburbs.

Main station:
It has a main paypoint and rapid hire points..

Smaller station:
It only has rapid hire points.

Vélib' subscriptions:
Three types of subscription: per year, per week or per day, entitling to an unlimited number of journeys, the first 30 minutes of each journey are always free of charge.

Vélib' Passion:
Subscription which provides the first 45 minutes of a journey for free.

(%): Percentage in 2014



Journeys with Vélib':
Journey from the station from which the user takes a Vélib', to the station where the Vélib' is returned.

➔ Offering (end of 2015)

	Paris	Suburbs	Total
Total number of stations	1,320	283	1,603
of which main station	997	232	1,229
smaller stations	324	51	375

➔ Subscribers (end of 2015)

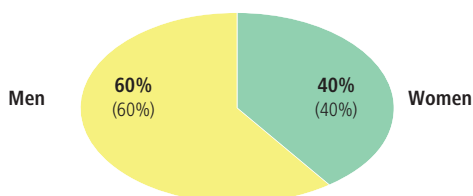
➔ Change 2015/2014

Number of Subscriptions

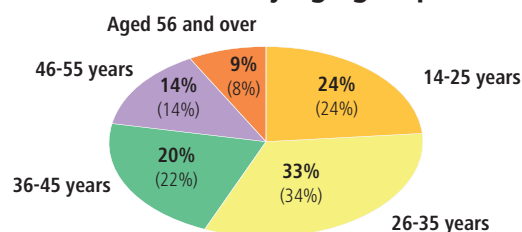
short term 1 day tickets	1,720,827	-8%
short term 7 day tickets	94,228	-4%
long term (valid subscriptions) including renewals	295,440	+3%
of which Vélib'passion	196,768 66,379	

➔ Type of Vélib' users (long term subscriptions)

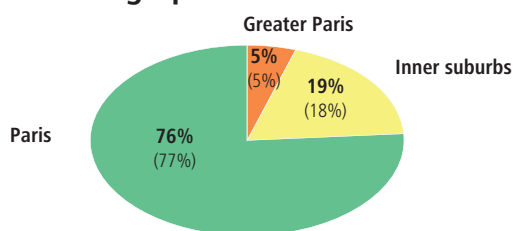
Breakdown by gender



Breakdown by age group



Geographical breakdown



Vélib' long term subscribers are mostly Parisian males aged between 26 and 45. Average age is 36.

➔ Journeys made by Vélib' users

➔ Change 2015/2014

Number of journey in 2015 including the suburbs (destination) Suburbs (starting point)	39,398,323 3,999,070 3,893,223	stable
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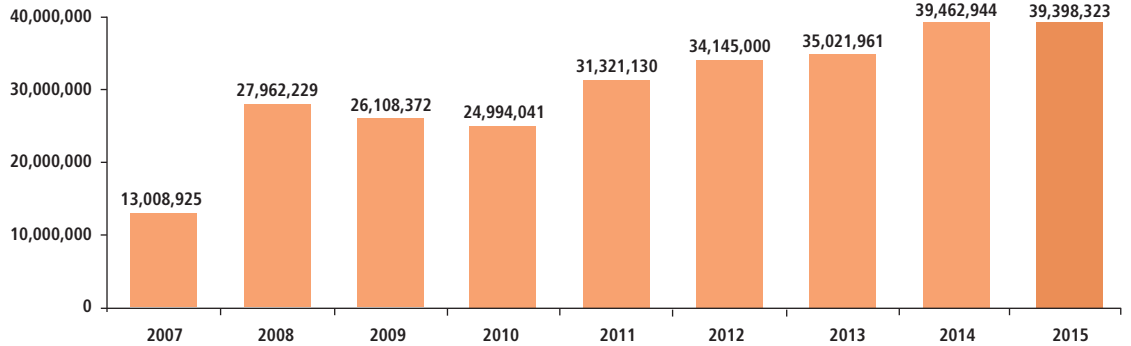
➔ Average length of a Vélib' journey

➔ Change 2015/2014

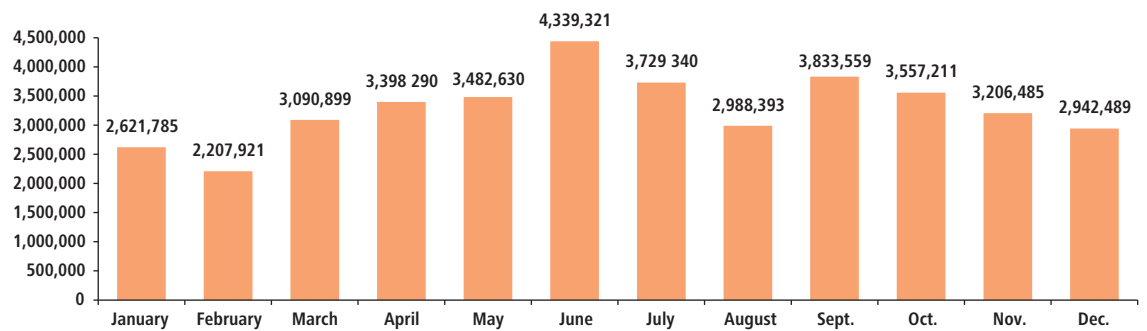
for long-term subscribers (Except Vélib' Passion 45' subscriptions)	17.78 min	+21%
for short-term subscribers	24.68 min	-30%

➔ Annual trend in the number of journeys

➔ Change 2015/2014 stable →

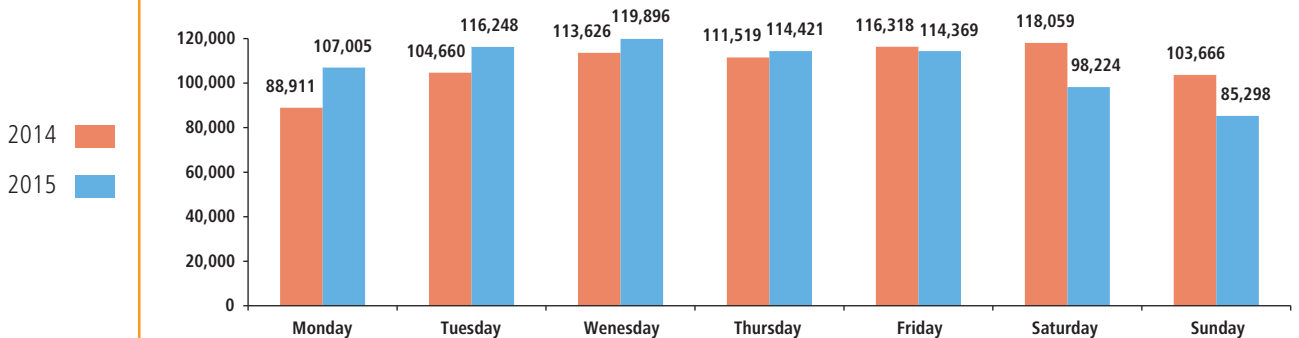


➔ Monthly changes in the number of journeys (in 2015)



Trends: Stable throughout the year, the trend compared with 2014 in the number of Vélib' journeys varied depending on the month. The months of June, August and December witnessed quite a high increase in rentals (+12%, +8% and +21% respectively). On the other hand, the months of March, September and October saw usage rates decline (-10%, -12% and -10% respectively, compared with the same months in 2014).

➔ Breakdown of journeys by day of the week



Mondays and Tuesdays show the highest increase in the number of Vélib' journeys compared with 2014 (+20% and +11% respectively), Saturdays and Sundays the greatest decrease (-17% and -18% respectively). Tuesdays and Wednesdays recorded the highest user rates in 2015, with Saturdays and Sundays showing the lowest rates.



The average number of journeys is calculated for the total days in 2015 minus bank holidays.

Vélib' opinion poll

Source: Paris City Hall, TNS-Sofres institute

Online opinion poll conducted from 2 2 to 9 November 2015 on 501 Vélib' users (301 long term subscribers and 200 short term subscribers).

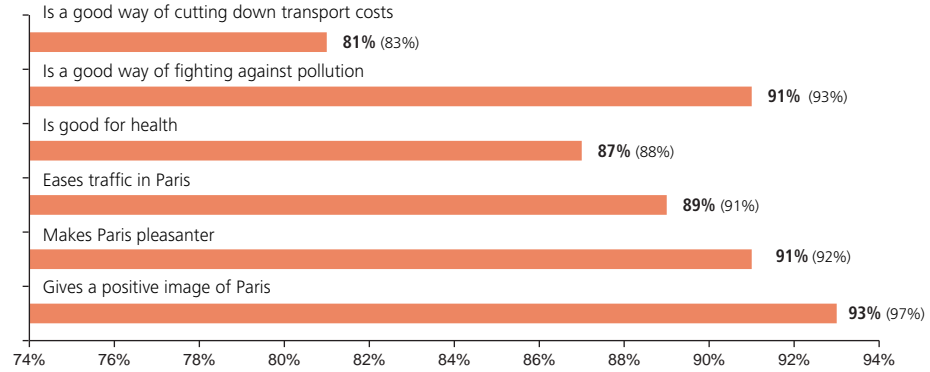
(%): Percentage in 2014 similar poll conducted in 2014.

Mostly on weekend (orange)
 Mostly during the week (blue)
 As much during the week as on weekend (green)

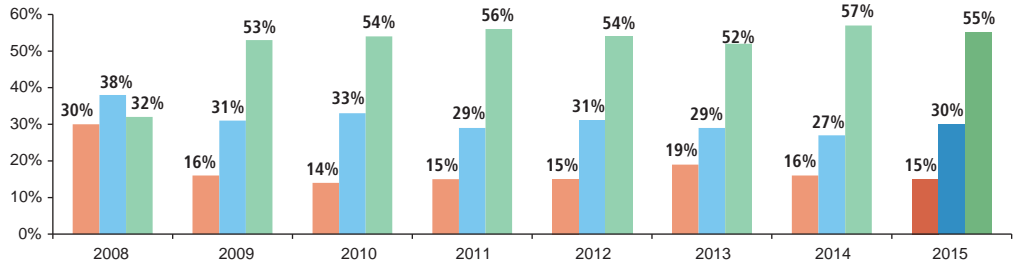
(%): Percentages from a similar poll conducted in 2014

User perception of the service

Users think that the Vélib' system:

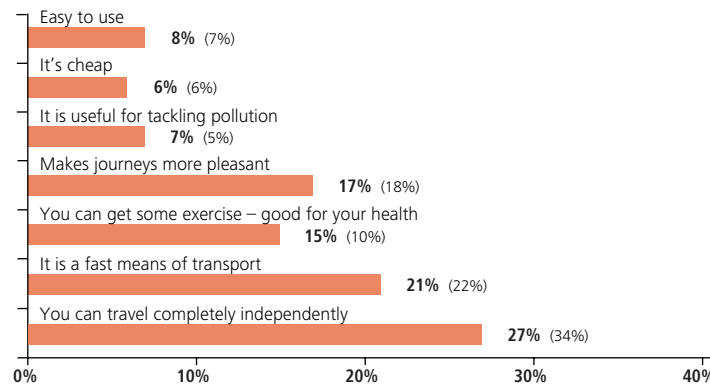


Use of Vélib' bicycles by long term subscribers



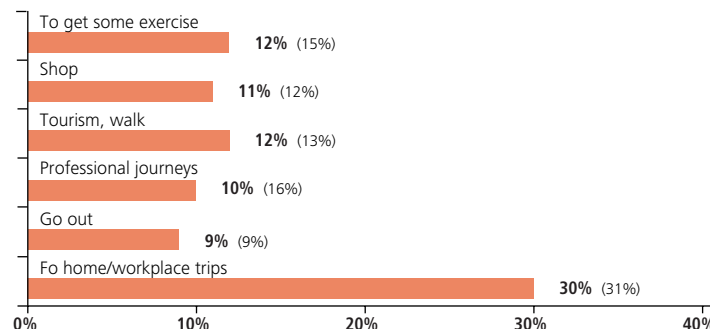
Since 2009, long term subscribers have been using Vélib' as much during the week as at the weekend, in comparison with short-term subscribers, who use it more at the weekend (54% in 2015).

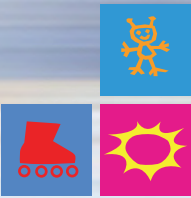
Advantages of using Vélib' according to long-term subscribers



Reasons long-term subscribers use the Vélib' service

Long-term subscribers use Vélib' to:





Journeys made by pedestrians

Opinion poll Place de la République

Source: Paris City Hall,
Roads and
Transportation division

Opinion poll made on 17 and
20 June 2015 on 451 pedestrians.

➔ Pedestrian profiles on place de la République

56% are women;
47% are between 25 and 44 years old, 23% are between 15 and 24 years old, 7% are 65 years old or more;
61% are in work, of which 31% are intermediate to senior professionals;
39% live in the neighbourhood and 48% are Parisians;
21% work in the area.

➔ Pedestrian numbers in place de la République

61% of pedestrians go to the square at least once a week (86% for pedestrians who live in the neighbourhood);
73% of non-neighbourhood pedestrians visit the square at least once per month (of which 44% at least once per week);
69% of pedestrians get to the square by metro (78% for people from outside the neighbourhood), 28% on foot;
56% go there for leisure (61% for non-neighbourhood pedestrians), 45% for relaxation and 15% for work (33% for pedestrians who live in the neighbourhood).

➔ Pedestrians' perception of place de la République

77% of pedestrians find it easy to share road space with different types of users on mixed used routes;
90% of pedestrians find that crossing the square on foot is straightforward;
83% of pedestrians think that journeys made on the square and its esplanade are safe;
82% of pedestrians think that the ground covering is attractive;
95% of pedestrians think that the square is attractive;
95% of pedestrians think that the square is user friendly;
93% of pedestrians think that the new layout of the square is a success.

Change in the number of pedestrians

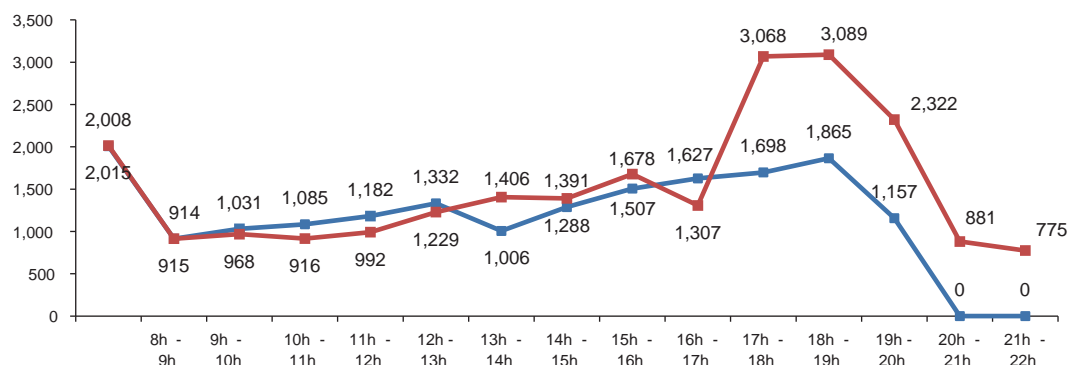
Source: Paris City Hall,
Roads and
Transportation division

Study undertaken
on 11 September 2008
and 8 September 2015,
between 8.00 am and 10.00 pm.

In 2008 ■
In 2015
after the works ■

➔ Pedestrian flows on place de la République

Footpath between rue du Faubourg du Temple
and Avenue de la République (both directions)



Between 2008 and 2015, pedestrian use of this footpath increased by 33% (15,692 pedestrians counted in 2008, 20,937 in 2015). Usage in 2015, which was slightly down at 1.00 pm compared with 2008, greatly increased from 5.00 pm. In 2008 as in 2015, flows were at their peak between 5.00 pm and 7.00 pm.

Source: Météo France

Meteorological conditions on the day of the study

On the 11 September 2008: sunshine in the morning, temperature 18°C. Thunderstorms in the evening, temperature 25°C.
On the 8 September 2015: overcast in the morning, temperature 15°C. Unsettled from midday, temperature 20°C.

Change in the number of pedestrians

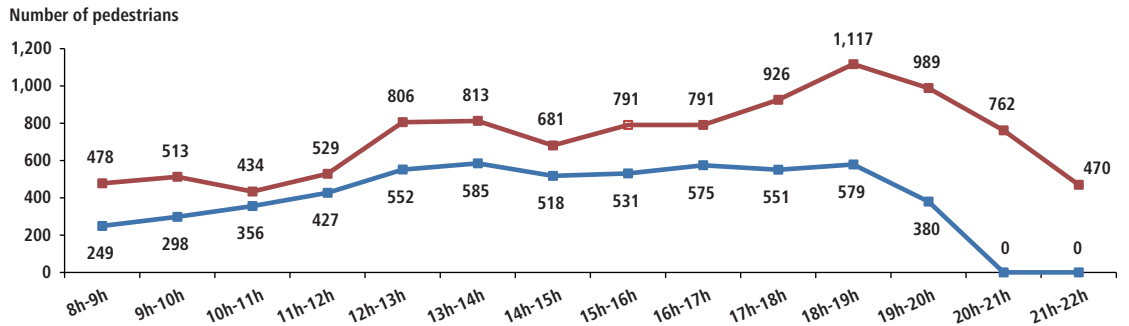
Source: Paris City Hall, Roads and Transportation division

Study undertaken on 11 September 2008 and 8 September 2015, between 08.00 am and 10.00 pm.

In 2008 ■
In 2015 after the works ■

➤ Pedestrian flows in place de la République

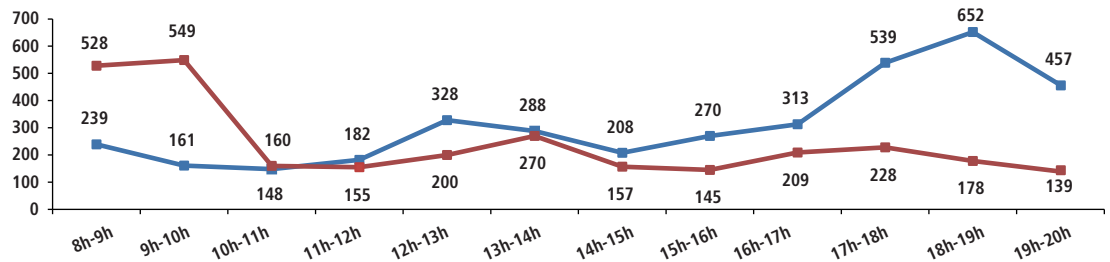
Crossing from the centre of the square to rue du Temple (both directions)



Between 2008 and 2015, pedestrian usage of this crossing increased by 80% (5,600 pedestrians counted in 2008 and 10,100 in 2015). Usage in 2015 increased up to 7.00 pm. In both directions, the flows were at their peak between 6.00 pm and 7.00 pm.

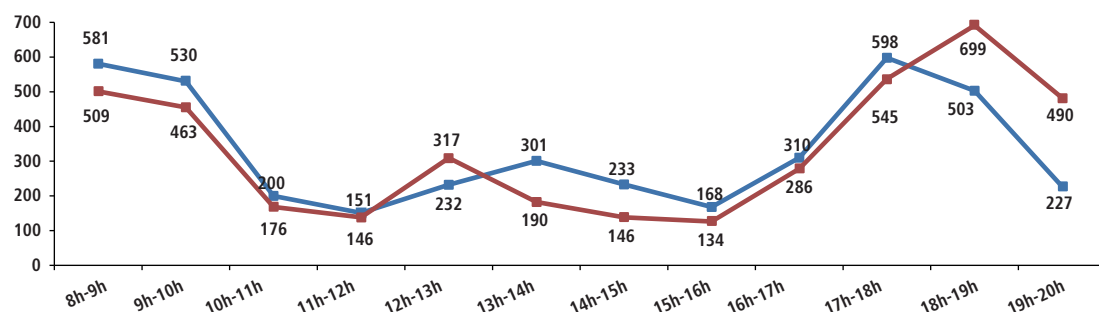
➤ Number of pedestrians during the daytime in rue Van Gogh

Trends in pedestrian numbers on the footpath on the even side of the street



Pedestrian traffic from the rue de Bercy is significant between 5.00 pm and 8.00 pm (1,648 pedestrians counted). In the opposite direction, the flow is significant between 8.00 am and 9.00 am (1,077 pedestrians counted).

Trends in pedestrian numbers on the footpath on the odd side of the street



In either direction, pedestrian traffic is significant in the morning between 8.00 am and 10.00 am and in the evening between 5.00 pm and 7.00 pm.

