

# Ile-de-France-Metropolitan Area European Model

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## ABSTRACT

Metropolitan France is a term which designated the European part of the French state. In the European Union treaties the judicial term which is used is the French territory located in Europe. The metropolitan area Île-de-France is placed in the Central-Northern part of the country including Paris, the small ring and the large ring. From the point of view of the population, Île-de-France contains almost 20% of the total number of population from metropolitan France. It is the third most populous country subdivision in the European Union after North Rhine Westphalia and Bavaria from Germany. One can say that the region Île-de-France is one of the engines of the international economy and its GDP is higher than the GDP from important countries like Brazil or Russia. Île-de-France was created in 1976 when it replaces the District of the Paris Region, created in 1962. The infrastructure of the metropolitan area Île-de-France is presently suffocated by the car flow, residents and tourists and therefore some immediate measures need to be taken in order to improve the daily traffic. From the 2 357 hotels from Île-de-France, more than 63% are in the capital. Paris and the peripheral communes have similar objectives in what the infrastructure and the travel management is concerned: the reduction of the pressure of the vehicles, the promotion and the development of the common transport and of the light means of transport, the management of the stations according to these objectives. One needs a high coordination between the numerous actors involved because there are some disparities between the time and the way of putting these aspects into practice.

## KEYWORDS

metropolis, territory, infrastructure, transport, economy

## JEL Classification

L83, O18, R11

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## 1. Introduction

**Île-de-France** is one of the 21 regions of metropolitan France. The capital of the region is the town Paris and the regions consist of eight departments which represent the metropolitan region of the capital OF France. It was created in 1976 when it replaces the District of the Paris Region, created in 1961.

*Île-de-France is the most populated region of France* with more residents than in other European countries as Belgium, Greece or Sweden. It is the third most populous country subdivision in the European Union after North Rhine Westphalia and Bavaria from Germany.

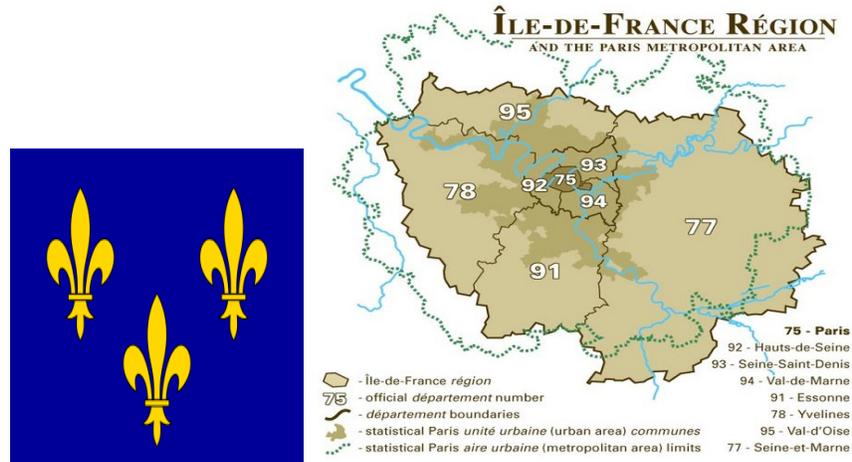
The region is strongly populated from the time of the Roman Empire when there was the Welsh town and lately the Roman town called *Lutetia*. In the Middle Ages the French king Clovis I has settle the capital in the town and Paris has developed gradually becoming one of the most important towns in the world. Along with the development of the town, the surrounding region became a royal domain also known under the name *Île de France province*. After the French Revolution from 1789, the province was dissolved and there was created three departments.

After the Second World War there was created a superior entity known under the name *The District of the Paris Region* transformed afterwards in the *Paris Region*. Its members were half appointed by the French government, and half appointed by the constitutive departments. In 1976 the Department was reorganised as a region with a regional council where 70% of the members were representatives of the departments, but the council had a limited executive power. The name of the region was changed and the name of the royal

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province was thus renewed. In 1982, Île de France was transformed into a territorial collectivity with an extended executive power and was led by a directly elected council.



