



Station of the future:

*Universal mobility pole
and new urban centrality*



Future of the station – Station of the future

Next Station – 16th March 2011

The main challenge in the next 30 years : space and multi-feature management



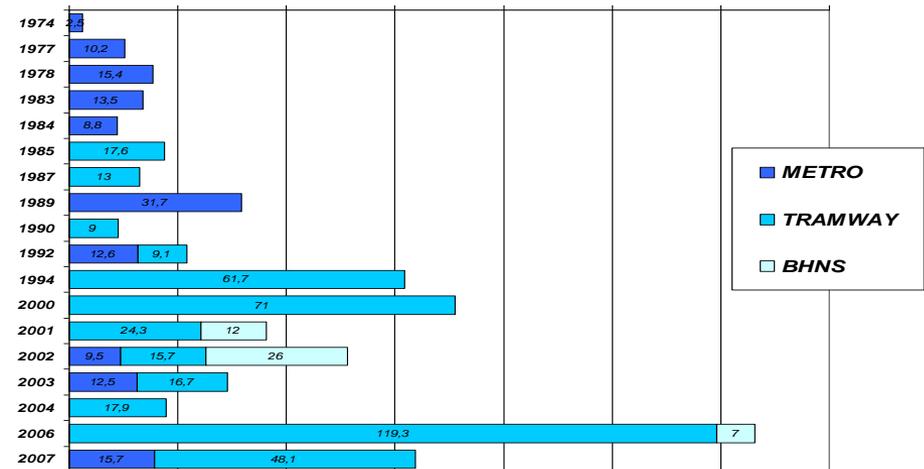
The issue is to organize in a single small and constrained space constantly increasing passenger flows, an increasingly diversified mobility offering and services in addition to travel:

- Flows: ✓ Rail traffic is increasing by 2% to 4% per year on average.
✓ Doubling is scheduled in some facilities:
Bordeaux (9m in 2009, 20m in 2020), Rennes (10m in 2008, 20m in 2020).

• The travel offering: Train, urban public transport, semi-collective transport (car sharing, self-service bicycle, etc.), private transport (private car, cycle).

10 new metro, tramway and BRT networks have been commissioned in France since 2008, 13 are under construction.

"TCSP" : Length of infrastructures commissioned (period 1974-2007)



- Demand for services in addition to travel: Business centre, shops and everyday services (day nurseries, healthcare services), deposit service, home delivery of baggage, package reclaiming.

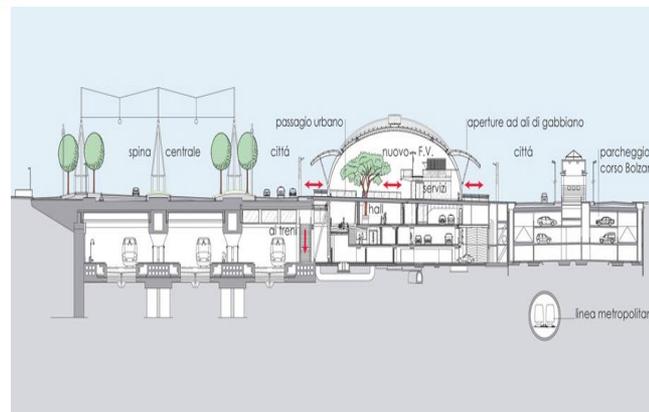
How to meet the demand? 3 priority approaches

Turin



3

- An innovative and strict organization of space ("pushing the walls", fitting in with urban space).



Le Mans



- Development of partnerships between operators, with a view to pooling functions and costs: intermodal spaces and shared ticketing, areas for waiting and for services managed by operators, etc.

- Rely on information systems to optimize flow and travel management (e.g. SNCF Direct, remote real-time information, dematerialization of travel passes)

Between now and 2020, investment needs of €5bn for the stations of the French network alone, i.e. a doubling of the present effort.