Meteorological conditions on the day of the study:

Temperature: between 4 et 7 °C, with a cold wind. Sunny weather
Rainfall: 0

Study undertaken on 12 february 2015 between 8.00 am and 8.00 pm

From the rue de Bercy ■
To the rue de Bercy ■

Source: Météo France



Journeys made by PRMs

(People with reduced mobility)

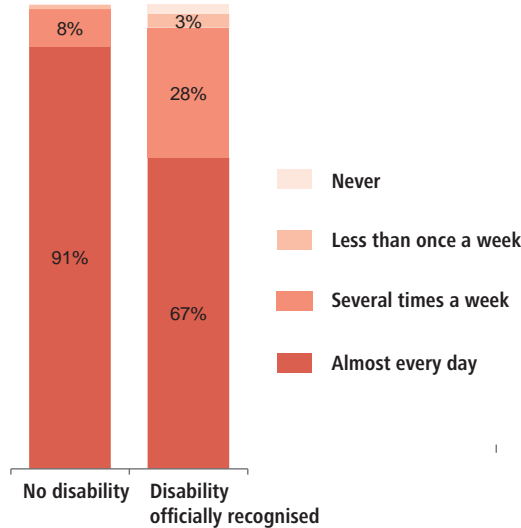
Mobility

Source: STIF

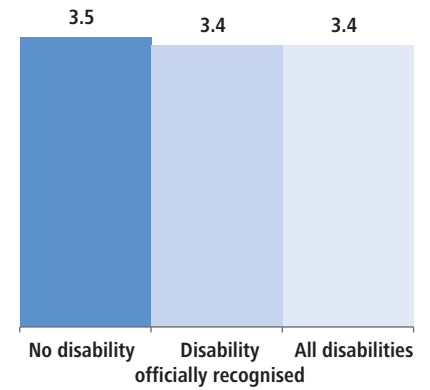
Study on the mobility of disabled persons in 2014

Parisian mobility (16-59 year-olds)

Frequency of journeys outside the home



Daily mobility

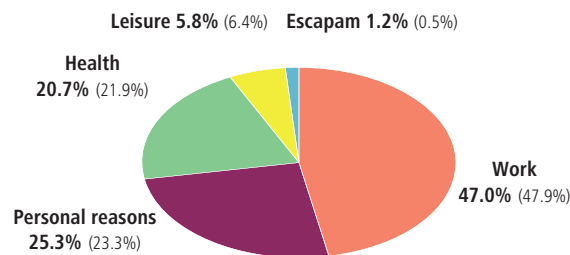


95% of people with a recognised disability state that they travel several times per week (99% for people with no disability). Among those who travel, the difference between the number of journeys made is negligible.

PAM special service

The help disabled people travel around Paris and the Ile-de-France region, Paris City Hall, in partnership with the Ile-de-France regional council and the STIF (regional transport authority), launched a new special transport service in November 2003, PAM (Pour l'Aide à la Mobilité - Paris Mobility Support).

Breakdown of trips by type of use



Changes 2015 / 2014

In 2015:

302,813 trips made,

5,600 people registered for the service (having reserved at least one in 2015)

stable



PAM :

Transport on demand, which is offered to disabled persons living in Paris, available 7 days a week all year long except the 1 May, from 6.00 am to midnight from Monday to Thursday and up to 2.00 am in the evenings of Friday/Saturday and Saturday/Sunday.

ESCAPAM :

Leisure outings adapted for people with different disabilities provided by the PAM 75 service in partnership with an association.

(%): Percentage in 2014

Accessibility on Paris roads

Source: Paris City Hall, Roads and Transportation division

Number of pedestrian crossing with audible signals

10,388 modules (i.e 5,194 crossings)

+8%

Number of pavements lowered

42,634

+0.3%

Number of disabled parking spaces, including: Road spaces Spaces in contracted car parks

5,205 4,201 1,004 in 107 car parcs

stable



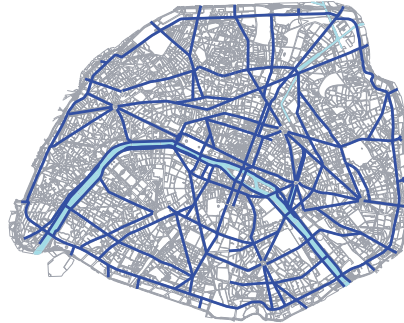
Traffic

Motor traffic in Paris (working days)

Source: Paris City Hall, Roads and Transportation division

Instrument-equipped network in Paris

Network of 196 km of roads equipped with sensors

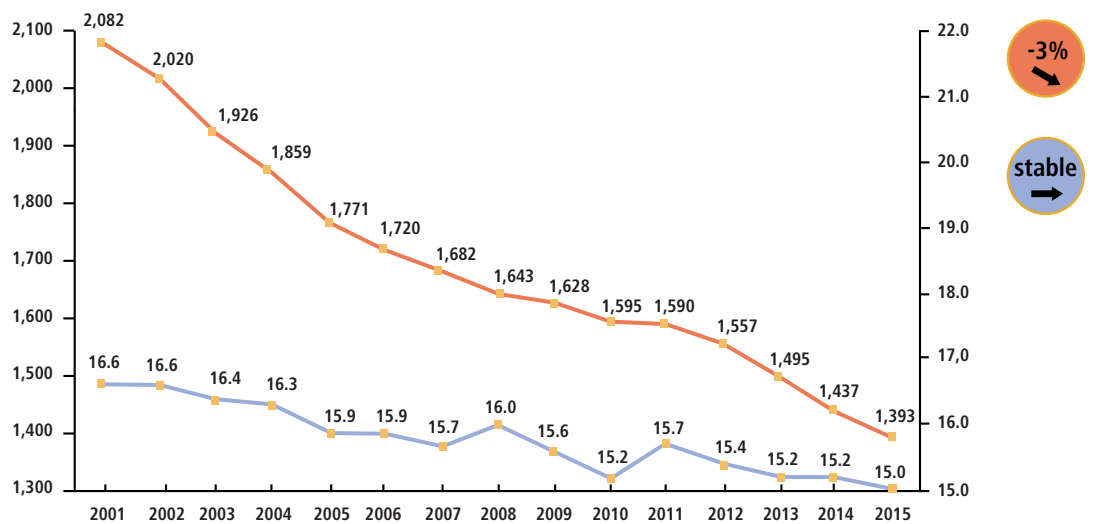


Annual changes in Paris traffic on the instrument-equipped network

Changes 2015 / 2014

Vehicle-kilometer per hour between 7 am and 9 pm converted to 1 km instrument-equipped road

Speed in km/h between 7 am and 9 pm



-3%

stable



Trends: A reduction in the volume of automobile traffic on the sensor-equipped network in central Paris compared with 2014, with a simultaneous stabilisation in the average traffic speed.

Monthly changes in Paris traffic on the instrument-equipped network (over 2015)

Vehicle-kilometer per hour between 7 am and 9 pm converted to 1 km instrument-equipped road

Speed in km/h between 7 am and 9 pm

Annual average



Trends: As in 2014, the month of June recorded the highest level of automobile traffic (+5,4% compared with the annual average) and the month of August the lowest level (-24% compared with the annual average). The speed was at its peak in August (+ 14% compared with the annual average) and lowest in June (-5% compared with the annual average).

Vehicle-kilometer per hour between 7 am and 9 pm converted to 1 km instrument-equipped road

Speed in km/h between 7 am and 9 pm

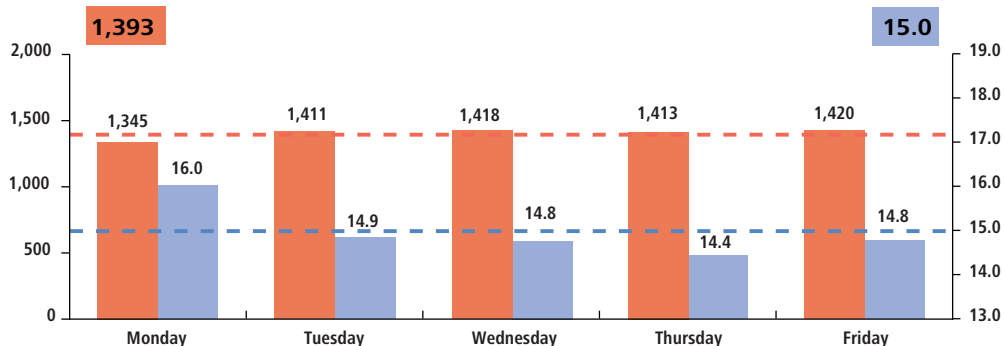
Annual average



Working days in 2015 : 252

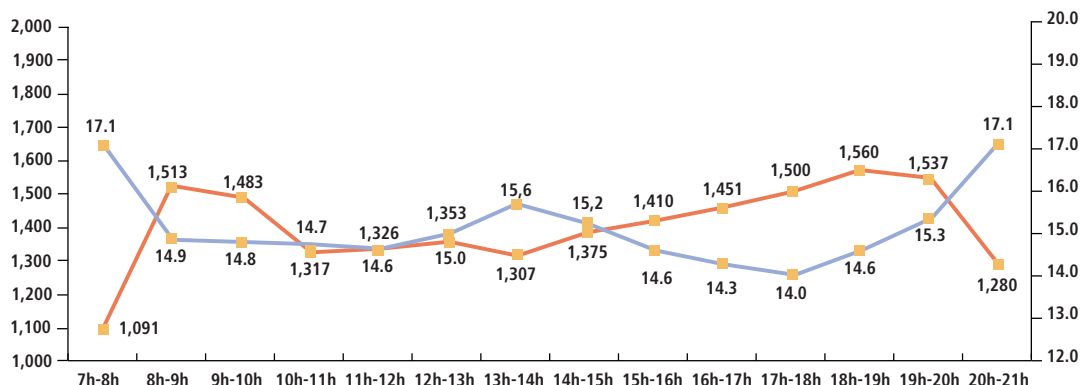
or
 Monday : 50
 Tuesday : 51
 Wednesday : 51
 Thursday : 51
 Friday : 49

Changes in motor traffic (in 2015) on the instrument-equipped network by day category



Trends: Motor traffic on the instrument-equipped network was lowest on Mondays (3% less than the annual average), Wednesday and Friday being the busiest days (2% higher than the annual average).

Changes in motor traffic and speed over one day on the instrument-equipped network (average working days for 2015)



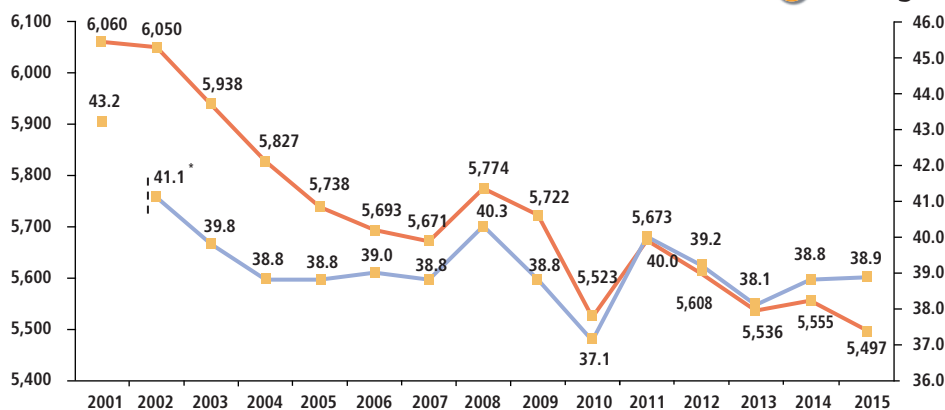
Trends: Peak times are between 8 am and 9 am in the morning and 5 pm and 8 pm in the evening.

Car traffic on the ring road (Working days)

Vehicle-kilometer per hour between 7 am and 9 pm converted to 1 km instrument-equipped road

Speed in km/h between 7 am and 9 pm

Annual changes in traffic on the Paris ring road



* Calculation system changed

Changes 2015/2014



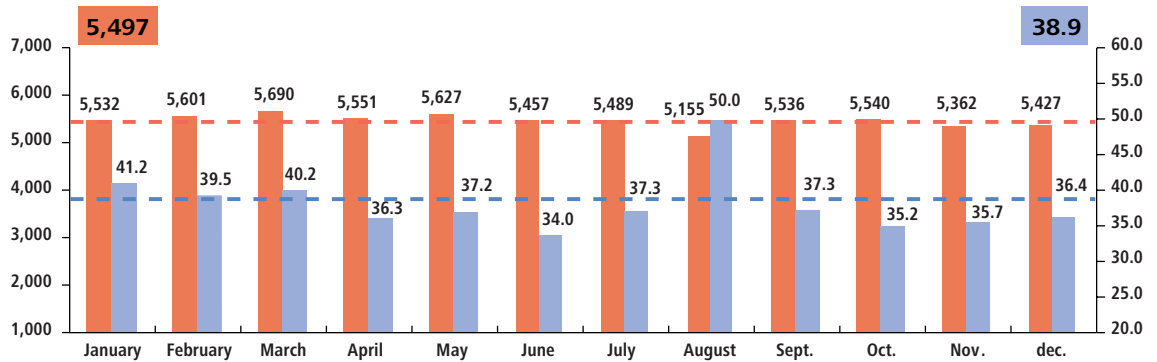
Trends: Slight reduction in the volume of automobile traffic compared with 2014, with a simultaneous stabilisation of the average traffic speed on the Paris ring road (the boulevard périphérique).

Monthly changes in traffic on the Paris ring road (over 2015)

Vehicle-kilometer per hour between 7 am and 9 pm converted to 1 km of road

Speed in km/h between 7 am and 9 pm

Annual average



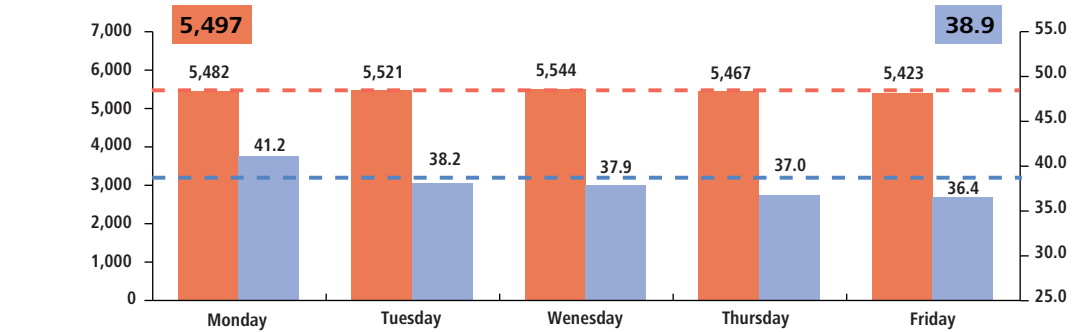
Trends: The month of March recorded the highest level of automobile traffic (+4% compared with the annual average), and the month of August the lowest level (-6 % compared with the annual average). The speed of traffic was at its peak in August (+29% compared with the annual average) and at its lowest in June (-13% compared with the annual average).

Changes in motor traffic and speed over one day on the Paris ring road (over 2015)

Vehicle-kilometer per hour between 7 am and 9 pm converted to 1 km of road

Speed in km/h between 7 am and 9 pm

Annual average

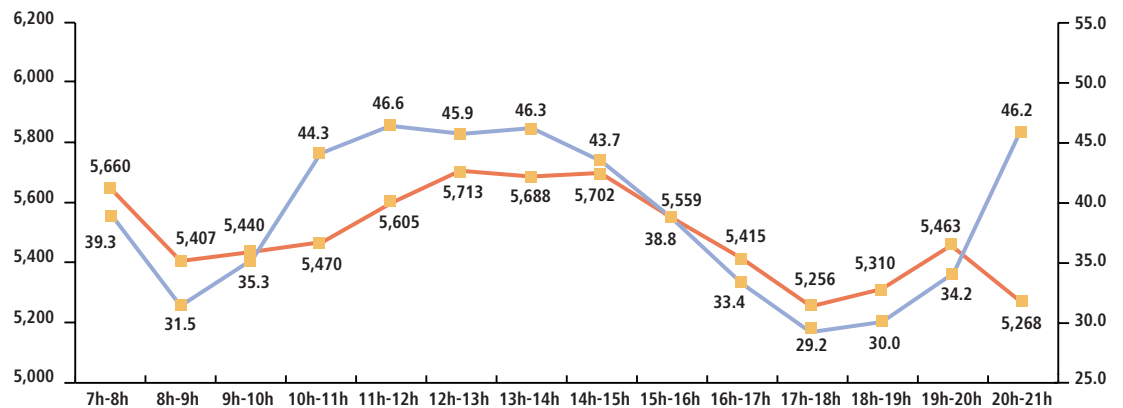


Trends: Motor traffic on the Paris ring road only varies slightly according to the day of the week. The highest speeds are recorded on Mondays, and the lowest speeds on Thursdays and Fridays.

Changes in motor traffic and speed over one day on the Paris ring road (average working days for 2015)

Vehicle-kilometer per hour converted to 1 km of road

Speed in km/h



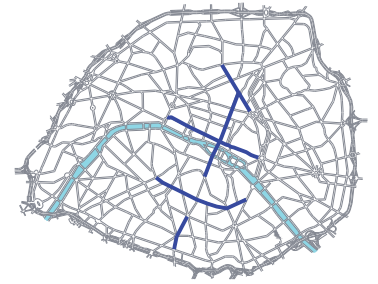
Trends: The Paris ring road is busy from 7 am to 9 pm with increased congestion at peak times in the morning and evening.

Working days in 2015 : 252

or
Monday : 50
Tuesday : 51
Wednesday : 51
Thursday : 51
Friday : 49

Monitoring routes (working days)

Traffic and speed on some routes Annual changes in the distance covered and speed



*Average from March to December 2006

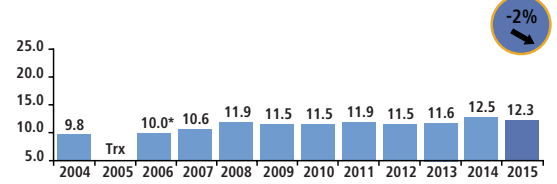
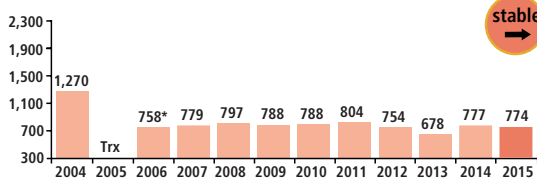
Vehicle-kilometer per hour between 7 am and 9 pm converted to 1 km instrument-equipped road

Speed in km/h between 7 am and 9 pm

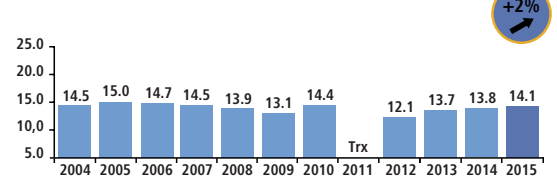
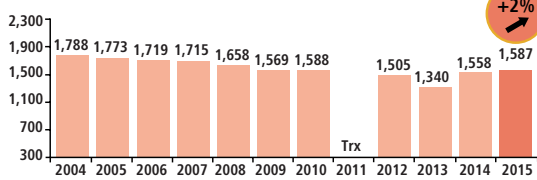
Changes 2015 / 2014

Changes 2015 / 2014

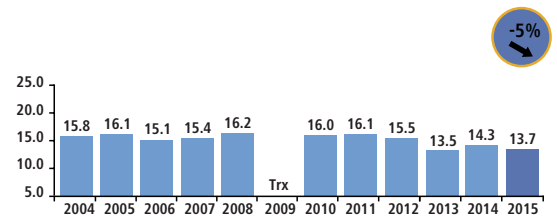
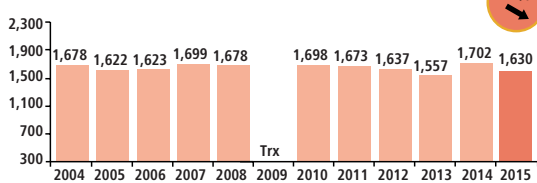
Boulevard de Magenta (North-South direction)



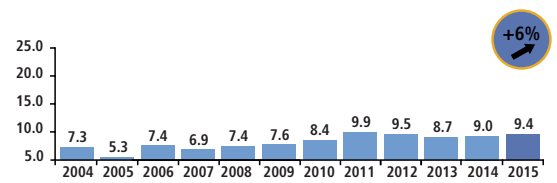
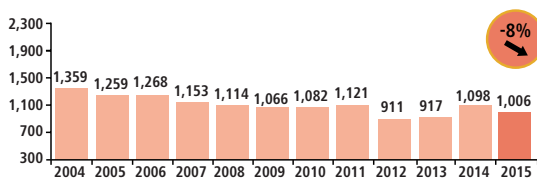
Quai Rive Droite



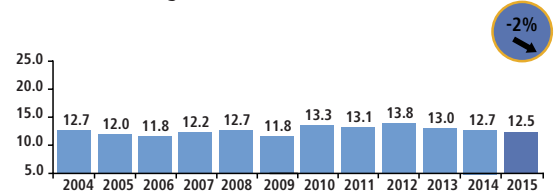
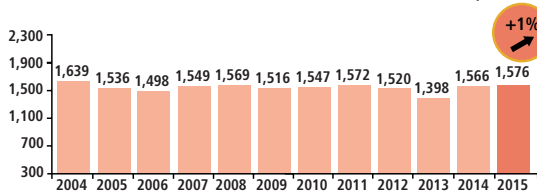
Rue Saint-Antoine – Rue de Rivoli



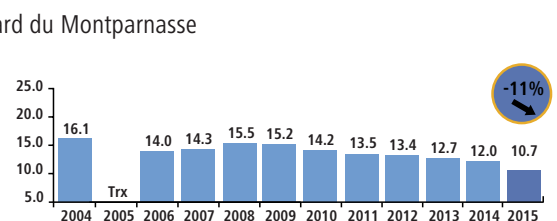
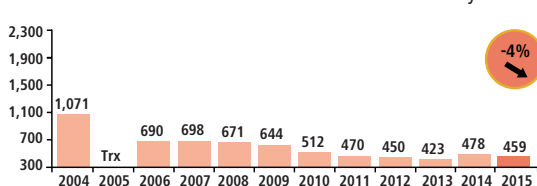
Avenue du Général Leclerc (North - South direction)



Boulevard Saint-Michel – Boulevard de Sébastopol – Boulevard de Strasbourg



Boulevard Saint-Marcel - Boulevard de Port-Royal - Boulevard du Montparnasse



Number of vehicles in Paris

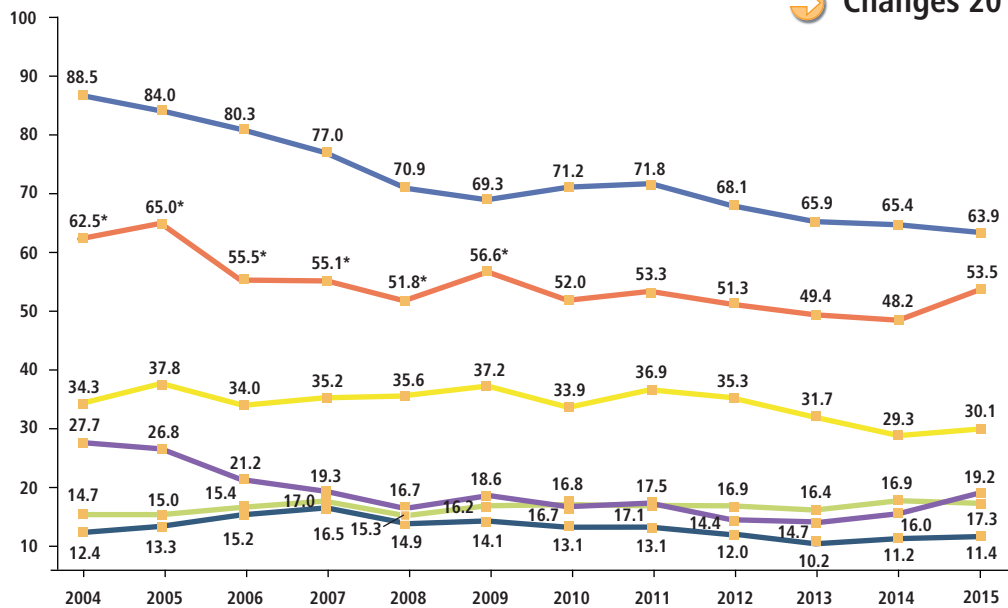
Source: Ministry for Ecology, Development and sustainable development (MEDAD/SESP)

REGISTRATIONS

- Private cars (used) ■
- Private cars (new) ■
- Private cars (new) diesel ■
- Private cars (new) petrol ■
- Motocycles (used) ■
- Motocycles (new) ■

Vehicles registered in Paris (registration papers)

In thousands of vehicles



Changes 2015 / 2014

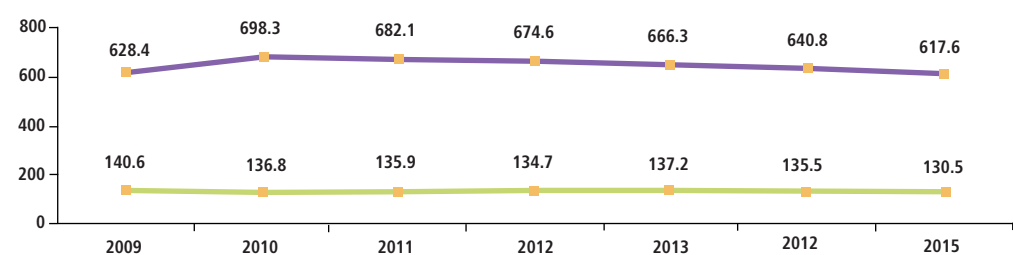


* including electric, biofuel and E85 ethanol vehicles.