**Figure no. I. The map and the blazon of the metropolitan area Ile – de- France**

Source: [www.fr.wikipedia.org](http://www.fr.wikipedia.org)

## 2. Paris - Heart Île-de-France

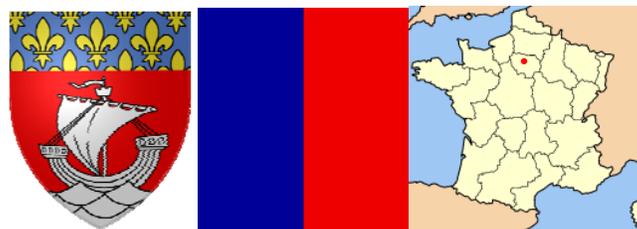
Paris is a department of France (Paris, 75), a part of the region Île-de-France. Paris is divided into twenty arrondissements (administrative regions). These administrative regions are numbered in a clockwise spiral, with the first arrondissement in the middle of the city.

An overview on the metropolis points out the following placement:

- ❖ *Cultural area* (Latin town, Montparnasse);
- ❖ *Financial and administrative area* (Le Defense, Champs Elysees, L'Opera);
- ❖ *Residential and luxurious area* (Neuilly, Arrondissement XVI);
- ❖ *Industrial area*, especially around Seine and in other suburbs (Le Bourget).

The central nucleus of the French capital is grouped at the crossroad of the boulevards Saint Michel and Sebastopol. Numerous markets (Place du General de Gaulle, Place de la Concorde, Place de la Bastille), *boulevards* (Avenue Des Champs Elysees, Capucini Boulevard, Montmartre Boulevard, Madelaine Boulevard, L'Avenue de l'Opera etc.) and *famous monuments* give a specific note to this important town.

From the point of view of the surface Paris is situated on the 113<sup>th</sup> place among the communes of metropolitan France.



**Figure no. II. Map, flag and blazon of Paris**

Source: [www.fr.wikipedia.org](http://www.fr.wikipedia.org)

**Paris** is the capital and the main economic, cultural and political centre of medieval and modern France. Paris is also related to the revolutions from 1789, 1830, 1848, the Commune from 1871. In the 17<sup>th</sup>-19<sup>th</sup> century the town becomes a cultural metropolis of Europe.

Paris concentrates 505 of the commercial and financial activity of the country and more than 25% of the French industry. It is also the largest communication point of the country (in Paris there are 11 main lines and 25 highways), the capital has three international airports and on Siena there is an active traffic of goods (almost 18 millions tonnes a year). Paris is the first cultural and scientific centre: 13 universities, many scientific research institutes, scientific and cultural associations and societies, 48 large libraries, 45 large museums (“Louvre”, “Carnavalet”, “Musée de l’Art Moderne”), almost 60 theatres.

The sensitive centre of Paris which includes the whole movement of the town is the area around the Opera market. From 1830 it has been called the heart of Paris. In the eve of the revolution, at the crossroads of Richelieu – Drouet with the large boulevards there were the gardens of the town which were the transition from the outskirts of the town to the country landscape. The building of the Opera, the most important monument of this area, also called Palais Garnier because it was built by the architect Charles Garnier, was inaugurated on January 5<sup>th</sup> 1875. The opera is still the most representative example of “Second Empire” style and the largest theatre in the world. Today, one can feel the pulse of the capital in the Opera market. L’Avenue de l’Opera perpendicular with Boulevard des Capucines, a large and agitated roadway, concentrated a large part of the luxurious trade in Paris, but also the headquarters of the largest travel agencies. Champs Elyse is a huge rolling belt which is continuously running. It is enough to take the lift up to the terrace of the Arc de Triomphe and look at it. One can see the movement of the cars. The movement on the two large pavements is more slowly but very dense and with no interruption.

The traffic is stopped two or three times a year for a short moment of solemnity. Crown of flowers are taken to the tomb of the Unknown Soldier, in the Arc de Triomphe where the flame is burning. The people from Paris remember the nightmare of the occupation under Hitler.

