

Voice of
the Mayors



Jean Paul Huchon
Île-de-France (Paris Region)

The First European Metropolis

About **Voice of the Mayors**

Celebrating its thirtieth anniversary, METROPOLIS wishes to leverage the unique experience of its members, represented by the mayors of the major metropolises, presidents and governors of metropolitan regions. Too often, the expertise of these high-ranking officials is lost once their term has come to an end. However, at a time when global urban development is quickening its pace, their experience is more beneficial than ever for the new generations of local decision-makers, the entire spectrum of public and private local development stakeholders and partners in the international community.

In its capacity as a network of the world's major metropolises, METROPOLIS also seeks to make an active contribution to the current international debate concerning the revision of the Millennium Development Goals, negotiations on climate change and the preparations for the United Nations Conference on Housing and Sustainable Urban Development (Habitat III).

This is how the idea for **Voice of the Mayors** came into being, as a wealth of first-hand testimonies from local and regional leaders whose experience deserves to be recounted and disseminated. Bequeathing this legacy also conveys the willingness of METROPOLIS members to share their experiences and to enhance the exchange of knowledge, a concerted effort to contribute towards shaping sustainable urban development worldwide.

Upon the creation of METROPOLIS in 1984, the 14 founding members expressed their desire to work together to strengthen their mutual capacities to manage their cities. **Voice of the Mayors** helps to achieve this goal with the 136 members that comprise METROPOLIS today and the young generations of local decision-makers.

The testimony you are about to read serves to enhance the association's training activities and the work carried out within the framework of the METROPOLIS Initiatives, the METROPOLIS Women International Network and of METROPOLIS Youth.

The experience of the leading decision-makers in major metropolises across the world is essential. They manage the day-to-day needs of millions of citizens as regards housing, mobility, education, health, safety and energy, to name but a few. They run cities, urban areas and metropolitan regions that are sometimes larger than certain United Nations member states in terms of population, budget size and global reach. They are the main political leaders on the front line, tackling the challenges facing the planet. Nevertheless, this role has yet to be sufficiently recognised in present-day international relations.

It is METROPOLIS' aspiration that **Voice of the Mayors** will help these leaders' words to be better heard, listened to and taken into consideration by the international community.

Alain LE SAUX
METROPOLIS Secretary-General
October, 2014



Curriculum vitae

JEAN PAUL HUCHON

Jean-Paul Huchon was born on 29/07/1946. He holds a law degree and a degree from the Paris Institute of Political Studies. He is a former student of the National School of Administration (ENA). He is an Officer of the French Legion of Honour, a Knight of the French National Order of Merit and a Commander of the French Order of Agricultural Merit. He is the author of several works.

From 1975 to 1981: he was a civil administrator then Head of the European Agriculture and Communities Bureau in the Budget Directorate of the Ministry of Finance

From 1981 to 1991: he became the Cabinet Director for Michel Rocard in the Ministry of Planning (1981-1983), the Ministry of Agriculture (1983-1985) and in Matignon when Rocard became Prime Minister (1988-1991)

From 1986 to 1988: he was the General Director of the agri-food group EXOR

From 1991 to 1994:

He was the General Director then Counselor to the President of Pinault Printemps after having taken the post of General Director charged with Development and Financial Affairs of the Printemps Group.

He was the President of FINAREF (Crédit Agricole Group)

From 1994 to 2001: As a member of the Socialist Party, he was elected as Mayor of the city of Conflans-Sainte-Honorine

From 1995-1998: he became Vice President then President of a Cabinet of international recruitment

Since 1998:

He is the President of the Regional Council of Île-de-France. He was re-elected in 2004 and 2010.

He is President of the Institute for Urban Planning and Development of the Region of Île-de-France (IAU)

Since 2004: he is the 1st Vice President of the Association of Regions of France (ARF)

Since 2006:

He is President of the Metropolis. He was re-elected in 2008 and 2011.