PARKINGS

- Private cars (less than 15 years old) ■
- Trucks and light trucks (less than 20 years old) ■

In thousands of vehicles

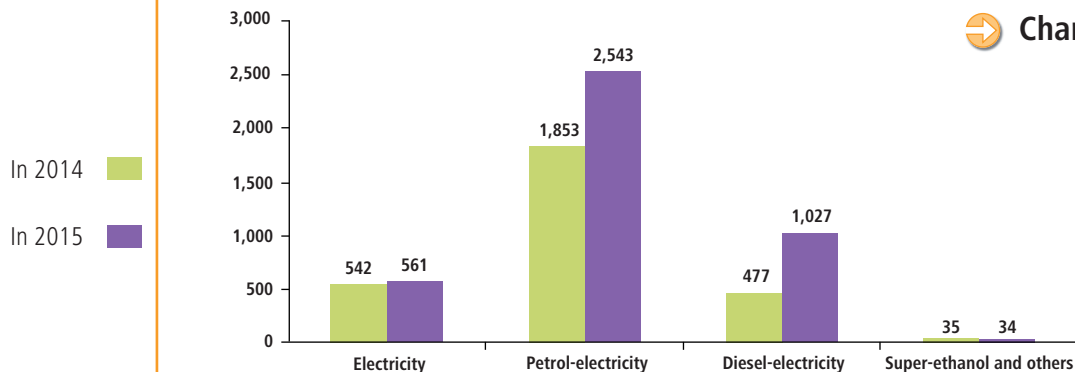


Trends: An increase in 2015 in the number of registrations of new cars as well as new and used motorbikes, but a slight decrease in the number of registrations of second hand cars. A decrease in the stock of individual cars less than 15 years old and the number of lorries and vans less than 20 years old.

The statistics on the stock of road vehicles are calculated based on the statistical inventory for road vehicles (for data recorded since the 1 January 2011). This was completed at the end of 2015 with the inclusion of vehicles which had previously been omitted, which led to an increase in the total stock from 1 January 2011, compared with previously published data.

New vehicles running on alternative fuels registered in Paris

Changes 2015 / 2014



Trends: An increase compared with 2014 of the number of registrations of new cars using alternative fuels. Registrations of biofuel vehicles increased by 53%, while those of electric vehicles increased by 4%.

Autolib'

Source:
Autolib' Métropole



Autolib':

Inaugurated on 5 December 2011, the Autolib' service is managed by a joint association. As of the end of 2015 it covered 86 municipalities of the greater Paris area and the Ile-de-France region. It is a public service for self-serve rental with 'direct itineraries' (meaning no need to return the vehicle to the place you collected it from).

The Autolib' joint association changed its name on the 18 June 2013 to « Autolib' Métropole ».

Supply (end of 2015)

	Paris	Suburbs	Total
Number of roadside stations	545	457	1,002
Number of stations in car parks	31	9	40
Number of cars in service			3,698

Stations and terminals in Paris

	End of 2014	End of 2015
Number of spaces*	30	29
Number of standard stations	466	545
Number of stations in car parks	15	31
Number of subscription terminals	30	30
Number of rental terminals	515	605
Number of recharging terminals	2,548	3,225

* The spaces have the same characteristics as the stations but also have a shelter and a subscription terminal. They are open 24 hours a day, 7 days a week.

Subscribers (end of 2015)

Number of active subscribers in Paris

Changes 2015 /2014

Short-term (1 day, 1 week)	96	-7%
Long term (1 month)	129	-7%
Long term (1 year)	58,126	-13%
Shared package (8h)	21	
Utilib' 1 year	88	



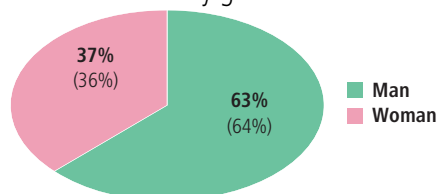
Subscription services:

Five subscription packages are offered: one year, one month, one week or one day, as well as an 8-hour shared subscription whose duration and validity is two months, and which gives access to the service to 4 different users.

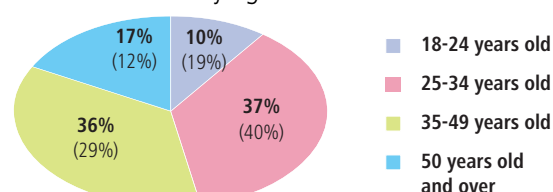
In addition to these 5 packages, there is the subscription for the electric recharging for owners of an electric vehicle other than Autolib', professional subscriptions and a service for tradespeople, Utilib'.

One-year subscriber profiles (Paris and its suburbs)

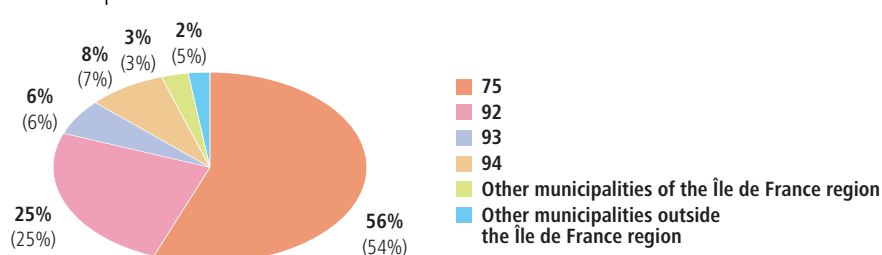
Distribution by gender



Distribution by age



Department of residence



(%): Percentage in 2014

At the end of 2015, the number of active one-year subscribers (Paris and its suburbs) was 99,600 (+48% compared with 2014). The average age of these one-year subscribers is 38 (34 for short-term subscribers). 73% of the one-year subscribers are between 25 and 49 years old (69% in 2014). Women make up 37% of this group (36% in 2014).

Autolib'

Source:
Syndicat Autolib' Metropole



The Autolib vehicles are 4 seater cars with a range of 250 km in town. They are equipped with a LiPo (Lithium polymer) battery, with a noise making device to discretely warn pedestrians of their silent approach and an on board PC permanently connected to the Operations Centre. The commercial vehicle version Utilib', launched in 2014, has a load volume of 0.9 m³ and can carry up to 230 Kg of cargo.

Average duration in minutes ■
Average distance in km ■



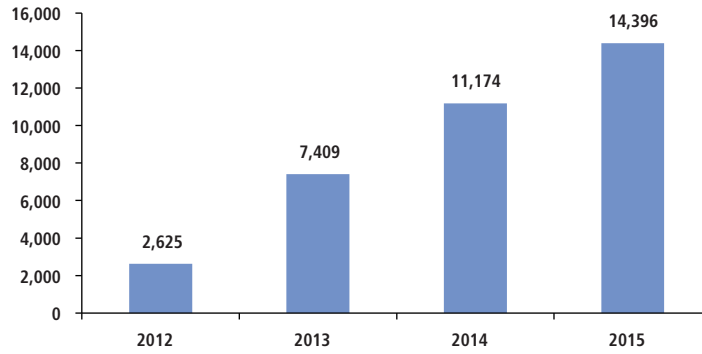
86 Île de France municipalities participate in the Autolib service, in the Hauts-de-Seine, the Seine-Saint-Denis, the Val de Marne and the Essonne departments, which cover an area of 573 km².

Paris - Paris ■
Paris-Suburbs and Suburbs-Paris ■
Suburb - Suburb ■

Monthly evolution in the usage of stations in Paris

Changes 2015/2014

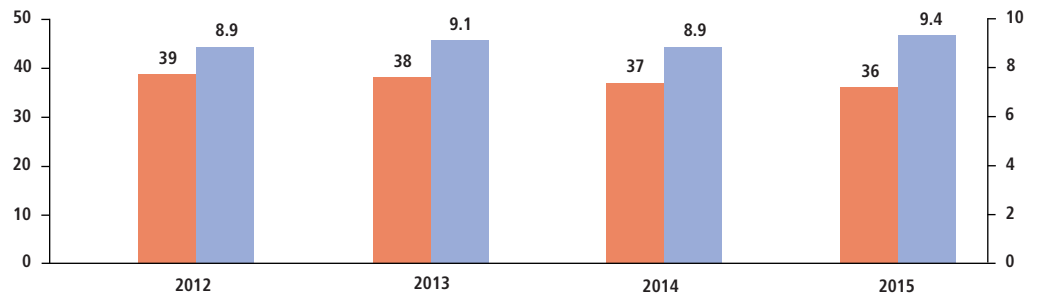
Average number of rentals per day



+29%

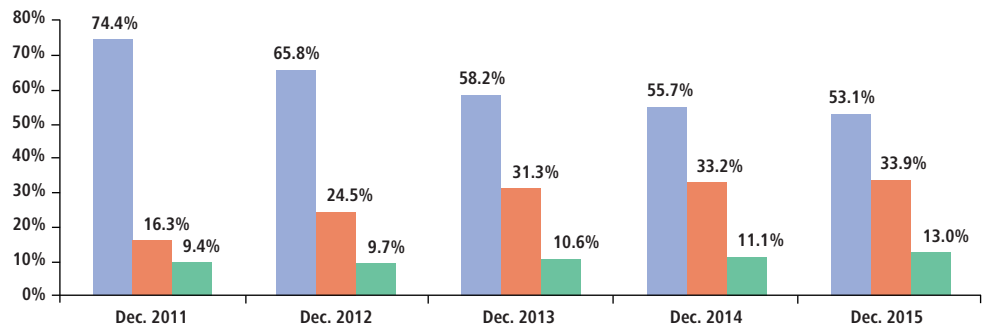
With a total of 5.3 million rentals per year in 2015, the average number of rentals per day increased by 29 % compared with 2014. At the end of 2015, there was one rental every 5.3 seconds (6.5 seconds at the end of 2014, 9.7 s at the end of 2013 and 15 s at the end of 2012).

Types of rentals



Trends: The average duration of a rental went from 39 minutes in 2012 to 36 minutes in 2015. The average distance travelled increased (except in 2014).

Distribution of journeys by departure point and destination

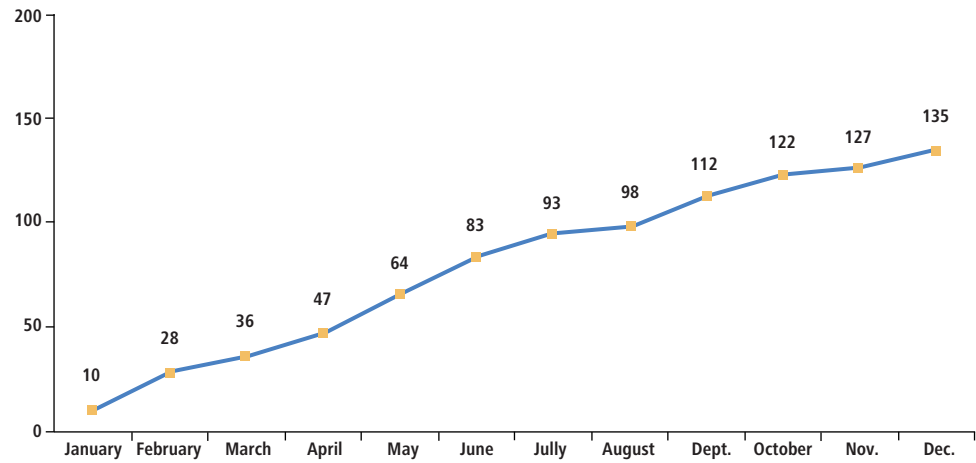


Trends: Since 2011, Autolib' has increased its reach across the metropolitan area. The share of journeys within Paris itself has decreased compared with journeys which start and/or finish in the outskirts of the city. The proportion of journeys within just one municipality or arrondissement was 15.5% in 2015 (12.5% in 2014).

Autolib'

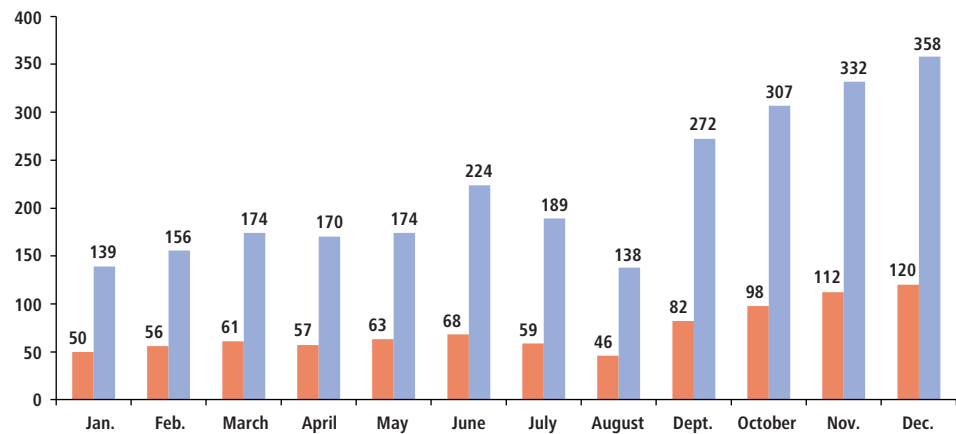
Source:
Syndicat Autolib' Métropole

Monthly progress of subscription numbers for Utilib' (in 2015)



In 2015 a steady increase in the number of active subscribers of Utilib' was observed (135 at the end of 2015, of which 88 in Paris).

Monthly progress in the number of private vehicle recharges per day



Trends: In 2015, 80,169 private vehicle recharges were made (26,548 in 2014) of which 80% within the city itself. 97% of Autolib' stations were used at least once for a vehicle recharge in 2015.

At the end of 2015, there were 3,220 recharge subscriptions for active individuals (1,146 in 2014), of which 93% were "CAR charge" subscriptions and 7% were "2 WHEEL charge". The average charge duration was 5 hours.



Autolib' allows electric vehicle owners to recharge them by subscribing to one of the three available packages: "CAR charge", "2 WHEEL charge" and "PRO charge".».

2015 ■
2014 ■



Travel by motorcycle

Index of changes on the number of motorcycles

Source: Paris City Hall, Roads and Transportation division

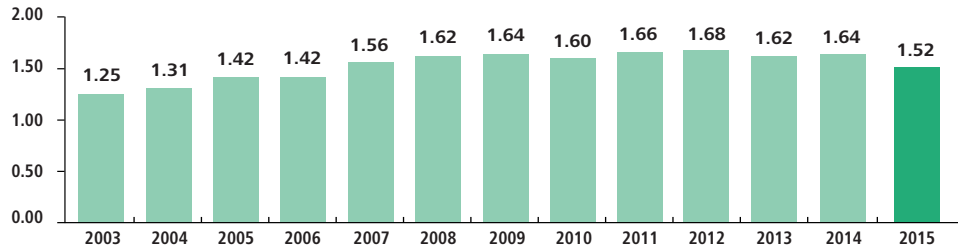


Calculated using counts made on a sample of 6 sites (bd de Sébastopol, bd Saint-Germain, rue de Rivoli, bd Henri IV, av. Daumesnil, quai de Jemmapes), every other Tuesday during the time, slots : 8.30-9.30 am and 5.30-6.30 pm, 8.30-9.30 am and 5.30-16.30 pm.

2014 
2015 

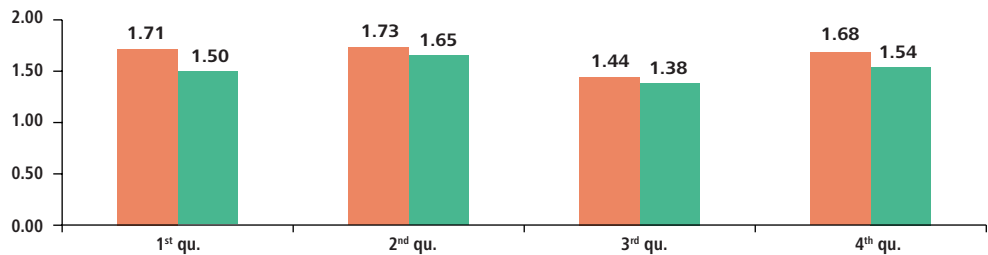
Index of annual changes in the number of motorcycles between 2003 and 2015

Changes 2015 / 2014



1 = Reference value, 1997 annual average

Comparison of quarterly indexes changes between 2014 and 2015

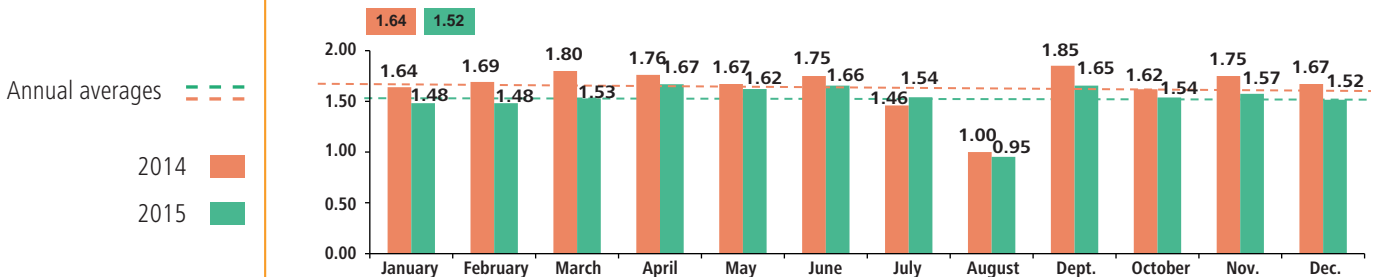


1 = Reference value, 1997 annual average



Trends: Significant drop in the number of motorcycles in monitored sites compared with 2014. The reduction in the quarterly flow rate of motorcycles is more pronounced in the first and last quarters (-12% and -8% respectively).