Each street from Paris represents a fragment of history. Many houses were the scenes of human earthquakes or of some sad stories. A huge literature, monography, memories, literary writings, guides, albums offer the curious detailed information. This information can be completed by the people from the neighbourhoods; they always answer your questions. This may be tiring for a foreign tourist to concentrate such a tension in a travel.

Paris, divided into 20 arrondissements from 1859 is the only department of Seine which is situated in the middle of a vast agglomeration which represents 905 of the population from Île de France.

The agglomeration from Paris is one of the international metropolises. The Paris agglomeration is divided into 3 departments of the small ring which are in the next vicinity (Val-de-Marne, Hauts-de-Seine, Seine-Saint-Denis), but also of the large ring (Essonne, Seine-et-Marne, Val-d’Oise, Yvelines).

### 3. The economic-demographic evolution

**Metropolitan France has a surface of 543 965 km<sup>2</sup>**, which represents 805 of the total French territory. At the beginning of 2006, it had a population of 61 044 700 residents which represented 96% of the total.

#### The components of the Surface of the Metropolitan Area Île-de-France

Table no. I

The components of the Metropolitan Area Île-de-France	Surface (km <sup>2</sup> )
<b>Paris</b>	<b>16,32</b>
Hauts-de-Seine	176
Seine-Saint-Denis	236
Val-de-Marne	245
<b>Small Ring</b>	<b>657</b>
Seine-et-Marne	5915
Yvelines	2284
Essonne	1804
Val d’Oise	1246
<b>Large Ring</b>	<b>11 249</b>
<b>Total Île-de-France</b>	<b>11 922,32</b>
<b>Metropolitan France</b>	<b>543 965</b>
<b>Average of the metropolitan area Île-de-France in the total metropolitan France (%)</b>	<b>2,19</b>

Source: processed according to [www.fr.wikipedia.org](http://www.fr.wikipedia.org)

The surface of the metropolitan area Ile-de-France represents only 2% of the total surface of metropolitan France.

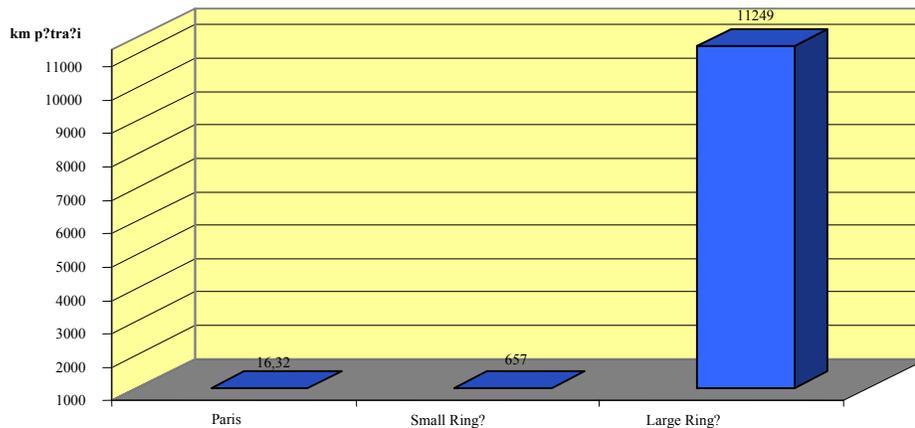


Figure no. III. Surface of the component territorial units of the metropolitan area Île-de-France

One can notice that from the three major territorial-administrative units of the metropolitan Area Île-de-France, Paris has the smallest surface and the Large Ring the largest. In the case of the Small Ring, the department Val-de-Marne has the largest surface (245 km<sup>2</sup>) and in the case of the large ring Seine-et-Marne (5915 km<sup>2</sup>).