He is President of the metropolitan section of United Cities and Local Governments (UCLG) and Vice-President of UCLG. He was re-elected in 2013

He is President of the Île-de-France Transport Association (STIF). He was re-elected in 2010

Since 2013: he is Vice President of the Public Investment Bank (BPI)

Since 2014: he is a member of the Supervisory Board of the Société du Grand Paris (SGP)

Jean Paul Huchon

Île-de-France, the First European Metropolis

Like many other major cities, Île-de-France is facing the challenge of urban development. In response, the capital region of France is introducing the Grand Paris, one of the most ambitious transport projects in the world, to adapt to the needs of the new century. This development will be accompanied by a new system of governance.

Paris, as we know, is a city which could almost be described as "universal" in the collective imagination of the world's citizens. The city of romanticism, city of lights, city of the French

monarchy and the revolution, the capital of fashion and capital of luxury, the city of Art Nouveau and city of Art Deco. The French capital has no shortage of symbols, and it attracts more than 30 million tourists each year, making it the number one tourist destination on the planet. But the life of Paris does not stop at the city gates: beyond the city, as the tourists know, we find Versailles, Fontainebleau, Vincennes, Rambouillet, the banks of the Seine depicted in Impressionist paintings, Gâtinais or the French Vexin, and, of course, Disneyland Paris in Marne-la-Vallée. Companies, investors and managers are also in the know: for them the region offers La Défense and Val d'Europe, Plaine Commune, Roissy and Le Bourget, Orly et Evry, Les Mureaux and Cergy and Saclay. Students the world over regard Sorbonne as highly as they do Harvard, but they also choose to study in Orsay or Saclay, in Villetteaneuse or Créteil, in Saint-Quentin or Nanterre. As for amateurs of

French gastronomy, many will have heard of Vatel, the great French chef who has worked his magic in the kitchens of Château Vaux-le-Vicomte. He could not have done so without the famous Brie de Meaux, Argenteuil asparagus or Beauce wheat; all products from the farmlands surrounding Paris, which are among the most fertile in Europe.

Beyond Paris, with the city at its heart, we find the Capital Region of Île-de-France. Without Paris this region would not exist, of course. But at the same time, the dazzling vitality of Paris, a city too grand for its restricting walls, relies on the Capital Region. And there are several growth hubs outside of the city.

Reversing inequalities and preparing for the future

Here is a picture of Île-de-France today: its twelve million inhabitants - almost 20% of the French population - produce more than 30% of the country's wealth. Forming 5% of the GDP of the European Union, Île-de-France is the premier region of the continent. The responsibility of governing Île-de-France is as exhilarating as it is demanding: it is crucial to preserve the wealth of heritage which gives the region its reputation - and, shall we say, its pride, and sometimes even its arrogance - while at the same time rising to the challenges faced by many of the world's major cities.



La Défense Business Centre (IAU)

We must think on a small scale - for resolving everyday problems and enabling the inhabitants of the region to build their own lives - while also acting on a medium and large scale, in light of the region's status as a metropolis open to the world and integrated in international trade, and a motor of growth for a whole country. Guiding change, designing the future, while taking immediate action to reduce the great inequalities which hinder its development: these are the challenges we must rise to.

These tasks are complex, since the weight of history is still very much upon us. The Region is a young collectivity in France. It became part of the country's institutional landscape and was granted autonomy and competences just thirty years ago. In a country defined by a strong centralist tradition, inherited from both the French Monarchy and the Revolution, the people have always been wary of autonomy and free administration in the Provinces, all the more so in the wealthiest region, which houses the national institutions. Furthermore, in comparison to Paris, a historically powerful and independent city, in comparison to the 1 300 communes, inherited from an age-old tradition, to which 8 departments were later added as a result of the political will born of revolutionary power, the Region did not have a natural place. Its creation was nevertheless seen as imperative since development of the rapidly-expanding region had to be organised and controlled, with particular focus on keeping growth balanced so that not only the richest areas or the most well-off inhabitants would benefit. Île-de-France grew considerably around Paris and La Défense commercial centre to the west, although its inhabitants lived mostly to the north and east. And the urban sprawl which accompanied the economic and demographic growth from the 1960s tended to accentuate this phenomenon.