Bordeaux St Jean

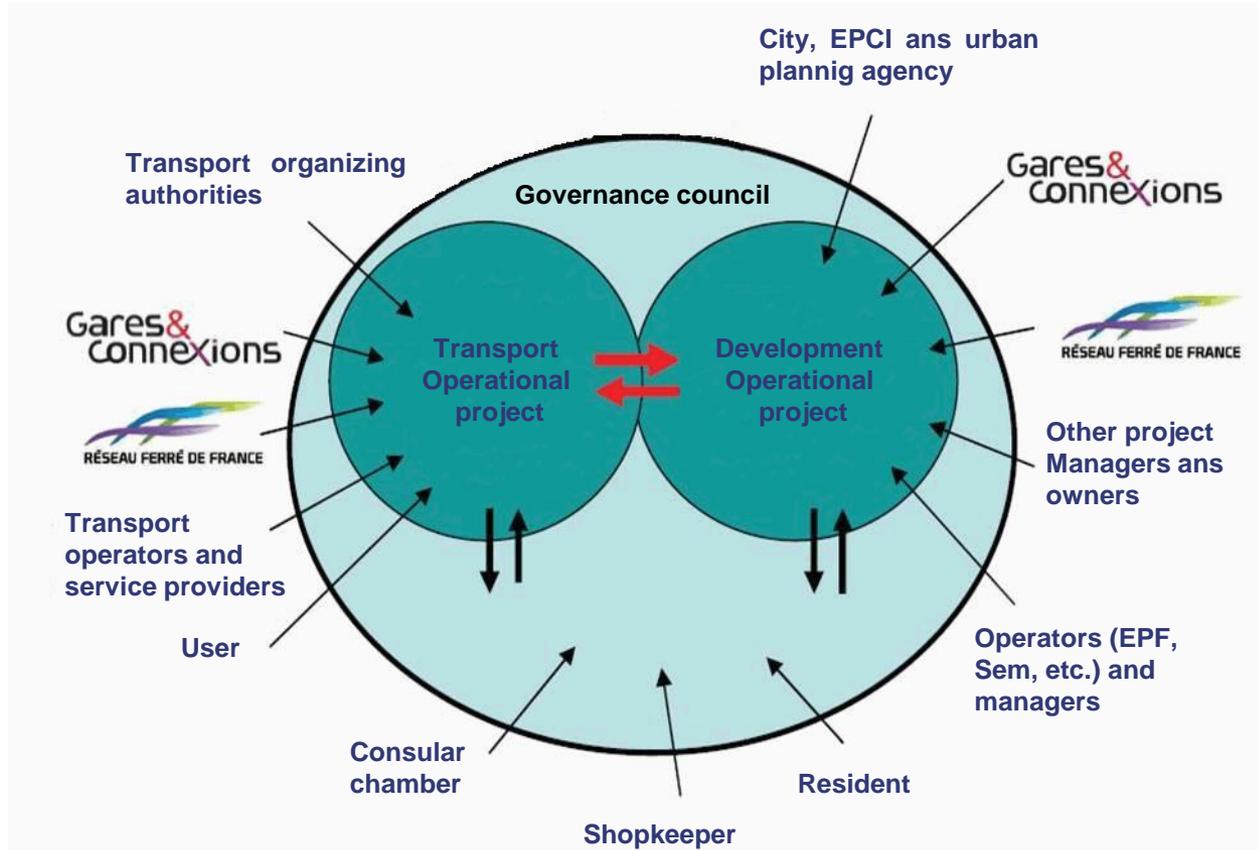
Designing the station of the 21st century beyond the railway context alone



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• The station is a service infrastructure essential for satisfactory operation of the railway system: in traditional systems, it is largely financed and administered by the Railway System (about €1bn in annual costs two-thirds financed by the railway system).

• It is also essential for operation of the urban transport system and for development of the city: It should therefore be designed and organized more broadly, with the support of the various operators and organizing authorities, which is also a way of giving it a viable business model.



Thank you for your attention!



Strasbourg