#### The evolution and the prediction of population in the metropolitan area Île-de-France

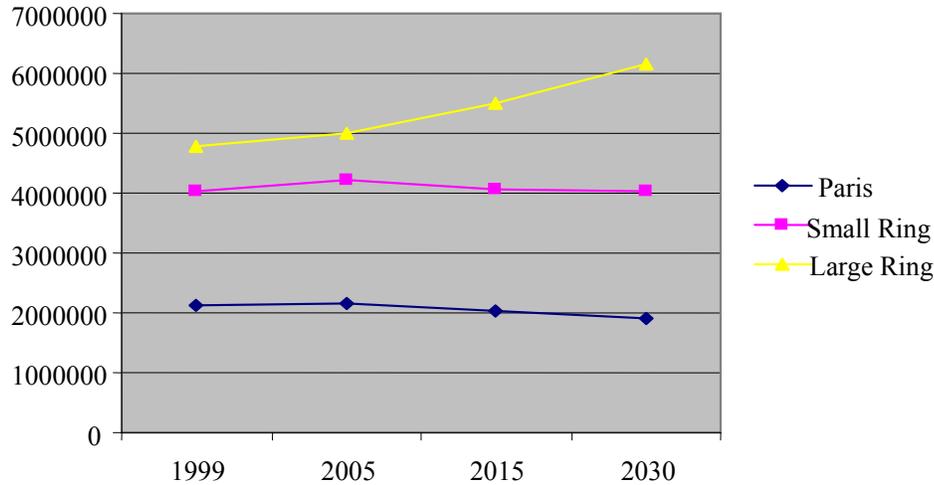
Table no. II

Departments	Population on January 1 <sup>st</sup>							
	1999	%	2005	%	2015	%	2030	%
<b>Paris</b>	<b>2 124 000</b>	<b>19,5</b>	<b>2 154 000</b>	<b>18,7</b>	<b>2 038 000</b>	<b>17,5</b>	<b>1 918 000</b>	<b>15,9</b>
Hauts-de-Seine	1 427 000	13,0	1 517 000	13,3	1 439 000	12,4	1 434 000	11,9
Seine-Saint-Denis	1 381 000	12,6	1 459 000	12,8	1 408 000	12,1	1 398 000	11,6
Val-de-Marne	1 225 000	11,2	1 279 000	11,3	1 229 000	10,6	1 201 000	9,8
<b>Small Ring</b>	<b>4 033 000</b>	<b>36,8</b>	<b>4 255 000</b>	<b>37,4</b>	<b>4 076 000</b>	<b>35,1</b>	<b>4 033 000</b>	<b>33,3</b>
Seine-et-Marne	1 192 000	10,8	1 260 000	11,1	1 540 000	13,2	1 908 000	15,8
Yvelines	1 352 000	12,4	1 395 000	12,3	1 461 000	12,6	1 517 000	12,5
Essonne	1 133 000	10,4	1 188 000	10,4	1 245 000	10,7	1 313 000	10,9
Val d'Oise	1 104 000	10,1	1 148 000	10,1	1 269 000	10,9	1 407 000	11,6
<b>Large Ring</b>	<b>4 781 000</b>	<b>43,7</b>	<b>4 991 000</b>	<b>43,9</b>	<b>5 515 000</b>	<b>47,4</b>	<b>6 145 000</b>	<b>50,8</b>
<b>Total Île-de-France</b>	<b>10 938 000</b>	<b>100</b>	<b>11 370 000</b>	<b>100</b>	<b>11 629 000</b>	<b>100</b>	<b>12 096 000</b>	<b>100</b>
<b>Total metropolitan France</b>	<b>58 497 000</b>		<b>60 561 200</b>		<b>61 975 000</b>		<b>63 927 000</b>	

Source: processed according to Ile-de-France à la page, INSEE, Paris

In the analysed period (1999-2030), the population from the metropolitan area Île-de-France represented almost 19% of the total of metropolitan France. One can also notice at the level of 2005, that the Large Ring represents 43,9% of the total of population Île-de-France, the Small Ring, 37,4% and Paris, 18,7%.