Large-scale public action was therefore necessary to enable regulation and rebalancing in preparation for the future. The regional institution - this has always been my conviction - was in the best position to take this action. Its strength lies primarily in its range of influence: the administrative borders of Île-de-France currently cor-

respond to its urban area, thus integrating the majority of the population which depends on the capital in one way or another. A further asset is the region's capacity for investment - this is its most important motor, since more than half of the budget, totalling at present almost 5 billion Euros, is reserved to that end. When I became President of Île-de-France in 1998, there was a great deal of work to be done.

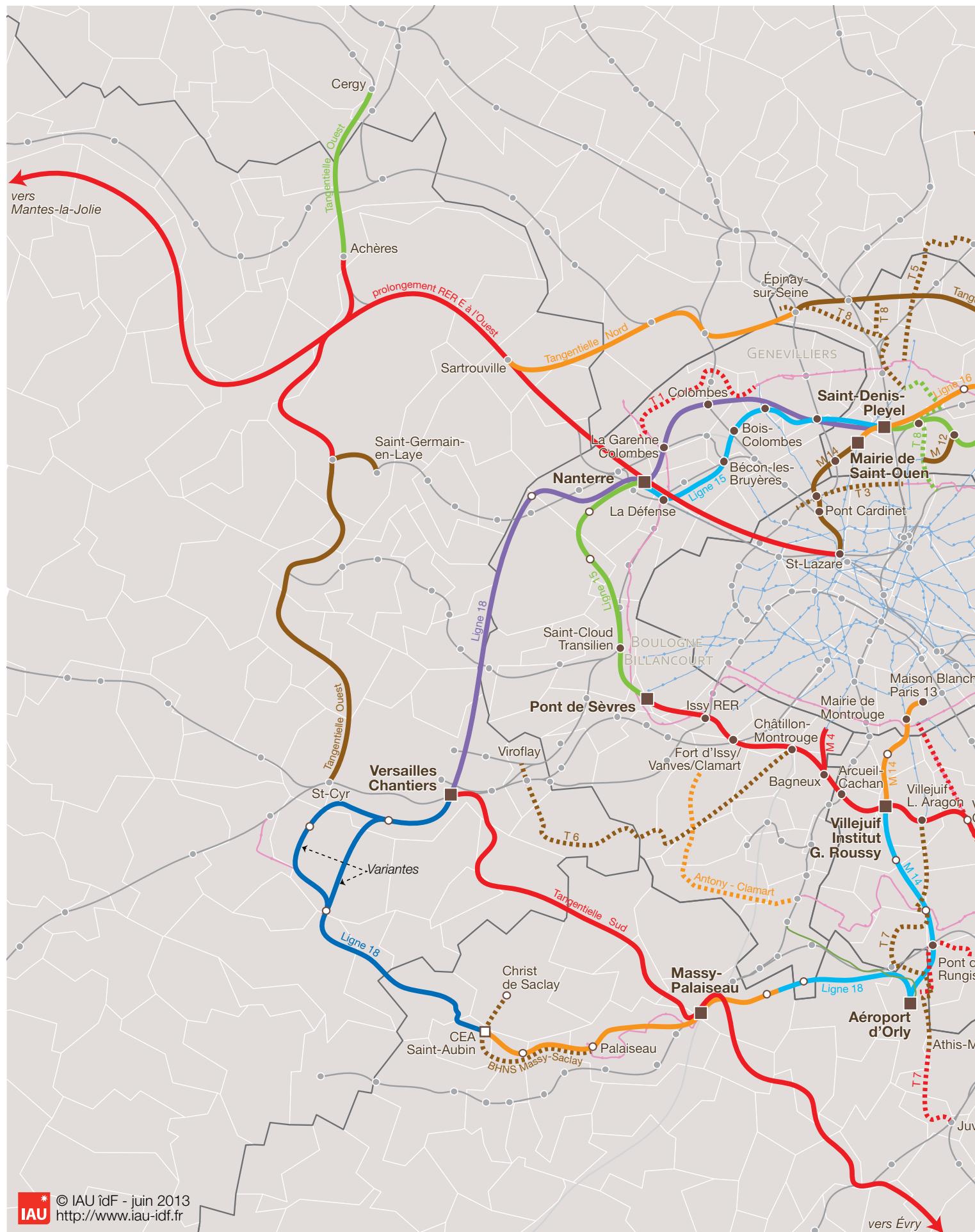
The Region, an innovative institution

We had to establish the legitimacy of regional action in relation to the State and other communities, businesses and civil society. Our relatively limited scope of action hindered this process. The region was devised above all as a strategic institution, which set targets without really having the means to implement them, and without direct legislative power. With restricted competences - managing assets of centres of secondary education, professional training and learning; urban planning and economic development planning - the challenge was considerable.

