

PRESS RELEASE

Paris, September 10th, 2025

2010-2025: the French Transport Regulatory Authority celebrates 15 years of working towards sustainable mobility and more efficient transport

Established in 2009 by Law No. 2009-1503 on the organisation and regulation of rail transport and effectively operational in 2010, the French Transport Regulatory Authority (ART) is celebrating its fifteenth anniversary in 2025. On this occasion, it has published a report reviewing its work in the six sectors it regulates and setting out the future challenges for transport infrastructure and mobility from a regulatory perspective. Responsible for ensuring fair access to transport infrastructure at the lowest possible cost for both professional operators and individual users, ART has, over the past fifteen years, become a firmly established player in the transport ecosystem, to the benefit of the economy and users.

CONCRETE AND MEASURABLE RESULTS FOR THE ECONOMY AND USERS

In accordance with the powers conferred upon it by the legislature, ART has, for fifteen years, been working to establish a framework for fair access to transport infrastructure and for their efficient management. As part of its missions, ART contributes to the development of high-quality mobility, at the best price, and best serving the travel needs of citizens and businesses.

Initially entrusted with supporting the opening to competition in the rail sector, the scope of the regulator's activities has gradually expanded to other modes of transport: long-distance coach transport and motorway concessions in 2015-2016, airports, urban public transport in the Île-de-France region, and digital mobility data and services in 2019-2020. Having become a multimodal regulator, ART now brings its cross-cutting expertise in transport and infrastructure management to improve the economic functioning of the sector.

ART's actions have resulted in tangible outcomes, benefiting both the economy and users. In particular, the following may be highlighted:

- the opening to competition of the rail sector has become a reality, with the recent entry into the French market of three new railway undertakings: Trenitalia and Renfe for open-access services (high speed), and Transdev for public service obligation (PSO) services;
- the development of long-distance coach services today allows passengers to move across the national territory at low cost and with reduced environmental impact. Since 2015, ART has received 2,279 notifications of intentions to operate coach services;

- users of motorway concessions have saved, thanks to its intervention, more than €700 million on tolls and fuel distributed at service areas since 2015;
- nearly one third of requests for approval of airport charges have required intervention (refusal decision) by ART, and overall access costs to airport infrastructure has been reduced by €76 million since 2019;
- the publication of digital mobility data has increased since ART began monitoring in 2022, by 35% for static data and 134% for dynamic data, helping to provide travellers with reliable information for planning their journeys and when travelling;
- the necessary conditions for effective competition are gradually being put in place for the metro and RER network, particularly on the Grand Paris Express, while the hourly rate for RATP security services fell by 3.5% between the version initially submitted and the one approved by ART, with the regulator's action leading the group to commit to a process of cost control and optimisation.

A FORWARD-LOOKING AUTHORITY TO ADDRESS MOBILITY CHALLENGES AND CONTRIBUTE TO THE PUBLIC POLICIES OF TOMORROW

Building on the experience gained over the past fifteen years, ART contributes as a regulator to the challenges of tomorrow's mobility:

- **On the one hand, the challenge of ecological transition**, a major challenge facing the transport sector, since it accounts for more than 30% of greenhouse gas emissions in France and is the only sector where emissions remain above 1990 levels.
- **On the other hand, maintaining high-quality mobility and the best price for transport services**, while taking into account the necessary investments in infrastructure, is crucial in the current constrained budgetary context.
- **Finally, ensuring smooth and 'seamless' mobility from one territory to another** is a key issue for end-users, at a time when the sector and its organisation are evolving.

To meet these challenges, regulation is a structuring lever at the service for public policies, promoting effective investment, enhancing transparency and supporting the sector's transformation. This is why the board has adopted a [strategic plan](#) that will guide us through to 2029.

To mark its 15th anniversary, ART will hold, on 15 September 2025, a day of conference and discussions with its stakeholders entitled 'Crossed views on 15 years of regulation and future challenges', with the participation of Jean Tirole, Nobel Prize laureate in Economics. This event, bringing together representatives of public authorities, elected officials, operators and experts, will provide an opportunity to exchange views on the future of infrastructure and mobility, as well as on the past and future action of the regulator as a tool serving transport at both national and European level.

Thierry Guimbaud, President of ART, states: *'As ART celebrates its 15th anniversary, in a context where the challenge of more accessible, high-quality and sustainable mobility is a key concern, economic regulation remains a powerful lever for transformation.'*

For further details (in French):

- [The report](#)

Press contact: Karine Léopold, Head of Communications: karine.leopold@autorite-transports.fr

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.