**In the period 1999-2005, the total population from Île-de-France** registered a growing tendency from 10 938 000 residents to 11 370 000 residents. The predictions show a growing trend. One can also see that the population from Paris will be reduced with 206 000 people in 2030 as opposed to 1999. In the Small Ring the evolution for the population is constant and in the Large Ring we meet the highest rate of growth in the period 1999-2030, respectively a plus of 1 364 000 residents.



**Figure no. IV. The evolution of the number of residents from the three departments of the metropolitan area Île-de-France, in the period 1999-2030**

The population is registering a tendency of stability. Most of the people from Paris are not born in Paris and that is why after retirement they go back to their places of origin or leave for the South of France. In consequence, Paris is the town with the lowest rate of mortality. For the same reason, the population of Paris is active in spite of a high unemployment rate of 12%. The level of population density is the highest in France but also the most varied according to arrondissement (from the lowest 10 000 residents/km<sup>2</sup> in the first arrondissement to the highest 40 000 residents/km<sup>2</sup>).

One can say that the region *Île-de-France* is one of the engines of the international economy. One can say that the region Île-de-France is one of the engines of the international economy and its GDP is higher than the GDP from important countries like Brazil or Russia. If this region was a separate country it would be on the 15<sup>th</sup> place in the top of the World Bank from that year. Although from the point of view of the population is only the 20<sup>th</sup> metropolis of the world, from the point of view of the GDP is only the 5<sup>th</sup> after Tokyo, New York, Los Angeles and Osaka-Kobe-Kyoto, on the same place with London. Although it has suffered a strong deindustrialization, this region is still the most important industrial region from France with more than 650.000 employees. A large number of companies and French and international corporations have their headquarters in this region. One cannot ignore the fact that Paris is the most visited town in the world, and almost 4% of the population is employed in tourism.

The Paris metropolis is *the most important economic centre* from France, concentrating a fourth of the industrial activities and more than 50% of the commercial and financial activities of the country. In the *industrial field* Paris is known through the companies which produce cars, airplanes, electronics, petrochemistry, cosmetics, medicines, textile goods and food products. The industrial areas are found on the outskirts of the Large Paris (region Siena, Le Bourget, etc.). Well-known are the car brands Renault, Citroen, Simca, the airplane Airbus or the cosmetic products which made this town famous through the quality and the special style of these goods.

In the financial field, more than 40 important banks have their headquarters here starting with the Bank of France (1800), the Bank Rotschild etc., the Paris stock (the third important after those from New York and London).

**The infrastructure of the metropolitan area Île-de-France** is presently suffocated by the flow of cars, residents and tourists, and therefore one has to take immediate measures in order to make the daily traffic easier.

**4. Analysis of the structure and dynamics of the technical-material basis and of the tourism flow**

The National Institute for Statistics and Economic Studies from France offers statistical information regarding the following ways and categories of accommodation units: tourism residencies and similar accommodation units, hotels, holiday villages, camping places.

These statistics also include the inns for young people (which are less numerous), villas and apartments offered for the tourists in transit, rural villages, accommodation rooms at local residents (for which there are no accepted classification procedures, only a voluntary certification) etc, without offering concrete information about the number of beds, evolution etc.

In France the accommodation units are classified from the point of view of the degree of comfort from one star to four stars or four stars luxurious. The statistics also include the unclassified units where the degree of comfort has zero stars.

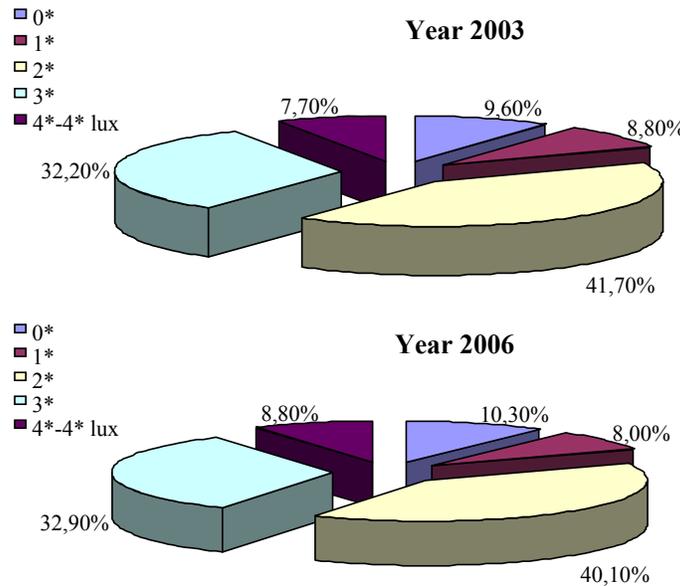
**The distribution of the hotels from Île-de-France on categories of comfort in the period 2003-2006**