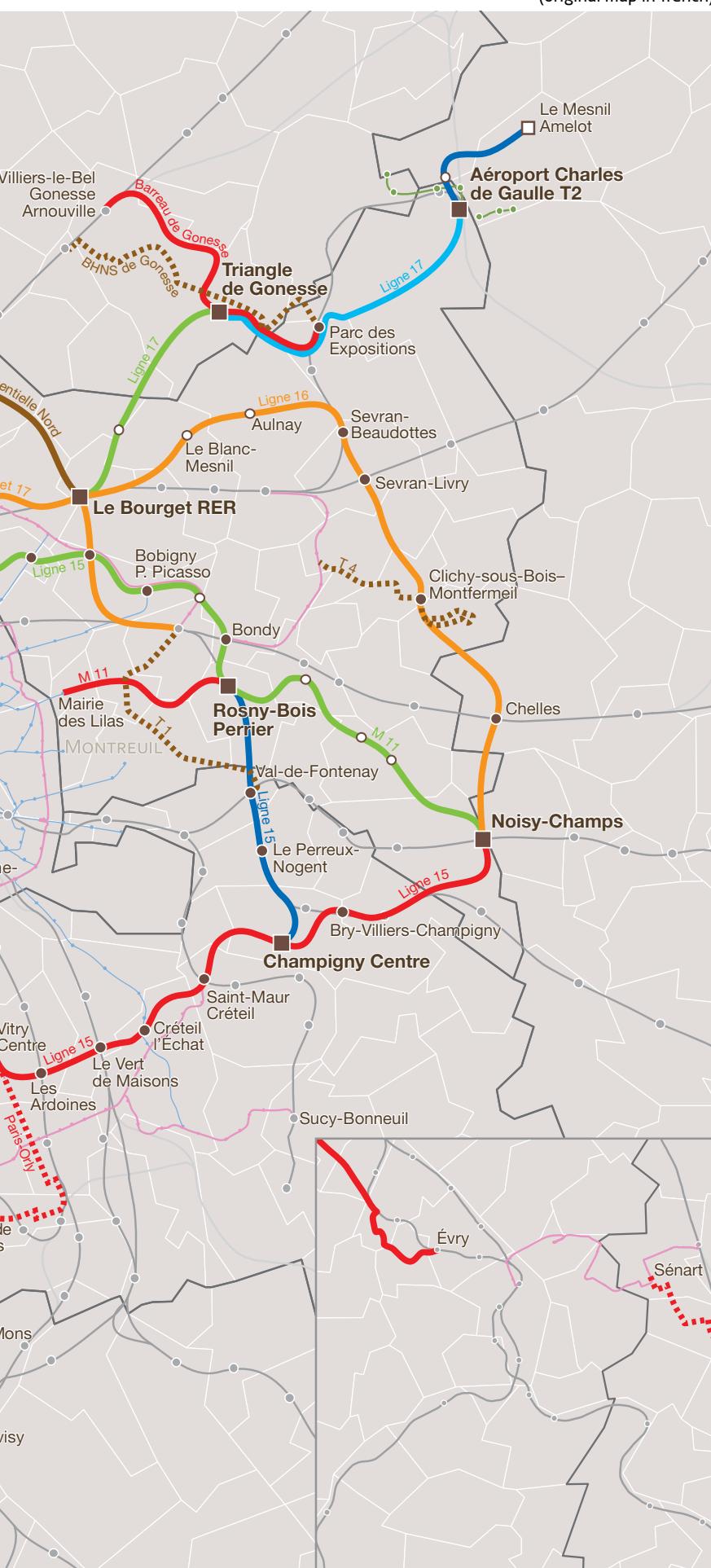
To add to our areas of direct intervention, such as school assets, we therefore chose to establish contracts with the main communities, so that regional-scale priorities could be acknowledged through negotiation. With the State, then with the Departments, we set a framework for our investments, allocating more financing to the most vulnerable areas in order to support their public policies, such as the development of major infrastructure.