Comparison of the indices of monthly trends for motorcycles wheeled vehicles for 2014 and 2015



1 = Reference value, 1997 annual average



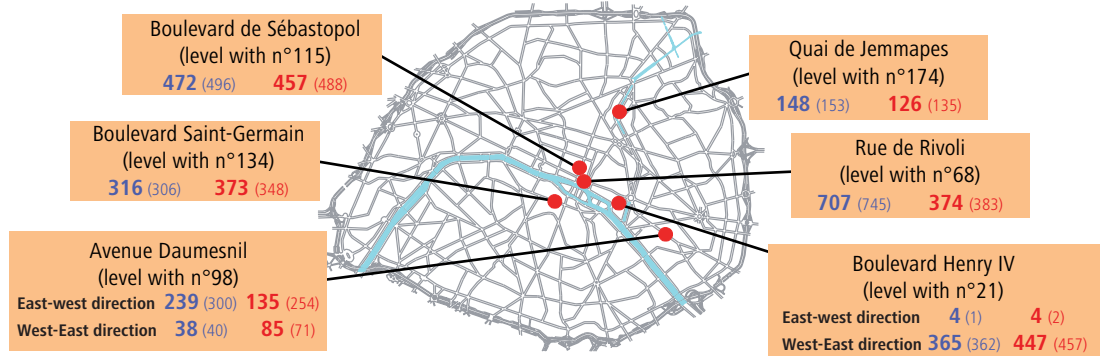
Trends: In 2015, the number of motorcycles travelling through the monitored sites was at its peak in April and June and lowest in August and October. Compared with 2014, the months of February and March saw the biggest decreases (-12% and -15% respectively). Only the month of July showed an increase (+5%).

Motorcycle traffic on the surveyed sites

Number of motorcycles between 8.30 and 9.30 am

Number of motorcycles between 5.30 and 6.30 pm

Hourly average over 2015 and (...) over 2014

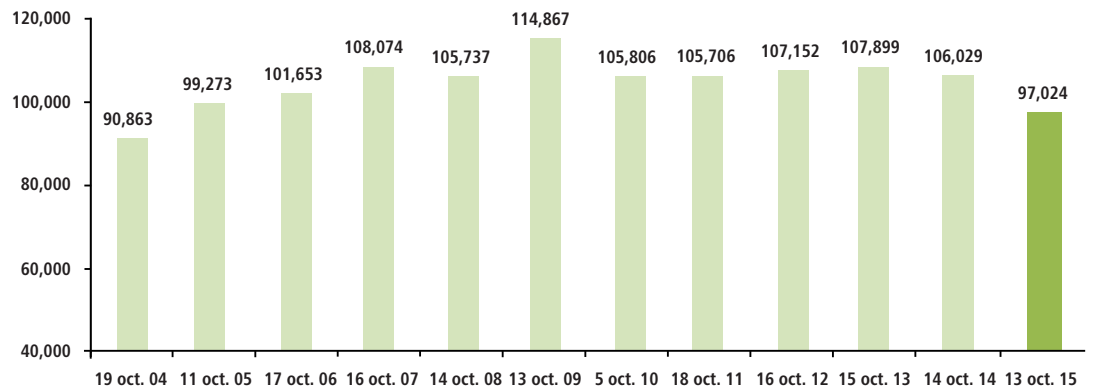


Changes in the number of motorcycles in Paris

Survey conducted on Tuesday 13 October 2015 between 8 am and 8 pm on a sample of 38 sites (the 6 index points and the 32 Paris bridges.)



Daily changes in the number of motorcycles since 2004



Trends: In October 2015, the number of motorcycles was down by 8% compared with the study undertaken in the month of October 2014.

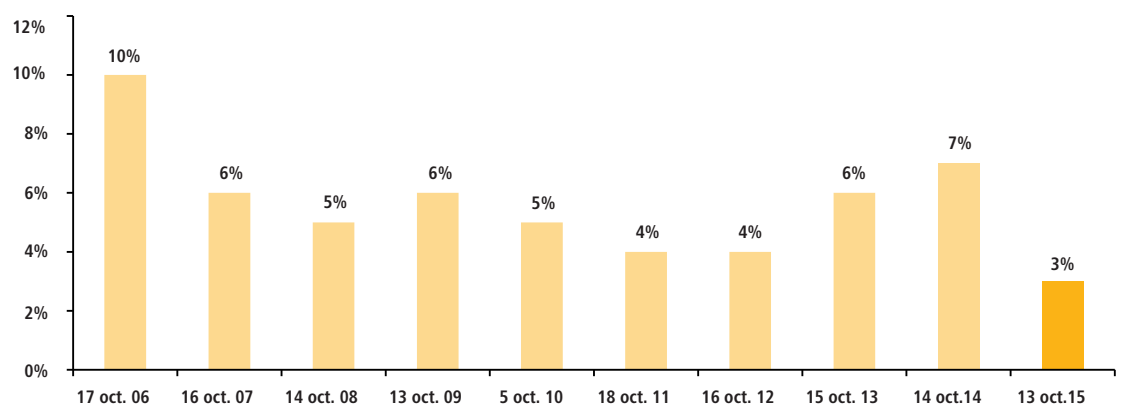
Use of public space

Source: Paris City Hall, Roads and Transportation division

Survey conducted on Tuesday 13 October 2015 between 8 am and 8 pm on a sample of 38 sites (the 6 index points and the 32 Paris bridges.)



Change in the number of motorcycles using bus lane since 2006



Trends: At all the sites that were monitored, the proportion of motorcycles illegally using the bus lanes was at its lowest since 2006.

Weather conditions

on survey days:

13 October 2015

Av. Temp.: 9.5°C

No rainfall

14 October 2014

Av. Temp.: 13.3°C

No rainfall



Parking

On-road

Source: Paris City Hall, Roads and Transportation division



100% of parking spaces are paying spaces. However some free or unidentified spaces remain.



Car park: Privately owned parking for the public.

Pay and display spaces:

Parking time limited to 2 consecutive hours.

Mixed spaces:

Parking limited to 2 consecutive hours for non residents and 7 consecutive days for residents.

Free spaces:

Marked parking spaces without a specific use.

Specific spaces:

Reserved spaces (taxis, police, post office, etc.), deliveries, bicycles and motorcycles and disabled spaces.



Modification of the rules for above-ground car parking:

Removal of free parking on Saturdays and prices and introduction of 2 pricing zones instead of 3. The hourly rate for rotating paid is €4 in zone 1 (1 to 1th arrondissements) and €2.40 in zone 2 (12th to 20th arrondissements). For residents, the price is €1.50€ per day (instead of €0.65), or €9 per week.

Since 1 February 2015, residential parking cards have been subject to a charge of €45 for one year and €90 for 3 years. Renewal is no longer automatic. You can obtain or renew your card on line.

Sésame Artisan Commerçant card:

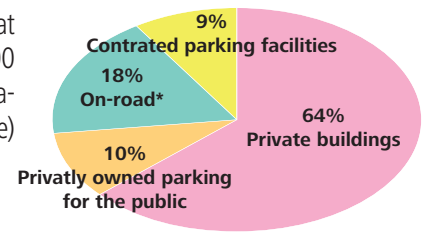
This card allows tradespeople and retailers who are based in Paris to park for 10 consecutive hours near to their business premises for a charge of €0.65 per day. This card is free.

Office employee card:

On 1 May 2015, it replaced the Sésame card for Tradespeople and shopkeepers. It provides identical privileges (users charged at resident rates for the day). It is subject to an annual fee of €45 and the list of people permitted to use it is more restricted.

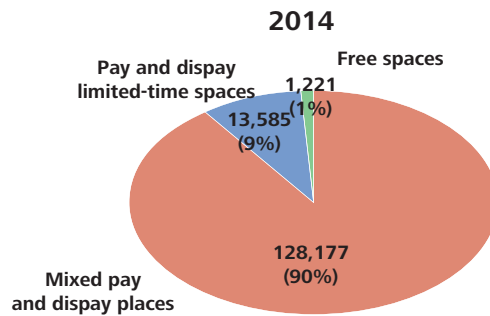
Overall parking spaces (estimate)

The total number of parking spaces in Paris is estimated at 805,000. Private buildings have approximately 500,000 spaces (according to the survey conducted by the Observatoire des Déplacements (Paris transport monitoring centre) between 2005 and 2015).

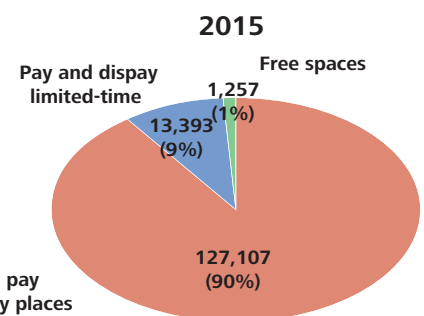


* excluding specific spaces

On-road parking



On road spaces: 142,983



On road spaces: 141,757

The number of on-road vehicle parking spaces is being reduced in favour of bicycle and motorcycles spaces and Autolib' spaces.

On-road parking for bicycles and motorcycles

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Changes 2015/2014
Number of spaces for two-wheelers including:	34,000	36,000	42,700	47,200	55,500	61,000	67,800	71,100	71,100	72,255	+2%
- mixed spaces	19,200	19,500	19,500	20,200	20,200	15,700	15,700	14,200(*)	14,100	14,003	stable
- specific spaces: motorcycles	8,800	10,000	12,900	14,600	19,100	25,000	28,400	31,100	31,100	32,278	+4%
bicycles	6,000	6,500	10,300	12,400	16,200	20,300	23,700	25,800	25,900	25,974	stable

(*) Conversion of mixed spaces to specific spaces during works on the public space

Residential parking users

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Number of residential parking cards issued over the year	150,708	137,453	160,944	139,186	154,111	140,119	144,111	159,356	138,612	58,692

In 2015, a total of 254,304 residential parking cards were valid (317,590 in 2014).

Sésame Artisan Commerçant card

	2007	2008	2009	2010	2011	2012	2013	2014	2015
Number of Sesame cards issued over the year	2,552	2,381	3,724	4,377	4,401	5,337	6,108	6,791	4,356*

* Of which 2,372 office employee cards



Car sharing service (SVP)

226 car parking spaces on the public roads distributed over 113 stations covering the entire Paris area were put forward as part of a call for tenders launched by the City of Paris in March 2015. Agreements for the use of public space were signed with operators for a fee.

Source: Paris Police Headquarters

➔ Car sharing service (at end of 2015)

Operator	Number of station	Number of vehicles
Communauto	21	42
Matcha-Europcar	3	6
Zipcar	37	74

In order to encourage the development of car-sharing in Paris, the City of Paris has set up the "SVP" label. 3 companies provide this service.

➔ Changes in the compliance rate

Number of offences (tickets) recorded

➔ Changes 2015/2014

For failure to pay parking fees

3,401,936

-10%

Parking in contracted facilities

Source: Paris City Hall, Roads and Transportation division

➔ Parking in contracted facilities

Complete survey in 2015 (spaces for cars)

Underground facilities

126 facilities with a total of **68,290*** spaces,
Of which **62.5** facilities have residential rates

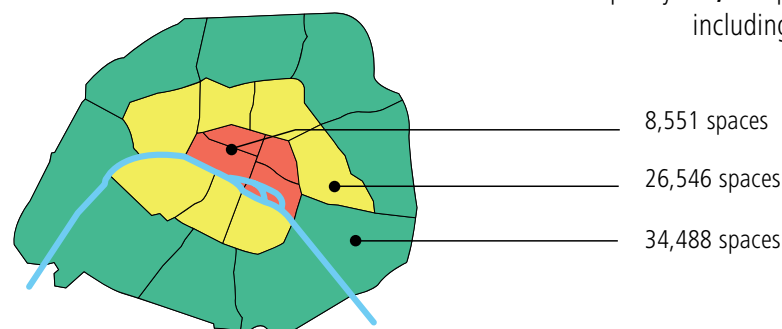
Overground facilities

19 overground facilities with a total **1,295** spaces (open to the public)
All of these facilities have residential rates (with subscriptions)

* Including 125 facilities in Paris with a total of 67,644 spaces and a facility in Val de Marne, Marigny-Château Park (571 spaces)

➔ Capacity facilities per zone

Total capacity: **69,585** public spaces
including **13,841** rented spaces



➔ Spaces for motorcycles in contracted facilities

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Changes 2015/2014
Number of spaces motorcycles distributed over	1,172	1,276	1,256	1,919	2,060	2,164	2,293	2,361	2,579	2,661*	+3%
	86 facilities	89 facilities	89 facilities	86 facilities	102 facilities	105 facilities	97** facilities	105 facilities	105 facilities	105 facilities	

* including 2,604 spaces in Paris distributed over 104 facilities and 57 spaces in Marigny Château park



Contracted facilities:

Parks belonging to Paris City Hall built and operated by a private company.

Operating companies:

Vinci Park, SAEMES, SPIE Autocité, SAGS, Q-Park, Realpark, Interparking, Accor

CENTRAL ZONE (arrdts 1 à 4)

MIDDLE ZONE (arrdts 5 à 11)

OUTER ZONE (arrdts 12 to 20 and Marigny-Château in Vincennes)



Hourly-rate exits:
Exits by customers paying an hourly rate.

Use of contracted facilities

Hourly-rate exits in 2015

Changes 2015 / 2014

Total number per day **28,976** -7%

Number/public space/day **0.52** -7%

Changes in hourly-rate exits

In contracted parking facilities

Number of exits in thousands

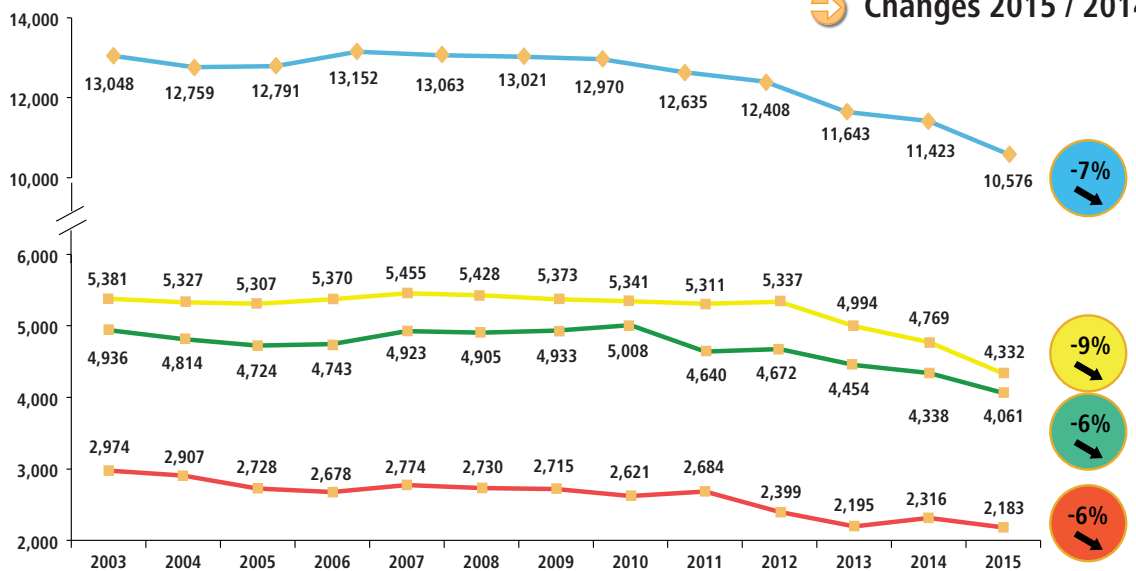
Changes 2015 / 2014

PARIS AS A WHOLE

MIDDLE ZONE
(arrdts 5 to 11)

OUTER ZONE
(arrdts 12 to 20)

CENTRAL ZONE
(arrdts 1 to 4)



Number of subscriptions (end of 2015)

Changes 2015 / 2014

Light vehicles

Total number of subscriptions **34,107** -5%

Number / public space **0.61** -5%

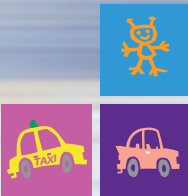
Number of residential rate subscriptions **9,275** -2%
in **81.5 facilities**

of which Motorcycles

Number of subscriptions **1,488** -2%
in **97 facilities**



Residential rate:
Preferential rates for residents.



Journeys by taxi

Number of taxis

Source: Paris police headquarters, Paris City Hall, Roads and Transportation division

Survey of traffic composition: from 18 to 20 Novembre 2014.

- Major Bay ●
- District Bay ●
- Bay at a station ●



Structuring network:
Major bays + district bays (120 bays).

Taxis in Paris

By a prefectural order dated 13 November 2015, the number of Paris taxi licenses was changed to 17,770. The proportion of taxis in Paris traffic is 9%.

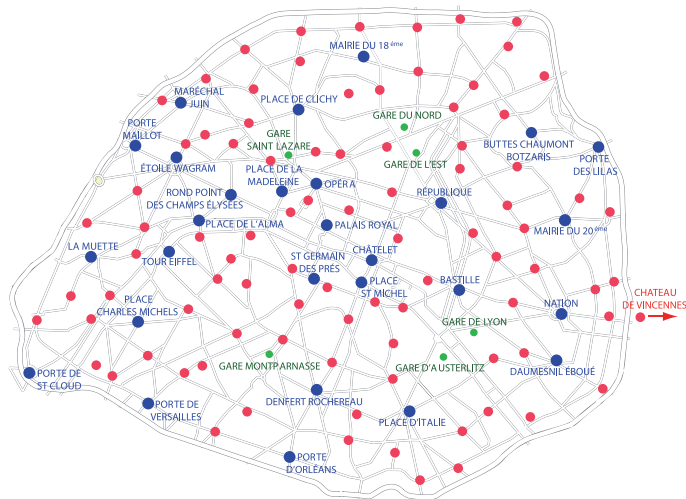
Taxi bays

425 taxi bays, including 3,004 spaces are spread across the capital including:

120 major bays (near tourist and district bays)

294 local bays located near hospitals, hotels, theaters, ...

11 bays in railway stations.



The 120 main ranks cover 80% of the taxi activity in taxi ranks. Each one has a name and number, which makes them easier to locate. These 120 ranks have been fitted with new furniture.

Journeys by taxi

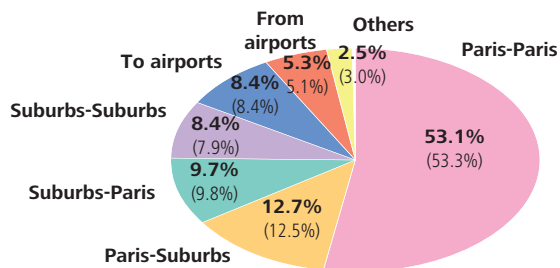
Source: Syndicat professionnel des centraux radio de taxis de Paris et de la région parisienne.

(%): Percentage en 2014

Types of journeys made in Paris

Calculated from a sample of 23,166,090 fares in Île-de-France.

- Average distance of a fare (Paris-Paris): **4.37 km** (4.46 km in 2014).
- Average duration of a fare (Paris-Paris) between 7 am and 9 pm on a working day: **23 mn** (23 mn in 2014)

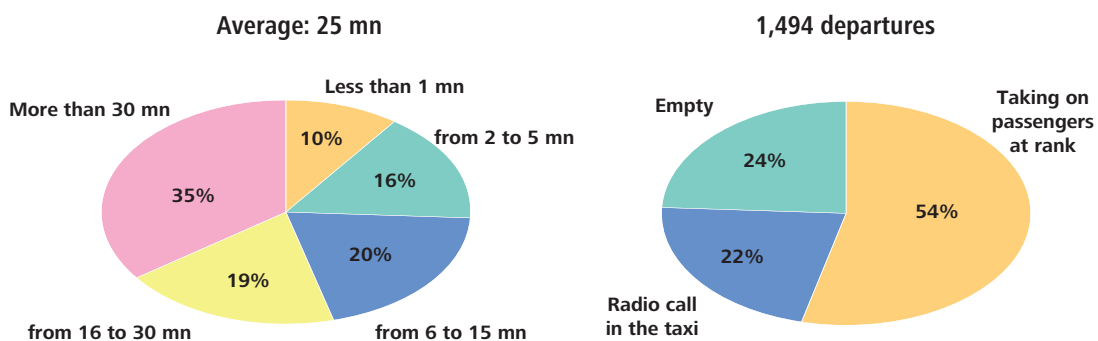


Usage of taxi bays

Source: Paris City Hall Roads and Transportation Division

Survey undertaken at 4 taxi bays at Porte Maillot on Friday 13 November and Saturday 14 November 2015 from 5.00 am to 2.00 am.

Parking time and number of departures by purpose





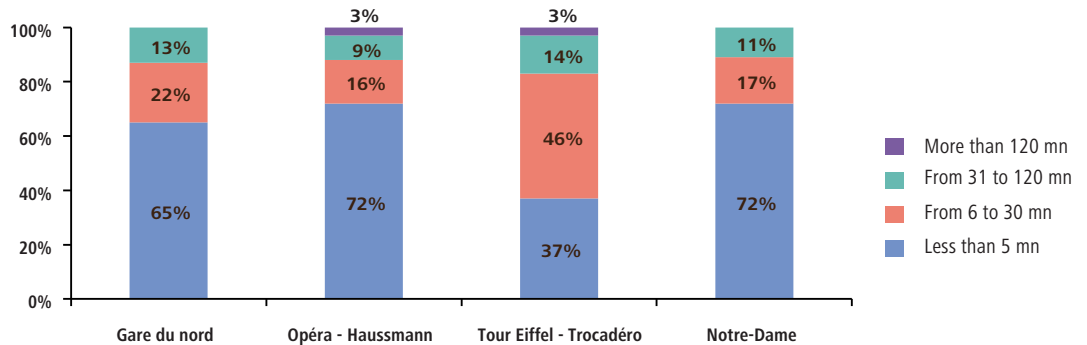
Journeys made by tourists

Tourist coaches

Source: Paris City Hall, Roads and Transportation division

Survey undertaken from 25 March to 14 September 2015 on a sample of 12 tourist coaches equipped with smartphones driving in Paris

➔ Parking times at four tourist sites



The average parking time does not vary much among the different locations (11 minutes for Gare du Nord and the Tour Eiffel - Trocadéro and 10 minutes for Opéra - Haussmann and Notre-Dame). There is a 3% rate of long-stay parking (more than 2 hours) at the Opéra - Haussmann and Tour Eiffel – Trocadéro sites.

