

PRESS RELEASE

Paris, September 25th, 2024

The French Transport Regulatory Authority (ART) presents its strategic plan for 2024-2029

ART presented its major strategic orientations at its press conference on September 24, 2024. The challenges facing the sector, and transport infrastructures in particular, call on ART to define its new priorities.

STRATEGIC ORIENTATIONS: A PROJECT ROOTED IN THE REALITY OF THE SECTOR

ART's strategic project is part of a context marked by the concerns of transport users, and more broadly of all our fellow citizens, regarding price control, transport accessibility, quality of infrastructure and service to the user, as well as the ecological transition. In particular, the economy needs to adapt to societal challenges, especially those relating to climate change, which require a thorough overhaul of the way we operate. At the heart of the ecological transition, transport and its regulation must play their part, by improving the adaptation of infrastructures and promoting the development of low-carbon mobility.

The publication of the strategic plan marks the start of a new period for ART, following a process based both on internal reflection with ART's teams and on consultation with the sector's institutional and operational players (economic operators, researchers in regulation and transport economics and law).

THE FOUR PRIORITIES: INFRASTRUCTURE, PRICE AND QUALITY OF SERVICE, SUSTAINABLE MOBILITY AND DIALOGUE

- **Promoting transport infrastructures in line with future needs**

Based on ART's *raison d'être*, this priority calls for rigorous monitoring of the performance - price and quality - offered by infrastructure managers, and fair treatment of all players.

From the arrival of new operators on the rail market to the end of motorway concessions, ART intends to focus its action on the search for greater efficiency, by encouraging the introduction of mechanisms to incentivize performance, while continuing to ensure that the infrastructure access tariffs applied by their managers are justified, and to guarantee non-discriminatory access to these infrastructures.

- **Ensuring smooth mobility at controlled prices**

Access to quality mobility at the best price is also a major challenge, as travel remains essential to the daily lives of citizens and to the economic development of businesses. Indeed, transport accounts for around 15% of household budgets, and even more than 20% for the poorest households. The cost of transport, which fluctuates according to energy price trends, weighs on both household purchasing power and business competitiveness. By removing the barriers to entry faced by transport operators, and by promoting transparency and access to travel information, notably through the development of digital mobility services (itinerary search, multi-operator online sales, etc.), ART is helping to control prices and improve the quality of mobility for users, whether passengers or freight undertakings.

- **Promoting sustainable mobility**

Progressive yet structural changes in the governance of the transport sector are leading to a new division of responsibilities for the organization and management of transport services. As an economic regulator, ART's action must contribute to meeting the major challenges facing the transport sector in the years ahead, in particular the national objective of carbon neutrality by 2050. In coordination with other players in the sector, ART intends to mobilize its action to support the development of less polluting modes of transport, environmental pricing and efficient green investments.

- **Fostering a culture of dialogue and continuous improvement**

ART strives to carry out its missions by maintaining regular exchanges with its ecosystem, comprising European, national and local public authorities, infrastructure managers, carriers and users. This openness to dialogue, confrontation and listening to different points of view, enables ART to capitalize on coherent regulatory action and a cross-disciplinary approach to the sector's issues. ART will pursue its development based on a demanding culture of continuous improvement, in the service of developing individual and collective skills, the efficiency of its internal processes and the impact of its action in the service of the community.

For further details (in French):

- [The 2024-2029 strategic directions brochure](#)

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About the French Transport Regulatory Authority (ART)

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

With competence for the regulation of airport charges since 1 October 2019, Arafer became the Transport Regulatory Authority (ART) on that date. Lastly, Law No. 2019-1428 of 24 December 2019 -mobility act- extended ART's powers and missions to the opening up of mobility and ticketing data, as well as to the regulation of infrastructure manager activities and security activities carried out by RATP in Île-de-France. Its opinions and decisions are adopted by a college of five independent

members chosen for their economic, legal or technical skills in the field of digital services or transport, or for their expertise in competition matters. It is chaired since 29th December 2023 by Thierry Guimbaud.