**Table no. III**

Number of hotels on categories of comfort											
0*		1*		2*		3*		4*-4* lux		Total	
Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<b>2003</b>											
299	9,6	210	8,8	991	41,7	765	32,2	182	7,7	2377	100
<b>2004</b>											
227	9,6	205	8,7	967	41,0	770	32,7	188	8,0	2357	100
<b>2005</b>											
242	10,3	196	8,3	951	40,4	768	32,6	198	8,4	2355	100
<b>2006</b>											
242	10,3	189	8,0	942	40,1	773	32,9	206	8,8	2352	100

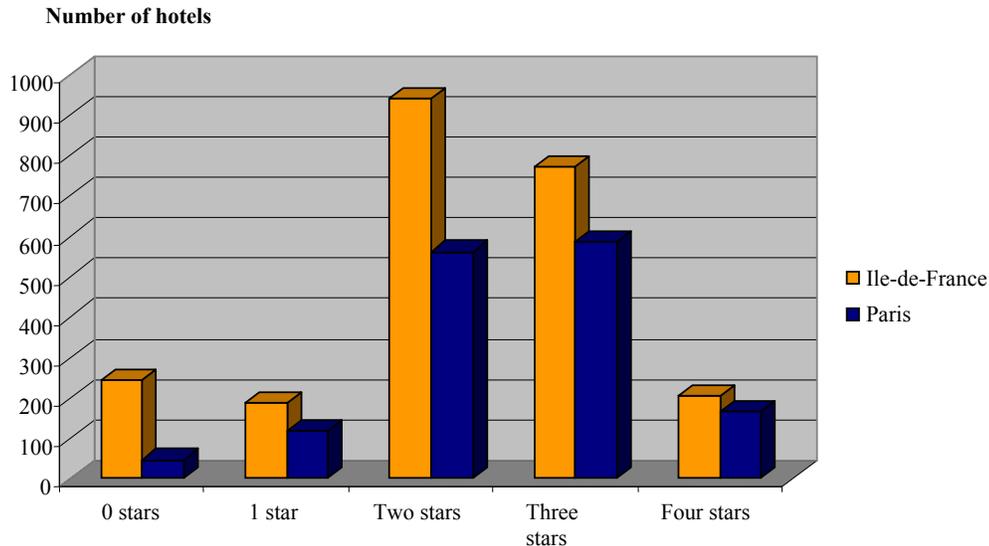
Source: processed according to www.insee.fr

In the period 2003-2006, the zero stars hotels from Île-de-France registered a decreasing trend with 57 units, the one stars hotels with 21 units and the three stars with 49 units.



**Figure no. V. The average of the number of hotels on categories of comfort from Ile-de-France, in 2003 and 2006**

In Île-de-France, the largest number of hotels is in the category two stars which represent 40% of the total. It is followed by three stars (32,8%) which together with the two stars represent a majority of,8%. The highest number of units belongs to the one star with 8,0%.



**Figure no. VI. Distribution of the number of hotels on categories of comfort in Ile-de-France and Paris in 2006**

In the case of Paris the situation is similar in the sense that the number of two and three stars hotels represent 77,6 % of the total.

#### The degree of occupation from Île-de-France in the period 2003-2006

Table no. IV

Years	Degree of occupation (%)
2003	67,4
2004	67,9
2005	58,1
2006	72,0

Source: www.insee.fr

The degree of occupation of the accommodation capacities from the metropolitan area Île-de-France registered a growing trend in the period 2003-2006 from 67,4% to 72,0%, with a reduction in 2005 as opposed to 2004 from 67,9% to 58,1%.