➔ Parking reserved for coaches

➔ Changes 2015 / 2014

681* spaces in:

462** pay and display spaces accessible as part of passes of which 215 in facilities

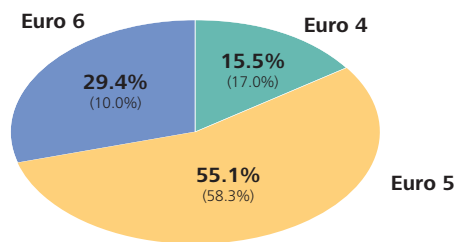
167 spaces accessible without a pass (free or not) of which 24 on-road spaces and 143 in facilities

52 spaces reserved for passenger drop-offs and pick-ups

+9%

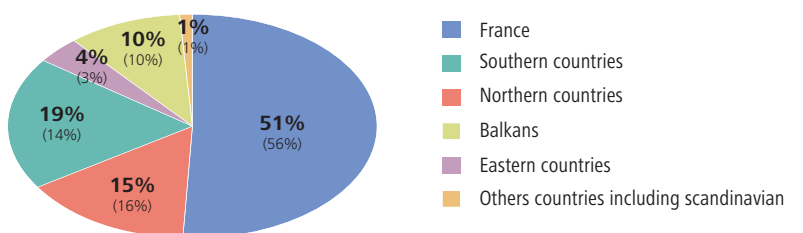
* 658 spaces in 2014 **433 in 2014

➔ Distribution by Euro standards of coaches which possess a PassAutocar subscription



The share of Euro 4 and Euro 5 coaches dropped in 2015 and were replaced with Euro 6 coaches. Since 1 January 2014 (introduction of the Euro 6 standard) Euro 3 standard coaches are no longer eligible for PASS Autocar subscriptions.

➔ Registration of coaches that have a Pass Autocar subscription



Trends: In 2015, the proportion of coaches registered in France which were subscribed to the Pass Autocar had dropped in comparison with 2014. The proportion of coaches registered in Northern countries who subscribed showed an increase.



Tourist coach parking permits



Euro standards:

European Union regulations which set the maximum limits for the emission of pollutants by wheeled vehicles. These standards have become stricter since the 1990s and apply to new vehicles. Their aim is to reduce atmospheric pollution caused by road traffic.

(%): Percentage in 2014

Parking passes for tourist coaches



Number of coaches parked ■
Number of passes used ■

Number of coaches parked:

This is calculated from all entries in parking facilities accepting passes and records made by employees between 9 am and 7 pm on on-road sites.



PASS autocar:

The pass provides access to the majority of car parks and street parking spaces. It has been in place since the 16 June 2003.

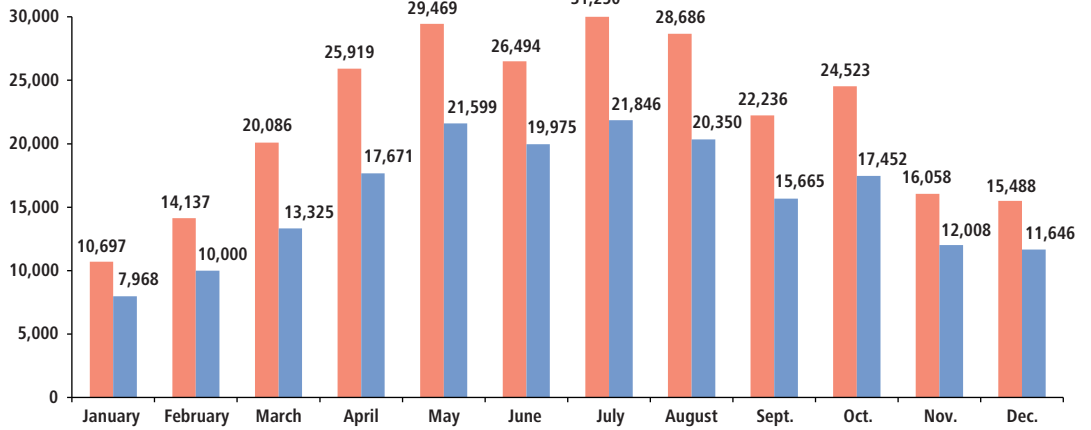
A distinction is made between the subscription PASS, intended for coach companies who regularly come to Paris (excluding regular routes), and the one-off PASS for visits or occasional trips to Paris. The pricing mechanisms for the subscription PASS and the one-off PASS are different.

Put in place on 1 May 2015, the modifications for the coach PASS include in particular, a price increase, an increase in the price reduction linked to the ECO PASS and the systematic verification of the EURO standards of the subscribing vehicles.

Passes for public transport

Source: STIF

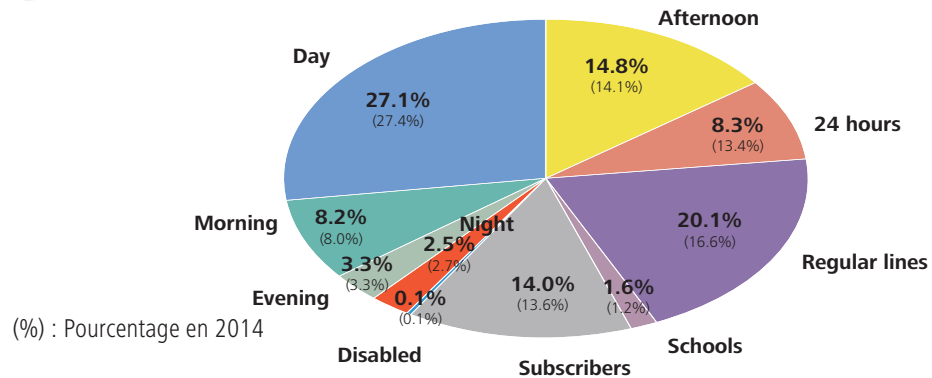
Change in the number of parking passes used and the number of coaches parked



189,505 passes sold, which is an increase of 5.5% compared with 2014; of which **43,235** passes were sold on site (representing 34% of the one-off PASS).

265,043 stationnements, which is a decrease of -1.4% compared to 2014.

Type of pass used



Trends: The proportion of passes used by regular routes, school coaches, subscribers and afternoon journeys has increased compared with 2014. The 24 hour pass proportion is decreasing.

Number of passes used in 2015

Changes 2015 / 2014

"Mobilis" passes (including "tickets jeunes week-end")	6,719,500	-13%
"Paris Visite" passes	2,603,000	-7%

Mobilis: valid for an entire day for unlimited travel on the selected zones for the Île-de-France transport network (except services to airports).

Paris Visite: valid for 1, 2, 3 or 5 consecutive days for travel on the entire Île-de-France network depending on the selected zones and benefit from cultural and commercial offers.

Passenger transport by river

Source: Paris City Hall, Roads and Transportation division, Compagnie des Batobus

➔ Number of passengers transported in 2015

➔ Changes 2015 / 2014

On the **Seine** in the period from January to the end of December (except during rises in water levels)
- by Batobus

894,931

-3%

On the **canal**
- by tourist boat
on wide canals: Saint Martin and Saint Denis

107,000

-7%

- On bus boats on the canals

1,420,000

+11%

Tourism in Paris

Source: Paris Tourist board and Convention Office

➔ Hotels results

Number of arrivals and nights in millions

➔ Changes 2015 / 2014

	2014	2015	
Total number of arrivals	15.4	15.2	-1.3%
Of which foreigners	9.0	8.9	
French	6.4	6.3	
Total number of nights	36.0	35.2	-2.3%
Number of business trips nights	13.9	12.0	-13.5%
Proportion of business customers	38.5%	34.2%	-4.3%
Average stay	2.12 nights	2.31 nights	+9%
Average room occupancy rate	79.3%	75.6%	-3.7%



Room occupancy rate in approved hotels:

Result of the number of occupied rooms divided by the number of available rooms, multiplied by 100.



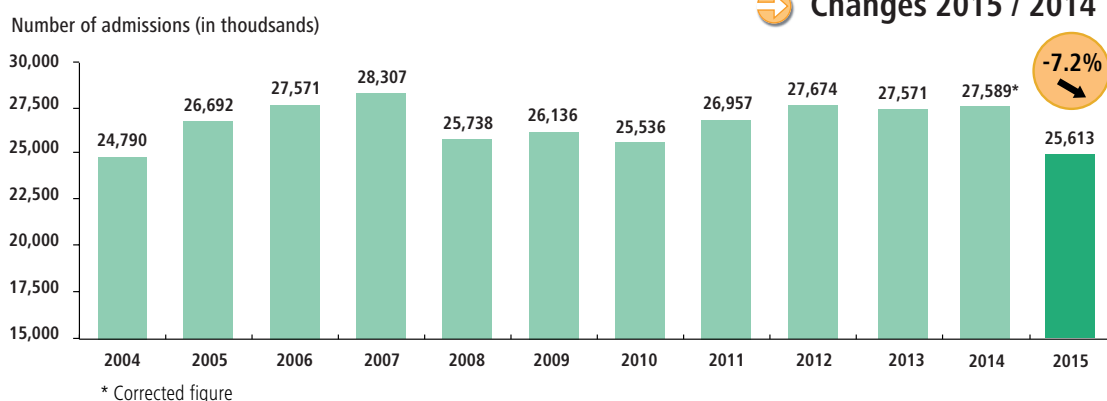
The percentages of change are calculated using exact data (not rounded).



Trends: The occupancy of hotel rooms has decreased compared with 2014.

➔ Annual changes in visits to the main cultural sites

➔ Changes 2015 / 2014



Main cultural sites :

Tour Eiffel, Musée du Louvre, Centre Pompidou, Cité des Sciences, Musée d'Orsay, Arc de Triomphe.



Trends: The number of visits to major cultural sites in Paris has decreased compared with 2014.



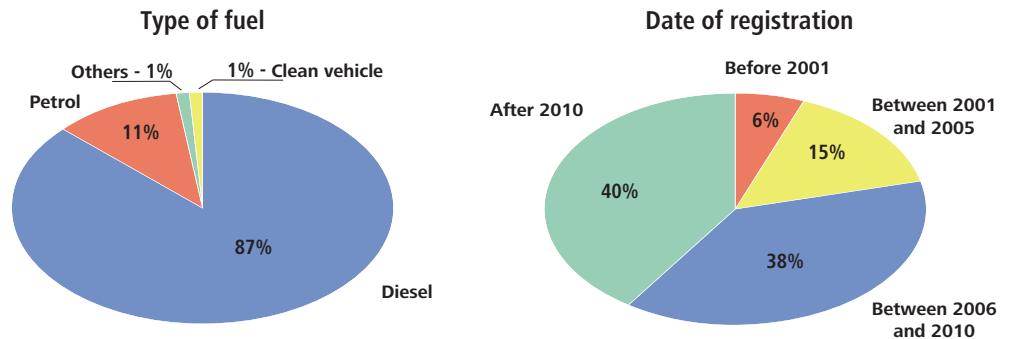
The carriage of goods

By road

Source:
Regional Chamber
of Commerce and Industry
Paris City Hall, Roads and
Transportation division

Survey undertaken by telephone
in September and October 2014
with a sample of 1,500 Parisian
small shopkeepers and tradespeople.

Vehicle motorisation and date of registration (Parisian small retailers and tradespeople)



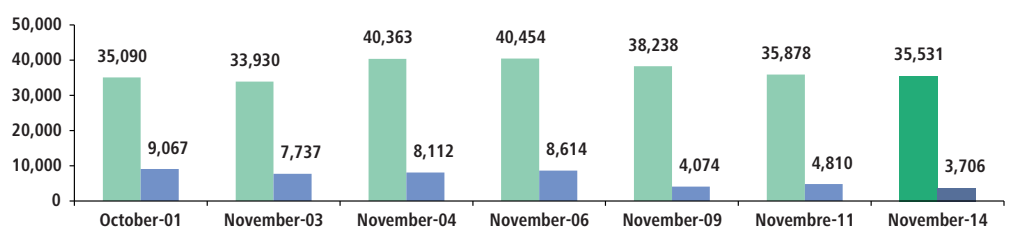
The vehicles used by the population surveyed are for the most part diesel powered.

The average rate of vehicle replacement seems to be lower among shopkeepers and tradespeople than among so called 'professional' transporters. Around 40% of these vehicles were registered after 2010. Just over one in five was registered before 2006, of which 6% before 2001.

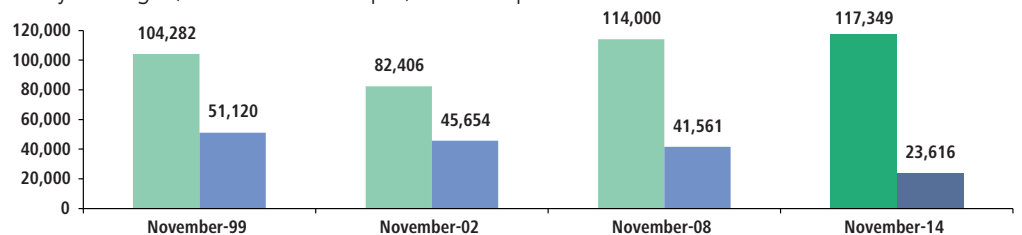
Number of delivery bays (end of 2015)

Number of delivery bays	8,837
Of which:	
- shared delivery bays	7,042
- sanctuarised delivery bays	1,795

Trends in heavy goods vehicle and commercial vehicle traffic Within central Paris Daily average (7.00 am – 9.00 pm) in a sample of 10 locations



Trends in heavy goods vehicles and commercial vehicles on the Paris ring roads (boulevard périphérique and boulevard des maréchaux) Daily average (7.00 am - 07.00 pm) in a sample of 8 locations



Heavy goods vehicle traffic has decreased by 59% in central Paris since 2001 and by 54% on the 'périphérique' corridor since 1999. Commercial vehicle traffic has increased by 1% in central Paris since 2001 and by 13% on the 'périphérique' corridor since 1999.



So-called "sanctuarised" or "permanent" zones:

They are exclusively reserved for deliveries in order to meet the needs of establishments supplied at night or in the early morning;

So-called "shared" or "periodic" bays:

They are used as parking spaces for all vehicles from 8 pm to 7 am and on Sundays and bank holidays.

Source:
Paris City Hall, Roads and
Transportation division

Traffic composition surveys conducted
In Paris:
on the 23 to 25 October 2001
on the 4 to 6 November 2003
on the 16 to 18 November 2004
on the 14 to 16 November 2006
on the 17 to 19 November 2009
on the 15 to 17 November 2011
on the 18 to 20 November 2014

On the Paris ring roads:
on the 18 to 20 November 1999
on the 19 to 21 November 2002
on the 18 to 20 November 2008
on the 25 to 27 November 2014

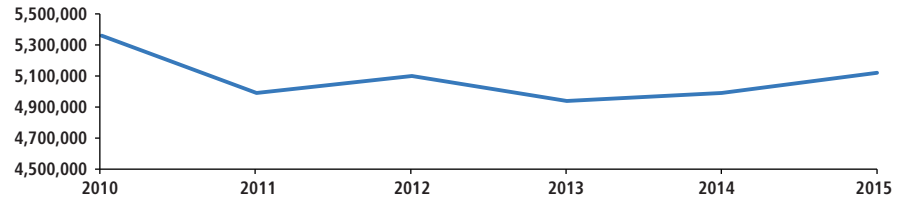
Commercial vehicles (CV) ■
Heavy goods vehicles ■

Railways

Source: SNCF

➔ Freight traffic flows in Île-de-France

Global traffic in train.km



An overall stagnation in rail freight traffic is observed from 2011.

Waterways

Source: Paris Port Authority

➔ Changes in river traffic of Paris ports

River traffic in ports on the Seine

1,607,760 tonnes

River traffic in ports on the canals (Paris 19th)

157,826 tonnes

Total traffic for all Paris ports

1,767,586 tonnes



Total ■
Unloading ■
Loading ■

Paris ports listed in the PLU (Paris local urban development plan):

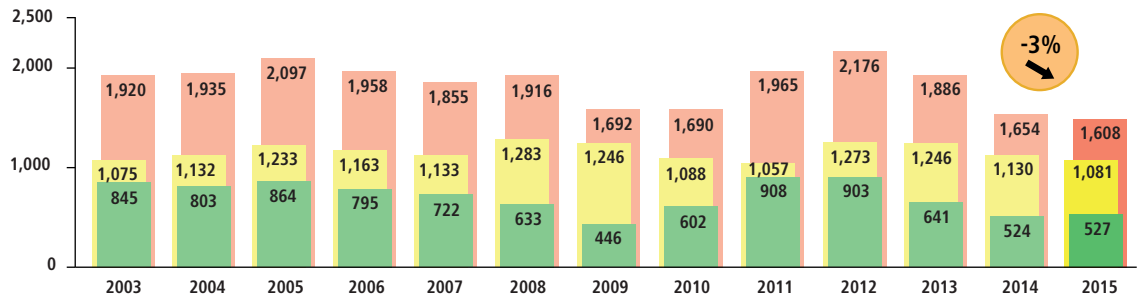
Pont National, (13th), pont de Tolbiac (13th), pont de Bercy amont (12th), port Victor (15th), port du Point du Jour (16th), port Serrurier (canal de l'Ourcq) (19th).

2 mixed ports: Port de la Bourdonnais (7th), port de Javel Bas (15th).

16 shared-time transit ports: port d'Austerlitz (13th), port de la Rapée (12th), port de Bercy aval (12th), port Saint Bernard (5th), port Henri IV (5th), port du Pont Neuf (5th), port de la Tourelle (5th), port des Célestins (4th), port des Grands Augustins (1st), port du Louvre (1st), port des Saints Pères (6th), port des Champs Elysées (8th), port du Gros Caillou (7th), port de Grenelle (15th), port de Javel haut (15th).

Ports on the Seine

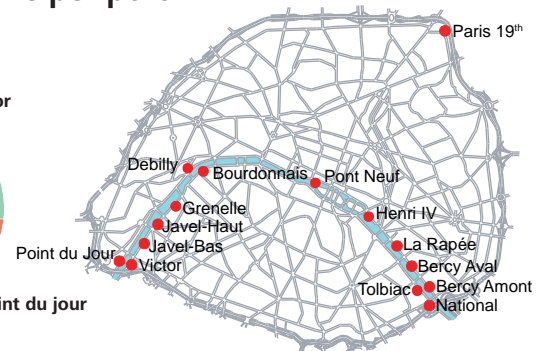
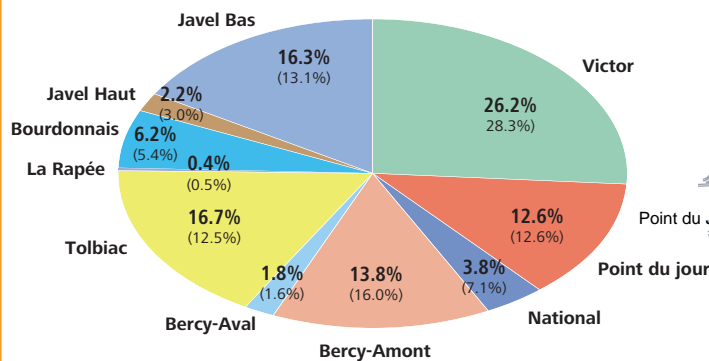
Traffic in thousands of metric tons



➔ Changes 2015 / 2014

The total traffic of the Seine Paris ports, composed of 99% of building materials slightly decreased in 2015, with loading stable and unloading in decrease (-4%).

➔ Breakdown of river traffic on the Seine per port



➔ Changes 2015 / 2014

(%): Percentage in 2014



Total river traffic in Île-de-France:

Total goods loaded and unloaded in the eight Île-de-France departments (including Paris).

Total river traffic in Île-de-France

20,186,472 metric tons*

Of which

Total traffic on City of Paris canals

727,507 metric tons

+1%

-23%

*2014 consolidated amount 19,954,152 metric tons



Travel safety

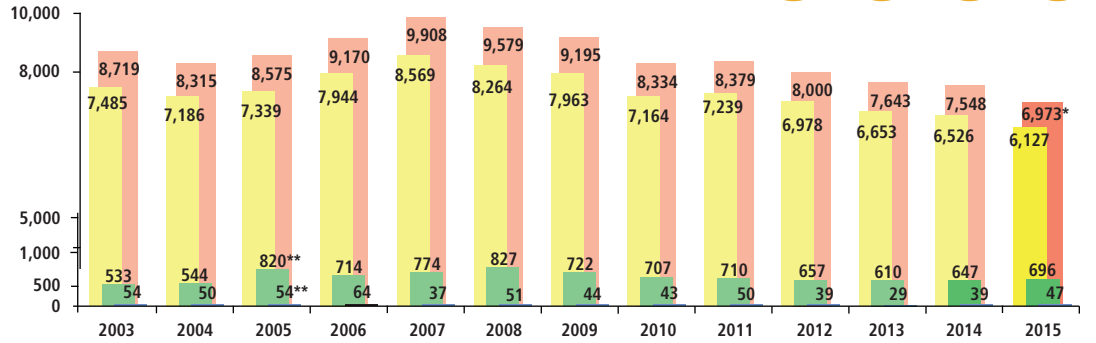
Number of Accidents involving injuries and victims

Source: Municipal accident file (up to 2006) and Concerto software (from 2007)



In Paris

Changes 2015 / 2014



* of which on the Paris ring road and slip roads: 601, accidents with injuries, i.e. 10% of all accidents in Paris, 733 victims (650 slight injuries, 82 serious injuries and 1 fatality) i.e. 11% of the total. .

** change in the definition of the severity of accidents involving injuries.

Comparison with regional and national results

	Number of accidents	Changes 2015/2014	Number of victims	Changes 2015/2014
Paris	6,127	-6%	6,973	-8%
Île-de-France	18,590	-1%	22,465	-1%
Built-up areas*	37,218	-7%	45,194	-8%
France**	56,603	-3%	74,263	-3%

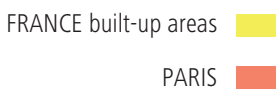
*Built-up areas

**Metropolitan France

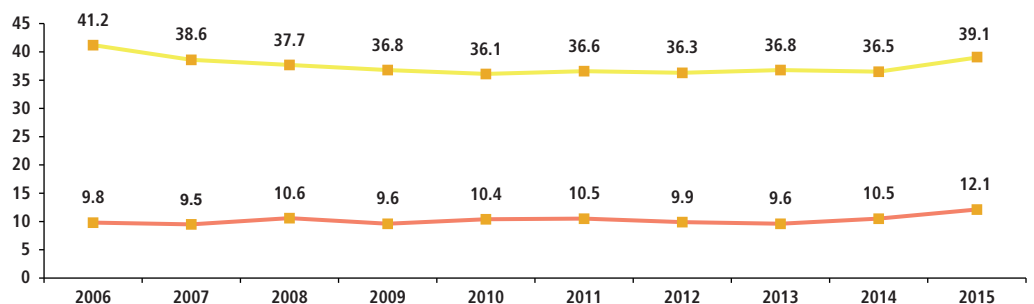


Trends: An overall reduction in the total number of accidents involving injuries (-6%) and the total number of victims (-8%) in Paris compared with 2014, as well as in the number of lightly injured victims (-9% or 632 less). However, the number of persons killed (+21%, which is 8 more killed) and seriously injured (+8%, which is an increase of 49) is increasing. The indicators regarding the Île de France region, urban areas in France and mainland France also show a decrease in the numbers of accidents involving injuries and victims.

Changes in the severity of accidents



Number of fatalities + seriously injured per 100 accidents



Trends: The number of victims killed or seriously injured per 100 accidents in Paris remains lower than that observed in urban areas of France overall. The Government introduced change (01/01/2005) in the definition of the seriousness of the condition of victims has accentuated the difference.

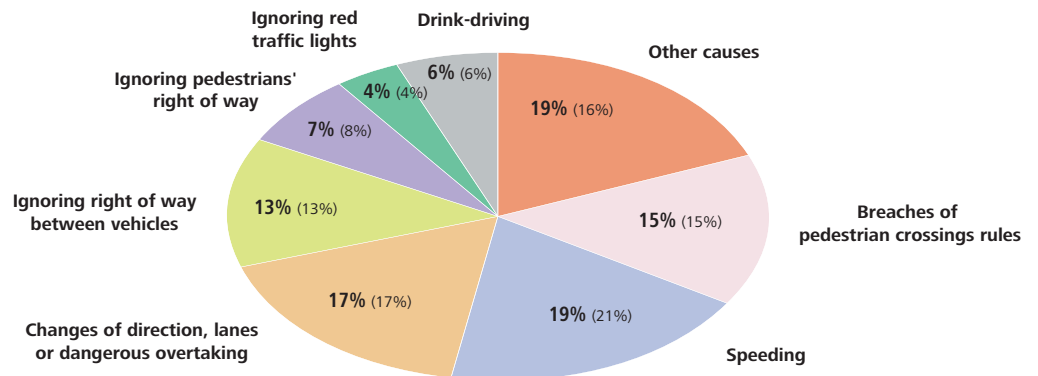


Severity of accidents:
Number of facilities and seriously injured per 100 accidents involving victims.

Breakdown of accidents in 2015

(%): Percentage Of offences in 2014

➔ Breakdown of accidents according to the main causes



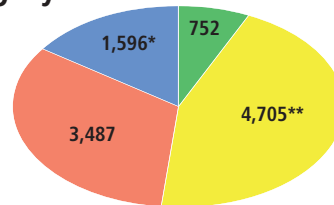
Trends: In 2011 speeding was the first cause of accidents, changes of direction, lanes and dangerous overtaking being the second, breaches of pedestrian crossing rules the third and ignoring right of ways between vehicles the fourth.

The "other causes" are mainly driving in disturbed conditions* (5%), U-turns or reversing (5%), opening doors without looking (2%), driving an unauthorised vehicle in a bus lane (2%), driving under the influence of drugs (1%), driving through no entry signs (1%), crossing a solid line (1%), driving without keeping safe distance from the vehicle in front (1%) and driving on the left-hand side of a two-way road (0.5%).

*driving in conditions that are difficult for the driver (defective mechanics, use of cell phones, falling objects, etc.)

- MOTORCYCLES ■
- PEDESTRIANS ■
- 4-WHEELERS ■
- BICYCLES ■

➔ Breakdown per category of users involved



*of which 42 roller skaters and push scooters.

**statistical breakdown of vehicles involved in four-wheeled vehicle accidents: cars: 3,991 (of which 74 Autolib accidents); commercial vehicles: 679; heavy goods vehicles: 135; Public transport (buses and coaches): 155; tramway: 7; Tractor units: 14; other: 1.



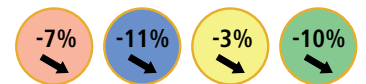
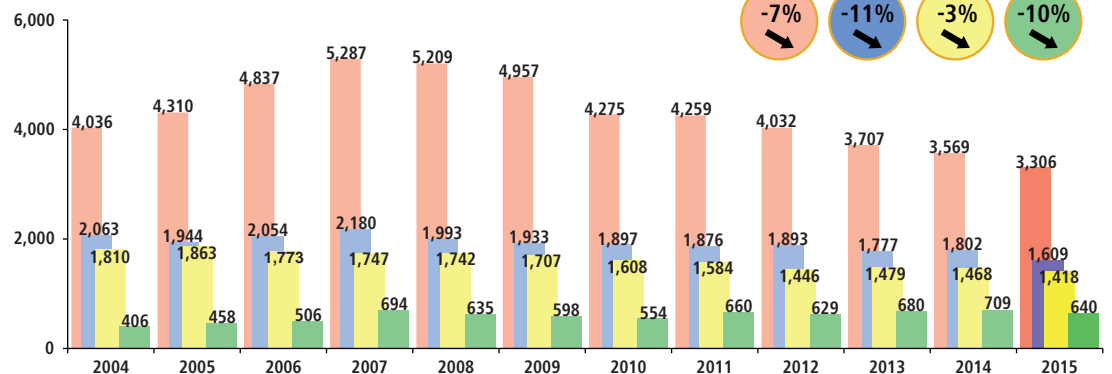
The number of accidents per category of user is higher than the total number of accidents, as one accident can involve several categories of user.

User safety

➔ Change in the total number of victims (slightly and seriously injured people, fatalities)

➔ Changes 2015 / 2014

- MOTORCYCLES ■
- PEDESTRIANS ■
- 4-WHEELERS ■
- BICYCLES ■

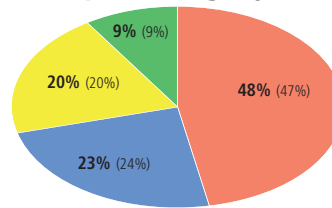


Trends: Motorcycle users still represent almost half the victims (47% in 2015) even though they only count for 17%* of motor traffic in Paris and 9% on the Paris ring road.*

*Traffic composition surveys conducted in 2014 on the Paris ring road and in Paris.

➔ Breakdown of victims per category in 2015

- MOTORCYCLES ■
- PEDESTRIANS ■
- 4-WHEELERS ■
- BICYCLES ■



(%): Percentage in 2014

Number of victims across Paris		of which fatalities	of which seriously injured	of which slightly injured
Deux-roues motorisés	3,306	18	374	2,914
of which - mopeds (49,9 cm ³)	941	5	82	854
- Motorcycles and scooters	2,365	13	292	2,060
of which > 50 cm ³ and ≤ 125 cm ³	1,101	3	121	977
> 125 cm ³	1,264	10	171	1,083
Pedestrians	1,609	21	205	1,383
of which - children (≤ 15 years old)	260	1	30	229
- adults (between 16 and 59 years old)	902	4	105	793
- senior citizens (60 years old and over)	447	16	70	361
4-WHEELERS	1,418	3	64	1,351
of which - VL	1,237	1	58	1,178
of which Autolib' occupants	17	0	2	15
- CV	96	2	4	90
- Trucks	6	-	1	5
- PT	64	-	1	63
- Carts, quad and other	15	-	0	2
Bicycles	640	5	53	582
of which - Vélib	161	3	17	141



Trends: Accidents involving motorised two-wheeled vehicles made up 57% of traffic accidents involving injury in 2015. The number of victims of two-wheeled vehicles, down against 2014, made up around half (48%) of the victims. The number of lightly injured victims decreased (310 less than in 2014), but seriously injured numbers increased (43 more), as well as the number of those killed (increase of 4). The distribution by category shows that 72% are motorcycle victims and 29% are scooter victims. The number of victims killed or seriously injured per 100 accidents involving injury by motorised two-wheeled vehicle accidents (11.2%) is lower than the overall rate of accidents in Paris (12.1%).

Accidents involving pedestrians account for 26% of traffic accidents resulting in injury in 2015. The number of pedestrian victims has decreased in comparison with 2014 (-11%). This reduction is mainly due to the decrease in lightly injured category (decrease of 203). The number of seriously injured has increased (9 more) as well as that of those killed (1 more). In 2015, pedestrians made up 23% of the total number of victims, distributed as follows: 16% children, 56% adults and 28% elderly. The proportion of the Parisian population of children aged younger than 15 is 13%, of adults 65% and of elderly people (60 or over) 22%. Elderly people make up the greatest proportion of pedestrians killed (76%). The number of victims killed or seriously injured per 100 accidents in pedestrian accidents in 2015 (14.2%) is greater than that of the total number of accidents (12.1%).

Accidents involving 4 wheeled vehicles make up the majority of traffic accidents involving injury in 2015 (77%). The number of victims of 4 wheeled vehicle accidents is slightly lower than that of 2014 (-3%) making up 20% of the total number of victims in 2015. This reduction is largely due to the reduction in numbers of lightly injured victims (43 less) and those who were seriously injured (8 less). But the number of seriously injured increased (by 1). The number of victims killed or seriously injured per 100 accidents who were drivers or passengers of 4 wheeled vehicles is 1.4%. This rate is much lower (by a factor of 9) than that of the overall number of Parisian accidents (12.1%). Autolib' vehicles were involved in 74 traffic accidents causing injury in 2015, causing 81 victims overall, of which 17 Autolib' drivers or passengers and 64 'other' victims (26 motorised two-wheeled vehicles, 22 pedestrians, 10 non Autolib' car drivers or passengers, 1 commercial vehicle and 5 cyclists).



Severity rate:

Number of victims killed or seriously injured per 100 accidents involving victims. In Paris the 2015 severity rate is of 12.1 for all accidents involving victims.





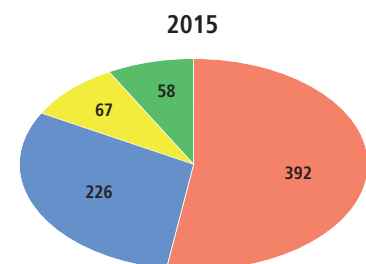
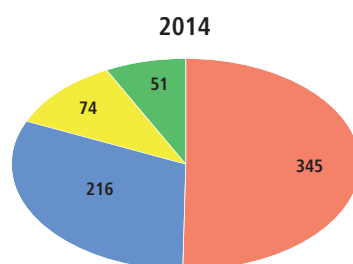
Cyclists were involved in 12% of traffic accidents causing injury and made up 9% of victims in 2015. The number of cyclist victims has decreased by 10% compared with 2014. This reduction is mainly due to the decrease in lightly injured cyclists (76 less). However, the number of seriously injured has increased (5 more) as well as the number of killed (2 more). By way of indication, the number of cyclists* on the roads was stable in 2015 compared with 2014 in Paris.

The number of victims killed or seriously injured per 100 accidents on bicycles in 2015 was 7.7%. This rate is lower than the rate for all accidents combined in Paris (12.1%). The 161 cyclist victims using Vélib' account for 25% of all cyclist victims in 2015, while the proportion of Velib' cyclists on the road was 46% of all cyclists* in 2015.

*counts made by the Observatory

➔ Changes in the numbers of seriously injured fatalities

- MOTORCYCLES ■
- PEDESTRIANS ■
- 4-WHEELERS ■
- BICYCLES ■



Trends: The most vulnerable users remain motorcyclists and pedestrians.

Road safety initiatives

➔ Partnerships

- The procedure to send accident telegrams between Police headquarters and Paris City Hall was continued in order to monitor and analyse the true causes of serious and fatal accidents almost in real time was continued. 104 telegrams were sent in 2015.
- The studies begun in 2007 on the most accident prone sites in Paris by the work group that brought together Paris City Hall, Police headquarters and the RATP were continued. Proposals can cover changes to infrastructure, controls, awareness initiatives. The proposed actions are the subject of projects. In 2015, 4 accident prone sites were studied.

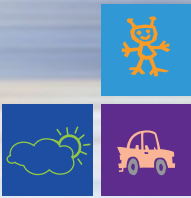
➔ Awareness-raising initiatives

- On the initiative of the Paris committee of the Highway Safety association subsidised by Paris City Hall, several thousand schoolchildren and college students were the subject of awareness campaigns.
- A subsidy was granted to the association La Ligature Centre La Violence Automobile (League for the prevention of road violence) (Paris department association).
- Organisation of events by the City of Paris to inform users of the dangers of blind spots, in partnership with the City Automobile Transport department and some associations (Wimoov, La Ligue Contre la Violence Routière, Ligue Moto IdF).
- Support for road safety measures organised by « Wimoov » both in the daytime and at night (at places frequented by students and young people, festivals, student nights and nightclubs).
- Support for the action for the organisation of responsible parties ("Monte ta soirée") by Avenir Santé.
- Support for the development initiative of the programme "An Île de France road network for the the future" by Rue de l'Avenir.
- Training cyclists to get back in the saddle. Lessons organised with the assistance of associations take place in Paris.



Accident prone sites which were studied in 2015:

Souterrain Tuileries (1st); junction boulevard Voltaire / rue du Chemin Vert (11th); junction boulevard Richard Lenoir / rue Oberkampf (11th); main section of boulevard périphérique intérieur between voie BD 16 and BB 16 (échangeur porte Dauphine) (16th).



Atmospheric pollution

Air quality monitoring

Source: AIRPARIF-Paris City Hall



Background stations:

These stations measure the unavoidable open-air exposure of the population of the Ile-de-France region. There are urban stations (in the areas of high population density), suburban stations (around the periphery of the city) and rural regional stations (at about fifty kilometres from the city centre).

Roadside stations:

They are situated within the direct and predominant influence of a particular source or type of pollution. The automobile stations (a few metres from the road traffic) measure what pedestrians on the pavement, cyclists and car drivers breathe in.

Observation stations:

Designed to study particular exposures (station on the 3rd floor of the Eiffel Tower).



The **threshold values** are defined by European regulation and transcribed into French legislation. They correspond to a level set with the aim to avoid, to prevent, or to reduce the harmful effects on human health and/or the overall environment, to be reached within a certain timeframe and not to be breached once reached. They are therefore restrictive values. They must be respected every year.

The **target values**, defined by European directives, correspond to a level set with the aim of avoiding, preventing or reducing the harmful effects on human health and the overall environment, to be reached if possible within a set timeframe. There are no legal restrictions linked to these values, but there are very real health issues.

The **quality objectives** are defined by French legislation. They correspond to a level of air quality deemed to be acceptable or satisfactory.

The **long-term objectives** concern ozone specifically. They are defined by European regulations. They correspond to a level to be reached in the long term (>10 years), except when it is not achievable using proportionate measures, in order to ensure effective protection of human health and the overall environment. As for the target values, these are values which are comparable with French quality objectives.

➔ Meteorological impact

Like 2014, 2015 was a warm year from a meteorological point of view. It was notable for its above average seasonal temperatures, particularly in winter, except during February. Unlike 2014, the months of June and July were notable for very summery meteorological conditions. This distinctive meteorology greatly impacted the quality of the air in the Ile de France region (reduction of local emissions, photo-chemistry in summer).

➔ Airparif data collection network

The regional monitoring network is designed to meet French and European regulatory demands, and also to deal with the issues of air quality linked to the local context.

The monitoring system is made up of a network of fixed continuous measurements, complemented by occasional measurements and modelling tools. The results of this system are fine-tuned by ad-hoc measurement programmes made at different locations in the region.

According to French and European regulations, a distinction is made between background locations (measurement points a long way from the source of pollution and which represent the general level of pollution in a geographical area) and locations which are close to traffic, along main traffic corridors

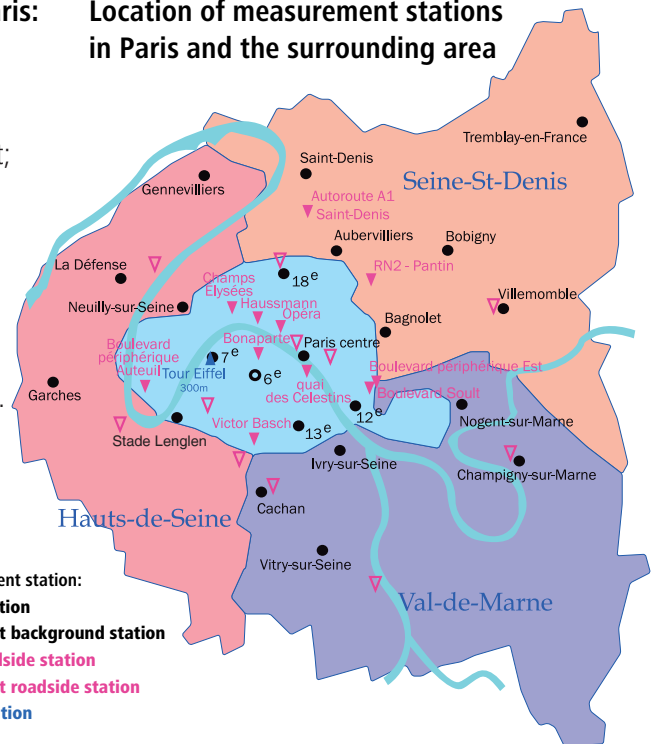
Types of measurement stations in Paris:

- 7 background stations, of which one semi-permanent;
- 13 stations near to traffic, of which 4 temporary and 9 permanent;
- 1 observation station

Types of stations in the Paris surrounding area :

- 15 background stations;
- 9 stations near traffic, Of which 7 temporary and 2 permanent.

Location of measurement stations in Paris and the surrounding area



- Type of measurement station:
- Background station
 - Semi-permanent background station
 - ▼ Permanent roadside station
 - ▽ Semi-permanent roadside station
 - ▲ Observation station

➔ Air quality standards

To assess the air quality in a given year, the regulations rely on several notions: limit values, target values, quality objectives and long-term objectives which cover ozone specifically.

With regard to European and French standards for air quality, pollutants remain problematic in certain areas of the Ile de France region, due to the repeated exceeding of the thresholds set by these standards. Of particular concern is nitrogen dioxide, particulates (PM₁₀ and PM_{2.5}), benzene and ozone.

Nitrogen dioxide NO₂



Effects on health:

Nitrogen dioxide, which is a toxic gas in high concentrations, provokes inflammation in the respiratory tracts and a reduction in pulmonary function (WHO, 2011).

The **annual threshold value**, as well as the **quality objective**, for NO₂ are set at 40 µg/m³ on average per year.

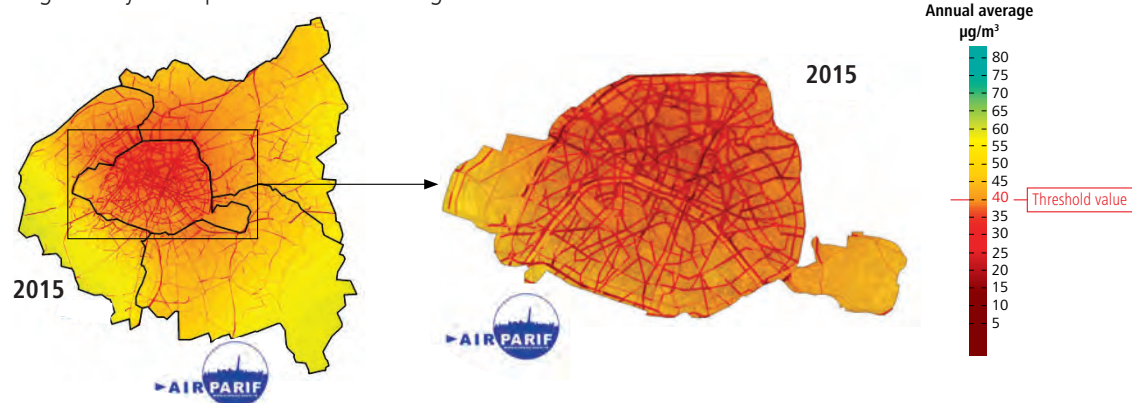


The significant reduction in levels of Nitrogen dioxide (NO₂) recorded at the start of the 2000s, in both background locations and near traffic, can be explained mainly by the increasing number of automobiles fitted with catalytic converters in the overall stock of vehicles. The relative stability observed over the last few years could be explained by the fact that the majority of vehicles are equipped with catalytic converters. The gains obtained by the latest Euro standards are currently lower.