#### Incomes accommodations and average stay in the hotels from Île-de-France, in the period 2003-2006

Table no. V

Accommodated tourists			Accommodations			Average stay		
Total	French	Foreign	Total	French	Foreign	Total	French	Foreign
2003								
323 325	56 011	267 315	999 458	185 438	814 020	3,0	3,3	3,0
2004								
305 455	53 399	252 056	1 028 864	180 152	848 712	3,3	3,3	3,3
2005								
331 018	63 082	267 936	1 085 253	218 118	867 136	3,2	3,4	3,2
2006								
393 607	94 392	299 216	1 124 689	239 357	885 332	2,8	2,5	2,9

Source: processed according to www.insee.fr

One can notice that in the hotels from Île-de-France, most of the tourists are foreign, and they register a growth tendency in the period 2003-2006.

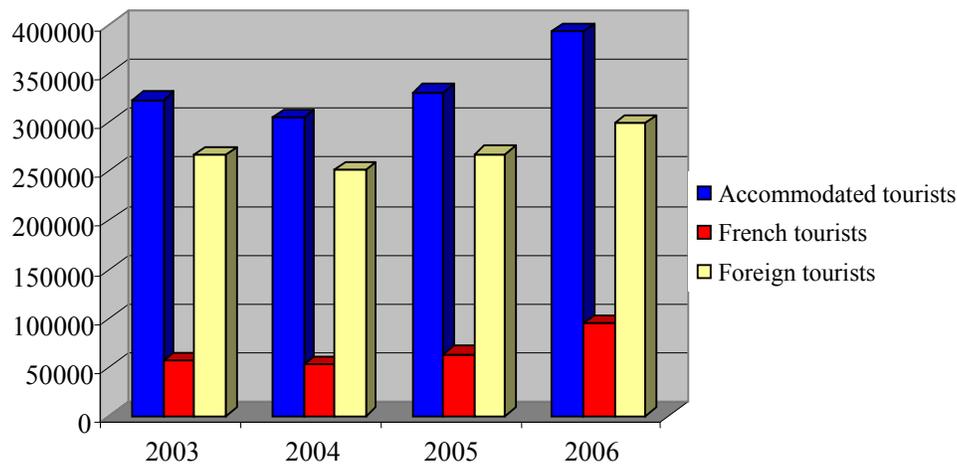


Figure no. VII. The evolution of the number of tourists accommodated in the hotels from Ile-de-France, in the period 2003-2006

The average stay is of three days for both categories of tourists, French and foreign. The average stay in Paris is of 2,2 days, value justified by the business tourism and the cultural tourism, the urban jam does not attract the tourists.

#### The main sights visited by the tourists in Île-de-France, in 2005

Table no. VI

Sights	Number of visitors (millions)
Nôtre-Dame Cathedral	13 000
Disneyland and Walt Disney studios	12 300
Sacré coeur de Montmartre	8 000
Louvre museum	7 533
Eiffel Tower	6 428
Pompidou Centre	5 341
Versailles Domain	3 447
The town of science and industry	3 186
d'Orsay museum	2 929
Arc de Triomphe	1 255
Natural History Museum	1 237

Source: Ile-de-France. Faits et chiffre, INSEE, August 2006, Paris

The tourism sights preferred by the tourists who are visiting Ile-de-France in their order Nôtre-Dame Cathedral, Disneyland and Walt Disney studios and Sacré coeur de Montmartre. The less visited is the Natural History Museum

#### 5. Development perspectives

The heart of the urban agglomeration, Paris is a movement basin with specific problems. 90% of the travels with common transport from the region Île-de-France are related to this dense region and the work-job travels are not dominant from a statistic point of view. So, 800.000 persons are travelling daily from the peripheral areas of Paris to the capital in order to work, while 300.000 of residents which are 1/3 of

the employed population from Paris work outside Paris in La Défence, Plaine-Saint-Denis, Roissy etc. In consequence the authorities from Paris will put a plan into practice which should signal the roads, the stations etc., all these having an impact on the agglomeration from Paris.