PM₁₀ Particulates

➔ Average annual concentration of Nitrogen dioxide NO₂ in Paris and the surrounding area

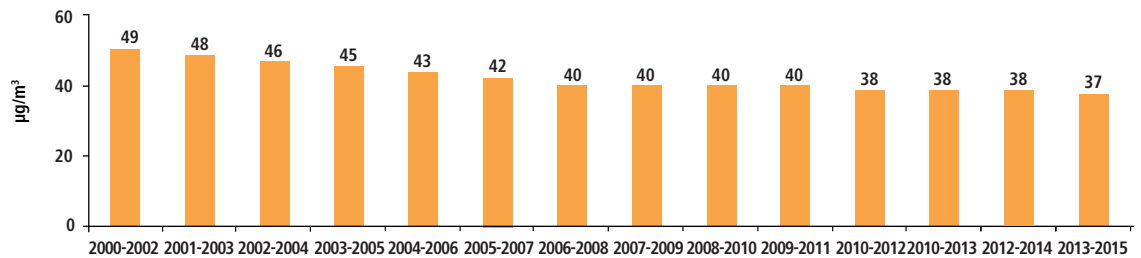
This dioxide is a pollutant emanating from transport activities, notably road traffic. In Paris, the direct or 'primary' emissions of nitrogen oxide are mainly due to road traffic (66%) and to the residential and tertiary sector (31%). In Paris, the average levels of NO₂ are the highest in the Île-de-France region and are generally more pronounced on the right bank of the Seine.



In 2015, the annual breach of the **threshold value of NO₂** (40 µg/m³) affected almost 2 million inhabitants, which is more than 90% of Parisians.

➔ Trends in NO₂ levels

Average concentration over 3 years of nitrogen dioxide in Paris (5 background stations)



At background locations, the levels of NO₂ decreased between 2000 and 2007, which is mainly due to the progressive increase in the number of catalytic converters. After a short period of stability between 2008 and 2010, a reduction, albeit slower, seems to have started in recent years.

➔ Average annual concentration of PM₁₀ particulates in Paris and the surrounding area

Multiple sources exist for particulates with a diameter of less than 10 µm (PM₁₀). The majority of sources of primary particulates are found in the residential and tertiary sectors, road traffic, works and quarries and agriculture. Particulate sources are also indirect: chemical transformations of gaseous pollutants, movement of particulates across Europe, and even re-suspended dust deposits from the soil.



PM₁₀ Particulates



PM₁₀ et PM_{2.5} Particulates: these are made up of a mixture of different chemical compounds and can be different sizes. PM₁₀, particulates have a diameter of less than $10\ \mu\text{m}$ while PM_{2.5}, have a diameter of less than $2,5\ \mu\text{m}$. PM₁₀ particulates are mainly formed from PM_{2.5} particulates: on average every year, PM_{2.5} particulates constitute around 60% to 70% of PM₁₀ particulates.

Effects on health:

Concentrations of particulates to which most of the urban and rural populations are exposed have harmful effects on health. Chronic exposure contributes to an increase in the risk of contracting cardiovascular and respiratory diseases, as well as lung cancers (WHO, 2011).

The **annual threshold value**, as well as the **quality objective**, for PM₁₀ particulates, aim to protect health and are set at $40\ \mu\text{g}/\text{m}^3$ and $30\ \mu\text{g}/\text{m}^3$ respectively as a yearly average. The **daily threshold value** is set at $50\ \mu\text{g}/\text{m}^3$ as a daily average which should not be exceeded more than 35 times in a year.

PM_{2.5} Particulates



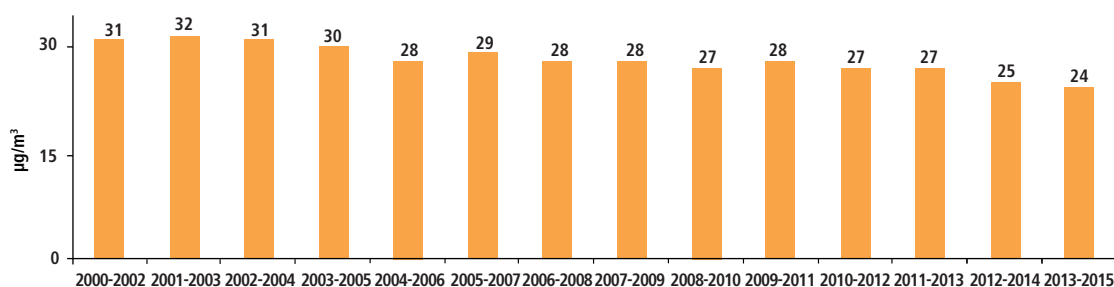
The **annual threshold level** as well as the **target value** and the **quality objective** for PM_{2.5}, aim to protect public health, and are set at $25\ \mu\text{g}/\text{m}^3$, $20\ \mu\text{g}/\text{m}^3$ and $10\ \mu\text{g}/\text{m}^3$ respectively, on average annually.

In 2015, the number of breaches of the **daily threshold value** ($50\ \mu\text{g}/\text{m}^3$) was quite low, and close to that of 2014. In Paris, it was between 6 and 10 days. This was due to the very mild temperatures, which led to a reduction in the need for heating, as well as the dispersive conditions observed throughout the winter months.

The breach of the **annual quality objective** ($30\ \mu\text{g}/\text{m}^3$) concerns around 100,000 Parisians. The area and the number of inhabitants affected by a breach of the **annual threshold value** in PM₁₀ ($40\ \mu\text{g}/\text{m}^3$) are very modest.

➔ Trends in the levels of PM₁₀

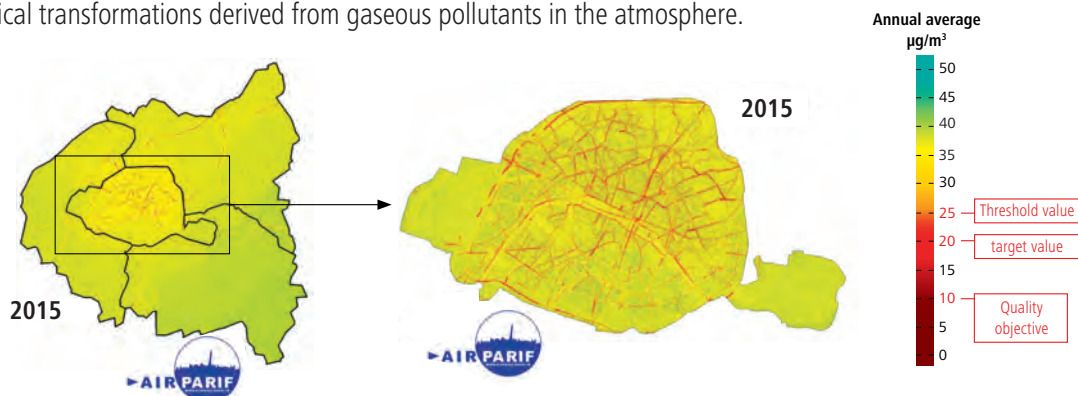
Average concentration over 3 years in PM₁₀ particulates in Paris (5 background stations)



At background locations, if one ignores the inter-annual meteorological fluctuations and trends, levels of PM₁₀ in Paris have shown a slight trend downwards in the last 15 years (around -30% between 2000-2002 and 2013-2015). European and French standards for air quality regarding PM₁₀ particulates are being achieved at background locations.

➔ Annual average concentration of PM_{2.5} particulates in Paris and the surrounding area

For particulates with a diameter of less than $2.5\ \mu\text{m}$ (PM_{2.5}), the same sectors are predominant. The contribution made by the residential and tertiary sectors to PM_{2.5} emissions is higher than for PM₁₀. The reason for this is the nature of the preeminent phenomena in the formation of the particulates. PM_{2.5} particulates are mainly formed by combustion phenomena (residential and tertiary sectors and road traffic) and by chemical transformations derived from gaseous pollutants in the atmosphere.



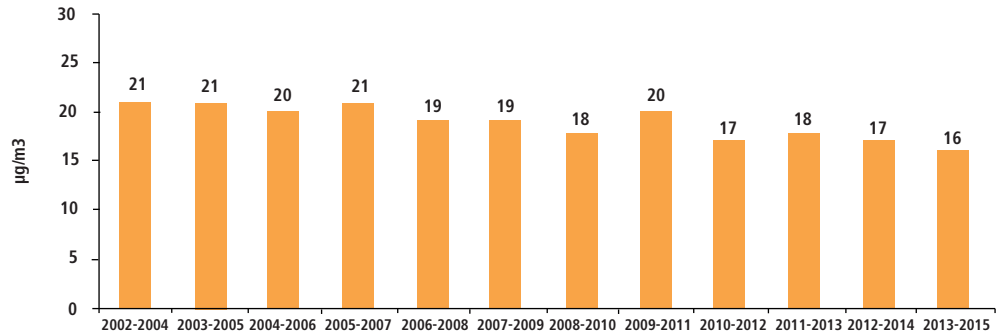
Concentrations are highest along traffic corridors. Less than 5% of the Parisian population (around 110,000 inhabitants) are potentially exposed to air exceeding the **annual target value** for PM_{2.5} particulates (nearly twice as low as in 2014).

The entire Parisian area and its inhabitants are affected by levels which exceed the **quality objective** ($10\ \mu\text{g}/\text{m}^3$). This threshold was also exceeded in almost the entire region.

PM_{2.5} Particulates

➔ Trends in levels of PM_{2.5}

Average annual concentration of PM_{2.5} particulates in Paris (background stations)



As with PM₁₀ particulates, the annual levels of PM_{2.5} particulates fluctuate due to meteorological conditions. Nevertheless, if one ignores meteorological variations, the average annual levels decreased by 24% between 2002/2004 and 2013/2015.

Ozone O₃

➔ Ozone measurement

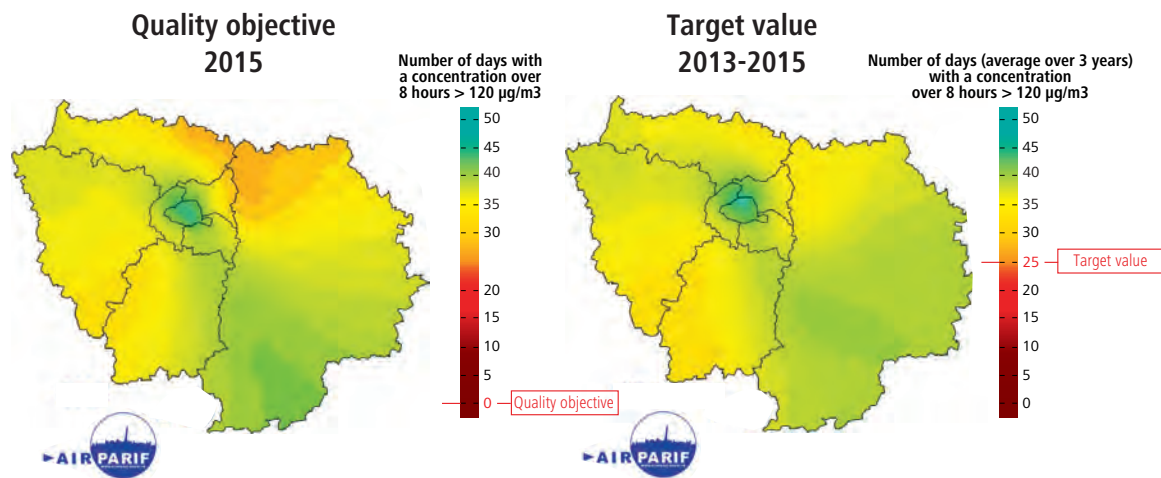
Ozone, a secondary pollutant, is remarkable for its higher background levels in peri-urban and rural areas. This pollutant is only measured at background stations and not at traffic stations.



Ozone is not directly emitted into the atmosphere. It is mainly formed by the chemical reaction between "precursor" gases, nitrogen dioxide (NO₂), and Volatile Organic Compounds (VOC), under the effect of sunlight (UV light). Ozone reacts chemically with nitrogen monoxide mainly emitted by road traffic. Values of ozone are therefore very weak in the immediate vicinity of road traffic.

Effects on health:

Elevated concentrations of ozone have significant effects on human health: respiratory problems triggering asthma attacks, reduction in pulmonary function and manifestation of respiratory diseases.



The maps represent, for the Île-de-France region, the number of days in which the quality objective for ozone was exceeded in 2015 and the situation with regard to the target value in the period 2013-2015.

In Paris, ozone levels, which are on average lower than those in neighbouring departments, exceed quality objectives, but not target values.

The target value (threshold of 120 µg/m³ on average over 8 hours, which must not be exceeded more than 25 days on average over 3 years) has been achieved in Paris, as well as in the whole Île-de-France region. In Paris, the number of days in which this level was exceeded on average between 2013 and 2015 is 4 in the 18th arrondissement, 6 in the centre and 7 in the 13th arrondissement (25 days permitted). As for the background situation, average ozone levels in Paris were between 37 µg/m³ and 41 µg/m³.

The quality objective regarding the protection of health (threshold of 120 µg/m³ on average over 8 hours not to be breached throughout the year) was breached in every station in Paris in 2015 as well as all the Ile de France stations. In Paris, it was breached at background levels on 5 or 6 days depending on the station, which is slightly more than in 2014, due to the very warm meteorological conditions in June and July 2015.

Benzène C₆H₆



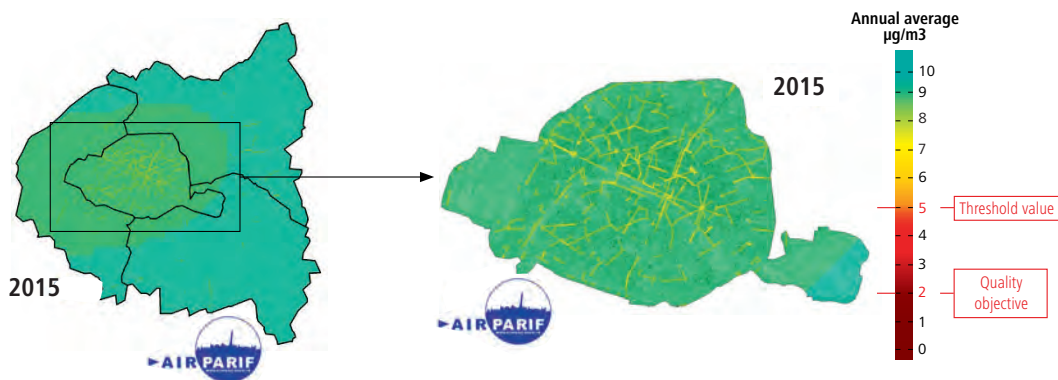
Effects on health:

Benzene is carcinogenic for humans. Furthermore, its breakdown in the atmosphere produces compounds which also have toxic and/or carcinogenic effect. It has an indirect effect on the environment, because it is a precursor to ozone, which disrupts photosynthesis and has a negative effect on plant life.

The annual threshold value, and the quality objective, are set at 5 µg/m³ and 2 µg/m³ respectively as a yearly average.

➔ Average annual concentration of benzene in Paris and the surrounding area

Benzene is a pollutant which is mainly emitted by road traffic, especially petrol powered vehicles, including motorised two-wheeled vehicles. It is also present near to storage and distribution areas, as well as petrol stations.

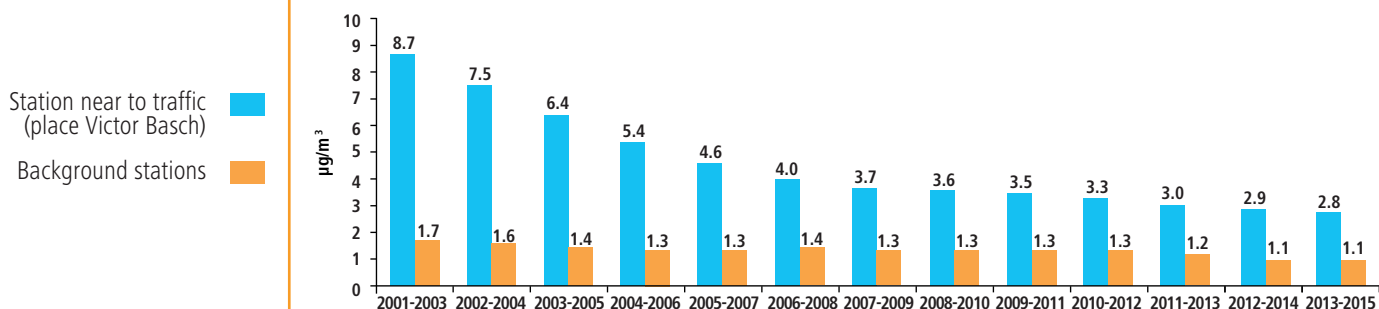


Concentrations are highest near to traffic corridors. Concentrations of benzene at background locations are slightly higher in the dense central part of the Paris conurbation.

European and French standards of air quality are observed in background locations. In locations near to road traffic, the annual threshold value is observed but the quality objective is exceeded. In 2015, the quality objective in Paris concerned more than 100,000 inhabitants.

➔ Trends in benzene levels

Average benzene concentration over 3 years in Paris



In the 2000-2007 period, benzene levels near traffic dropped significantly, due to European regulations which limited the level of benzene in fuels. Since 2007, the observed decrease has been slower. Levels are below the European threshold value, but above the French quality objective.

The levels at background locations are relatively stable over the last few years, and meet the requirements of French and European regulations.

Air quality indices overview

(%): Percentage en 2014.



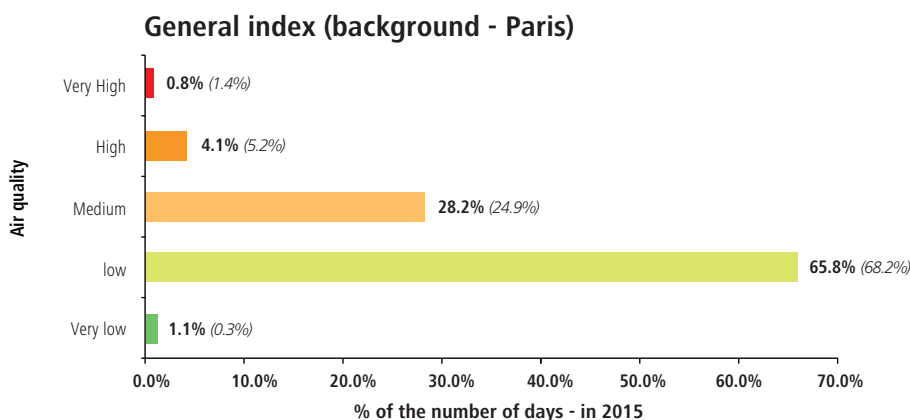
The citeair European index (Common Information to European Air) facilitates the comparison of air quality between almost one hundred European cities using the same method and the same tool.

Using a scale of 5 levels of colours and 5 qualifiers, it provides information on the most problematic pollutants in Europe :

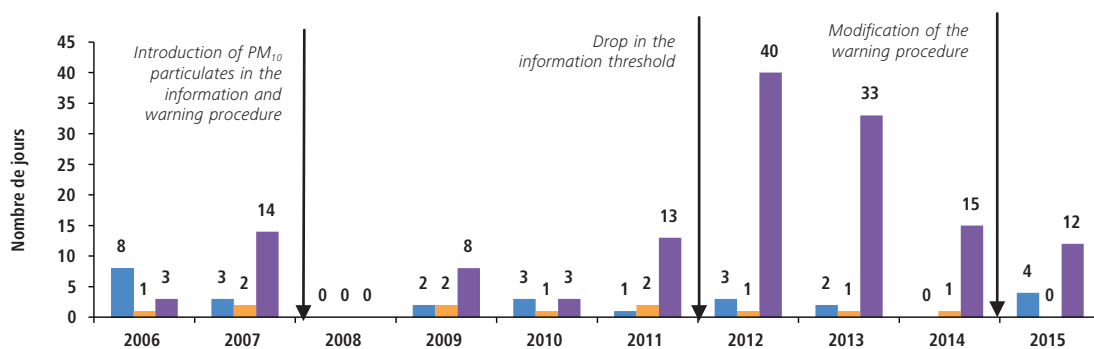
For the **general index**, obligatory pollutants are NO₂, PM₁₀ particulates and ozone.

➔ Overview of the CITEAIR European air quality index

In 2015, the CITEAIR index for central Paris was calculated using 12 Parisian stations (6 background stations and 6 traffic stations). The general index (background) was very weak or weak around 70% of the time, as was the case in 2014.



➔ Overview of activation of the information and warning procedure in the Île-de-France region



Given the introduction of PM₁₀ particulates in the information and warning procedure in 2008, followed by the drop in activation thresholds for this same pollutant in 2011, the number of procedure activations increased greatly from 2012.

2015 saw few activations of the information and warning procedure (16 days), of which a long-term episode lasting 6 days in March, caused by PM₁₀ particulates. This episode led to the implementation of road space rationing on 23 March 2015.

Four activation days occurred for pollutants other than PM₁₀ particulates and concerned the information threshold for ozone, due to the summer meteorological conditions in June and July.

For PM₁₀ particulates, the year 2015 recorded, all criteria being equal, the lowest number of excesses since 2007 (12 days). This is in part linked to the particularly mild temperatures observed during the winter months (except February), which led to a reduction in emissions caused by heating.



The inter-prefecture decree, which became enforceable on 30 November 2011, changed the activation thresholds for PM₁₀ particulates.

Therefore, the information threshold, initially set at 80 µg/m³, was lowered to 50 µg/m³. The warning threshold went down from 125 to 80 µg/m³.

The activation criteria were changed by a prefectural decree which became applicable on 15 September 2014:

Area criteria if an area of at least 100 km² is concerned by a breach of the ozone NO₂ and/or PM₁₀ particulates threshold, as estimated by models or background level data.

Population criteria, if more than 10% of the population of a department is concerned by a breach of the ozone NO₂ and/or PM₁₀ particulates threshold, as estimated by models or background level data.

The information and warning thresholds were not altered.



The first ever "car free day" was held in Paris on 27 September. The operation concerned a central area of the capital covering almost all of the first 8 arrondissements, from 11.00 am to 6.00 pm. The bois de Boulogne and the bois de Vincennes were also closed to traffic. Elsewhere in the capital, traffic was subject to a speed limit of 20 km/h.

➔ Impact of the "car free day" on 27 September 2015

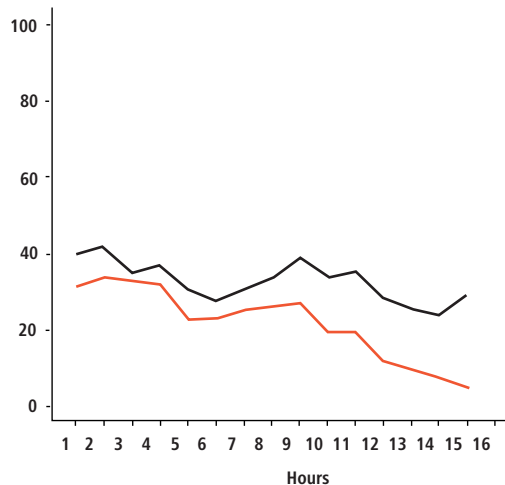
Nitrogen dioxide is a good indicator of traffic and local pollution, because it is less sensitive to pollution transfer than ozone particulates, which are highly mobile.

Map showing the levels of pollution due to nitrogen dioxide on the streets of Paris on 27 September at 1.00 pm

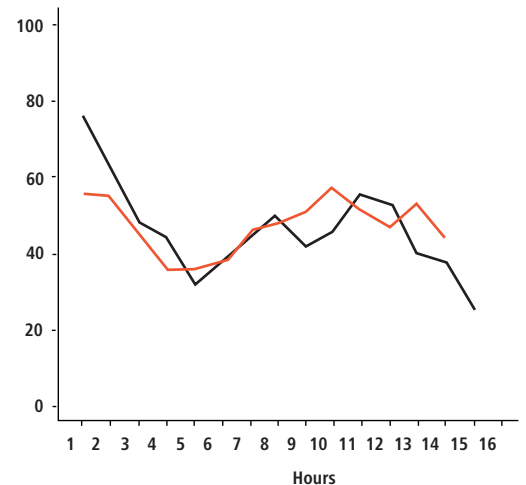


➔ Impact measured up to 3.00 pm at the stations on the Champs Élysées and on the boulevard périphérique

Concentration of NO₂ on 27/09/15 compared with the 6/09/15 on Avenue des Champs Élysées (µg/m³)



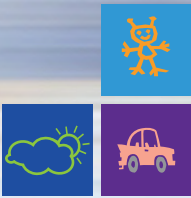
Concentration of NO₂ on 27/09/15 compared with the 06/09/15 on the Boulevard Périphérique Est (µg/m³)



The measurements made show a positive and significant impact on air quality, with an average decrease of 20 to 40% of nitrogen dioxide levels within the area closed to traffic compared to a similar Sunday.

On the Champs Élysées, in the area closed to traffic, the levels of nitrogen dioxide were less than 30% of the same levels on 6 September.

On the boulevard périphérique est, which was outside the traffic restricted zone, no impact was observed on the levels of nitrogen dioxide.



Traffic noise

Measuring traffic noise

Source : BRUITPARIF-Paris City Hall



European directive 2002/49/CE:

European directive 2002/49/CE dated 25 June 2002 defines the European basis for combatting noise in the environment. It requires the preparation of strategic noise maps and action plans, designed to combat noise pollution, especially that which is produced by transport infrastructure, and to protect quiet areas.

The scope of application of this directive covers noise in the environment. This is defined as "non-desirable or harmful exterior noise caused by human activities". Roads, railways, airports and industry are the main noise sources chiefly targeted by this directive.



The harmonica index:

This index drawn up by the French noise observatories Bruitparif and Acoucity, avoids the use of the decibel scale which is difficult for the general public to understand due to its logarithmical nature.

The harmonica index combines a score of 0 to 10 with a rectangular shape superposed onto a triangle and a colour (green, orange or red). The score represents the level of noise pollution. The rectangle symbolises the level of background noise and the triangle represents the significance of noise spikes.

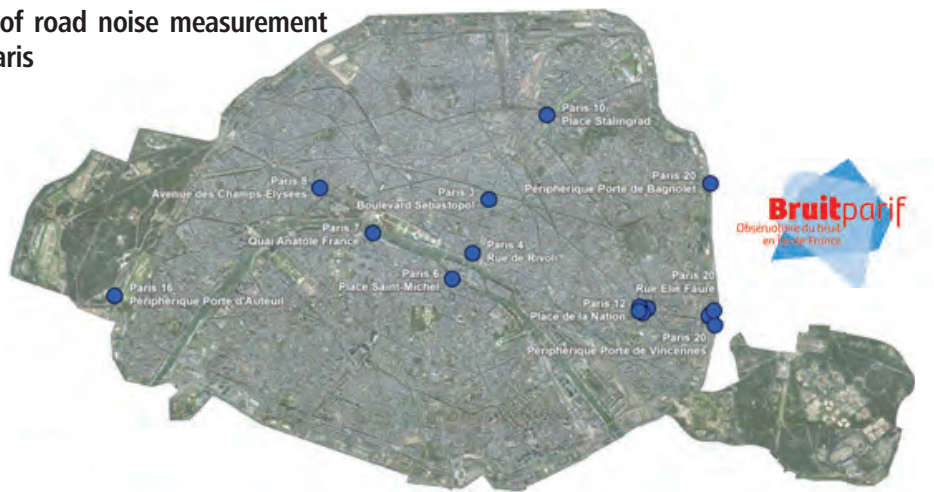
Traffic noise

Based on the 2015 noise maps, prepared as required by Directive 2002/49/CE, 11% of Parisians, or 231,000 people, are exposed to a level of noise which is above the regulatory threshold of 68 dB(A) in Lden and 5.2%, or 109,150 people, are subject to levels over the 62 dB(A) threshold at night

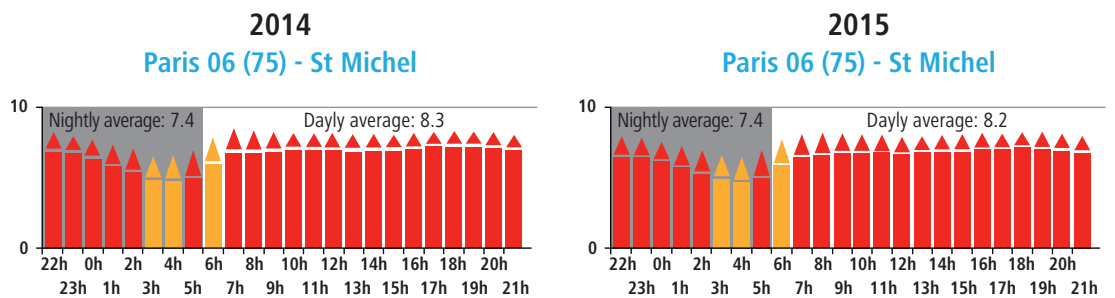
Bruitparif measuring network

Bruitparif, the Île-de-France noise observatory, is a regional association which has three roles within the Ile de France region: observation and evaluation of noise, assisting public bodies and informing citizens. It manages a network of 47 operational measurement stations in Île-de-France including 18 in Paris. Ten sites are fitted with 15 permanent stations dedicated to measuring road noise.

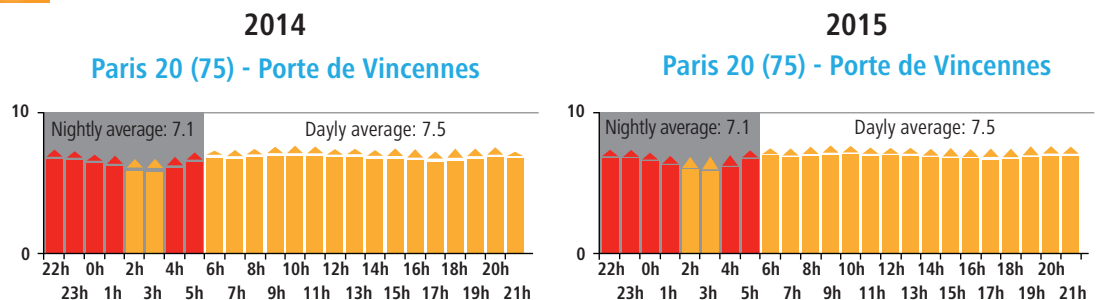
Location of road noise measurement sites in Paris



Trends in the harmonica index at two measuring stations



Trends: A very slight decrease in the harmonica index between 2014 and 2015 for the daily average (hourly indexes are the annual average values).



Trends: Stabilisation in the harmonica index between 2014 and 2015 for all periods of the day (hourly indices are average annual values).

Exposure of Parisians

Source : Paris City Hall



The first ever « car free day » was held in Paris on 27 September. The operation concerned a central area of the capital covering almost all of the first 8 arrondissements, from 11.00 am to 6.00 pm. The bois de Boulogne and the bois de Vincennes were also closed to traffic. Elsewhere in the capital, traffic was subject to a speed limit of 20 km/h.



LAeq :
This is the equivalent continuous level of acoustic pressure. As the level of noise a source produces varies with time, the calculation of the energy average over a given period means the weighted average noise level can be expressed for this period of time.



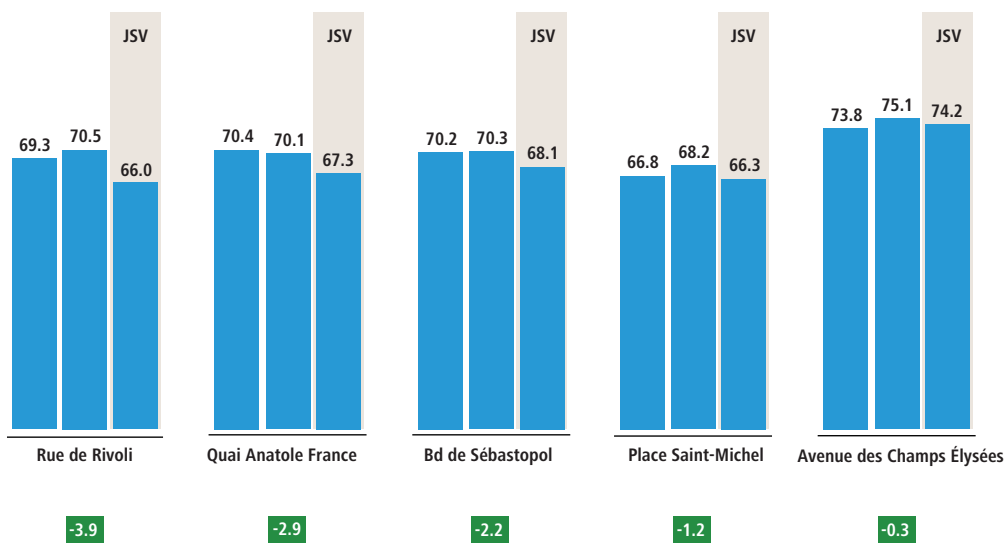
Acoustic road surfaces:
Used on roads whose average speed is higher than 40km/h, low noise road surfaces or noise reducing asphalt can lead to an acoustic gain of around 3 to 5 dB(A) compared with a traditional road surface in good condition.

The trial organised in 2012 in Porte de Vincennes highlighted significant improvements brought about thanks to these new surfaces: a robust surface and an average decrease in noise levels of 6.3 dB(A) in the central reservation and 3.7 dB(A) in front of the Lherminier building one year later.

➔ Acoustic impact of the “car-free day” on 27 September 2015

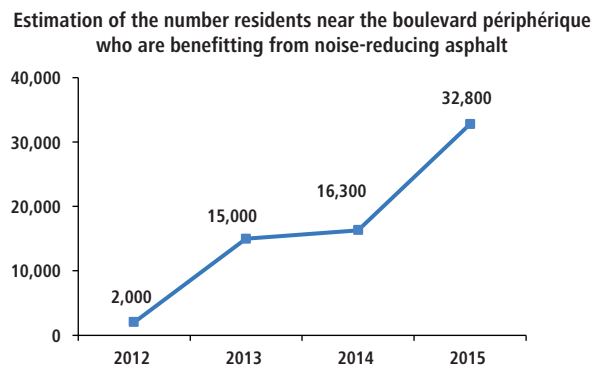
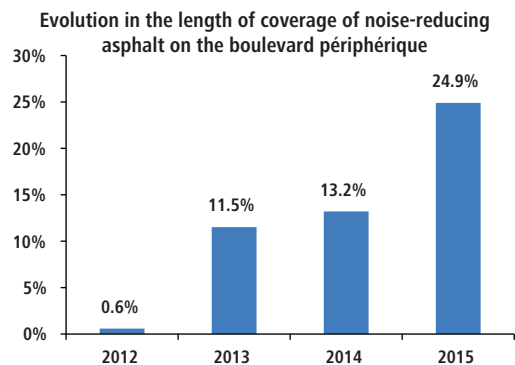
During the “car-free day” on Sunday 27 September 2015, Bruitparif analysed the noise levels observed at 6 measuring stations. Bruitparif members also walked certain routes with portable noise level meters.

The graph represents the results in average noise levels (LAeq) obtained for the whole period between 11.00 am and 6.00 pm on the Sundays falling on the 6 and 20 September and the Sunday on 27 September (car-free day) for different stations located within the central area prohibited to traffic.

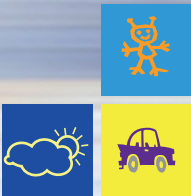


The comparison of noise levels in the period between 11.00 am and 6.00 pm showed a reduction in noise levels, depending on location, of -0,3 to -3,9 dB(A), with an average decrease of -2,1 dB(A). On the Champs Élysées, the noise level reduction was lower due to crowd noise. For the 3 walkers, an average decrease of -4,3 dB(A) was observed, between 11.00 am and 1.00 pm.

➔ Noise-reducing asphalt



In 2015, six zones of the boulevard périphérique were covered with noise-reducing asphalt over a distance of 4,101 m, between avenue de la porte d'Ivry to avenue de la porte de Choisy, between the rue de la Poterne des Peupliers and the Cité universitaire, between avenue de la porte de Chatillon and avenue de la porte de Vanves, between boulevard du Bois le Prêtre and avenue de la porte de Saint-Ouen, between avenue de la porte Montmartre and avenue de la porte de Clignancourt and between avenue de la porte du Pré St-Gervais and the porte des Lilas.



Economic backdrop

Sites

Source:
Paris Chamber
of Commerce and Industry

Exploitation TERRItem du comptage
des établissements de SIRENE
(répertoire exhaustif de l'INSEE)

Paris ■
Île de France ■

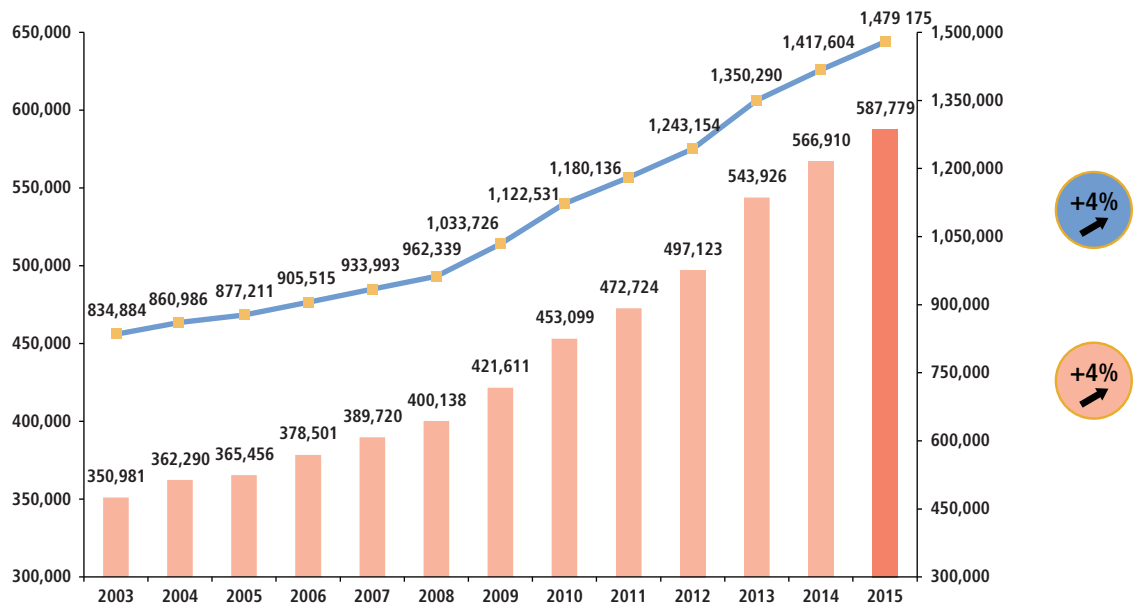


TERRItem:
The CCIP's socio-economic database
for companies.

Types of site recorded:
Industrial and commercial companies,
shopkeepers, crafts workers, liberal
professions, associations, administrations.

➔ Number of sites established in Paris and Île-de-France on 31 December each year

➔ Changes 2015/2014



+4%
+4%



Trends : The increase in the number of businesses continues in Paris and the Île-de-France region. The creation of the 'auto-entrepreneur' status in 2009 has contributed to this growth.

Company turnover

Source:
Paris Chamber
of Commerce and Industry

Opinion poll
on the economic situation

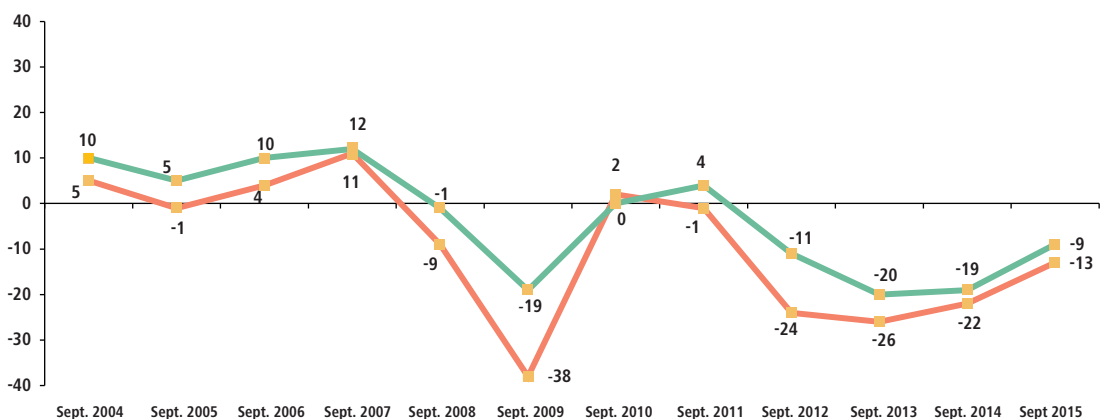
Paris ■
France built-up areas ■



**Opinion poll
on the economic situation:**
Telephone survey conducted by the
CCIP involving 4,400 company directors
in all business sectors of which 5010
established in Paris and conducted by
MEDIAMETRIE from 7 to 23 September
2015

➔ Declared changes in turnover (over the last six months) All business activities

Balance: % "increase" less % "decrease"



Trends : The increase observed since 2013, both in Paris and the whole of France continued in 2015. It is however slightly less dramatic in the country as a whole than it is in the capital. Parisian entrepreneurs experiencing a drop in their turnover still outnumber those who are experiencing an increase. This improvement is also more significant for medium sized businesses, for whom the balance remains positive in Paris (+15). All sectors of activity in the capital have experienced growth compared with 2014. The services sector is nearing equilibrium and the retail sector is overtaking it (+5).



Paris transport monitoring center

**Paris City Hall,
Roads and Transportation
division**

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**Île-de-France
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75007 Paris

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(National statistics agency)
7, rue Stéphenson
78188 Saint-Quentin-en-Yvelines cedex

**Syndicat des Transports
d'Île-de-France (STIF -
Regional transport Authority)**

41, rue de Châteaudun
75009 Paris

**Direction Régionale et Interdépartementale
de l'Équipement et de l'Aménagement
(Regional department of amenities)**

21/23, rue Miollis
75732 Paris cedex 15

**RATP
(Paris City transport
Authority)**

54, quai de la Rapée
75599 Paris cedex 12

**Paris Chamber of Commerce
and Industry**

Délégation de Paris
2, place de la Bourse
75002 Paris

SNCF

Tour Paris Lyon
209/211, rue de Bercy
75585 Paris cedex 12

Paris Port Authority

2, quai de Grenelle
75732 Paris cedex 15

AIRPARIF

7, rue Crillon
75004 Paris

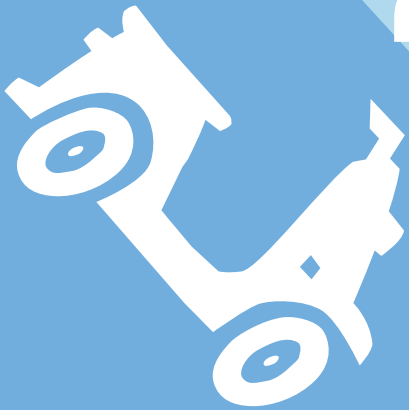
**Paris convention
And visitor's bureau**

25, rue des Pyramides
75001 Paris



Paris
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and travel

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PARIS CITY HALL
ROADS AND TRANSPORTATION DIVISION

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