Paris represents a particular form of lifestyle due to the large number of people who were not born in Paris and are using the town for various reasons as labor, relaxation, culture, familial relations and other activities. This daily aspect has a considerable impact on the town and on the way of travelling.

It was recently adopted a proactive policy of encouraging the development of the economic activities outside the Paris region and of relocating the activities far away from the capital. This involves support in order to cover the costs for the relocation of the companies and of their personnel. France and Greece are the only countries which encourage the economic development outside their capital cities which are much too crowded.

The importance “*of relocating the economic activity in the national territory*” as a regional policy instrument was also diminished in the last decade at the same time with the reduction in the share of the state ownership on many activities. The privatisation on a large scale, especially of the enterprises from the processing sector, which were once held by the state has led to the elimination of the decisions of the government regarding their investments.

Paris is one of the most populated region in the European Union and the second largest metropolitan area in Europe (after Moscow and London), being on the 20<sup>th</sup> place in the top of the metropolitan areas with the largest population in the world.

The cohesion of the region is provided by a network of public transport which is extremely developed.

Île-de-France benefits from a large number of common transport networks, which are very good from a qualitative point of view but are presently not sufficient. A resident from the Small Ring needs, in average, three quarters of an hour to move from his working place, while a resident from Paris only a quarter of an hour. The largest part of the transport lines stop on the gates of Paris forcing the travellers to look for corresponding ways of transport which complicates the connections between Paris and the neighbouring areas.

In Paris, the total number of subway and express lines are over-saturated at the rush hours. The radial structure of the network increases the impact of these dysfunctional issues on the hyper-centre.

The polluting emissions are concentrated on Paris, which includes a large part of the traffic from Île-de-France.

The plan of the urban travels from Île-de-France has three major objectives:

1. the reduction of the car traffic so one can distinguish between crowded areas and common transport;
2. the growth of the share of common transport;
3. the facilitation of the pedestrian walks and of the bicycle movements as a way of urban transport in all the capitals of the world.

**The authorities of the metropolitan area Île-de-France propose the following for the period 2007-2013:**

- the reduction with 3% of the car traffic in Île-de-France (cars/km), with 5% in Paris, in the Small Ring and between Paris and other departments with cu 2% for intern travels from the Large Rind and between Paris and the Large Ring. The car travels will be reduced with 85% from the number of specific travels from the Large Ring.
- a 2% growth of the use of the collective jeans of transport. Their share has to overcome one third of the travels from domicile to work and domicile to school.
- a 10% growth of the market share in the case of the travels domicile-school and less than one kilometre;
- doubling the number of travels by bicycle;

- a 3% growth of the number of goods transported by water and railway.

In order to facilitate the non-polluting travels which should allow for an increasing mobility for all categories of persons, each commune from Île-de-France proposes to expand the common transport network. The motivation is related on one hand to the low quality of the services offered by common transport busses, and on the other hand by the lack of continuity between the network of busses from Paris and that of the peripheral areas from Paris.

In conclusion, Paris and the peripheral regions have similar objectives related to infrastructure and travel management: the reduction of the pressure of the vehicles, the promotion and the development of the common transport and of the light means of transport, the management of the stations according to these objectives. One needs a high coordination between the numerous actors involved because there are some disparities between the time and the way of putting these aspects into practice.

One will also prioritize the new offers of alternative transport instead of the cars, will facilitate the ways of sustainable travel, the movement of the main actors as the emergency services, the professional travels, the supply of goods, the integration of the policy of Paris in the development policy of the metropolitan area Île-de-France taking into account the dynamics of the present and the future development.

Paris is known as a strong cultural centre, but in the last decades the City of Lights has also become a profitable and interesting business destination. Up to 2020, Paris will have almost ten millions residents; the GDP of the region will reach 611 milliards Euro.

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