At the same time, we chose to invest outside our area of competence: in accommodation - in a very tight market - in culture - especially cinema and audiovisual media, a growing sector - in sport, agriculture, the environment and the social sector, as well as in universities and research (there are more than 70 ongoing projects in this domain) which were in urgent need of new infrastructure and innovative facilities. Taking this action guaranteed that all the essential components of development could be brought together, in order to improve the living environment of the inhabitants and help them to build their future.

The New Grand Paris Express



(original map in french)



Perspectives d'aménagements (Hors modernisation du RER)

Objectifs de mise en service des lignes

Tramway - TCSP

2017	2020	2023	2025	2027	2030	Au-delà

Métro - RER - Tramtrain

Gares principales

- sans correspondance
- avec correspondance
- terminus (provisoire ou définitif) de ligne GPE, sans correspondance
- terminus (provisoire ou définitif) de ligne GPE, avec correspondance

Réseaux existants

- réseau RER / Transilien
- réseau TER / TGV
- réseau métropolitain
- réseau de transport en commun en site propre (TCSP)
- desserte aéroports
- limite de département

The Grand Paris Express is

- 200 km subway
- 72 new stations
- an investment of nearly 23 billion euros in 15 years (2015/2030)
- 15 000 to 20 000 direct jobs annually
- Overtime, 90 percent of residents in the Île-de-France will live less than 2km from a station.

2 km



At a time when the national government, for budgetary reasons, was obliged to revert to its primary functions, its governing powers and responsibilities in the area of social protection, the region established itself as a pillar of stability and a growth motor.

Mobility, the first challenge of urban development

But the main challenge of Île-de-France is undoubtedly the modernisation and development of its transportation infrastructure. One strong point: the region's two international airports, the density and quality of their networks, are often cited as one of the major pull factors of the region for French and international investors. With 8.5

million travellers using the service every day, the system comprises almost 1800 km of railway lines which serve more than 800 train and metro stations, supported by a network of over 1 450 bus lines. Two train routes are among the busiest in Europe. But this level of use, which has grown 20% in ten years, represents a major challenge. The transport service has long suffered from under-investment from the State and its public powers, and part of the network is totally saturated. It was only in 2005, when the Region was granted full competence in the area of public transport, that massive investment could be undertaken. This sum now totals 1 billion Euros each year. With a new mode of governing, which brings the Region and its Departments together in a union of local



In the long run, T3 Tramways will tour Paris



Upgrading project of the banks of the Seine river (AIGP)

authorities, priorities and investments are drawn up and future objectives are negotiated with the businesses which operate in the network.

These investments have begun to bear fruit. Along with the necessary regeneration of the network, 6 tram lines have been built, some metro lines have been lengthened, the rolling stock has been progressively renewed and new bus lines put in place, in the space of a few years. Peripheral routes (North, West, South) have been planned to enable the extension of the network between suburbs without passing through Paris.

Grand Paris, an Île-de-France project

But the mobility of Île-de-France residents is constantly increasing and the existing network, although developed, is too saturated to meet this demand, especially for the routes between the suburbs. Since the use of cars must be significantly diminished in order to combat pollution and respect our commitments regarding the reduction of greenhouse gas production, we must go further. Our solution is the Grand Paris Express,

without doubt one of the most ambitious transport projects in the world. 200 kilometres of new automatic metro lines, serving 72 stations, will be built before 2030. This project is worth over 30 billion Euros. The first works began last June - and it is undoubtedly the project I am most proud of because it is literally going to transform the landscape of Île-de-France. It is crucial for the economic development of the region and it will permit the inhabitants of the region to travel in the best possible conditions.

Building a denser capital region which is more respectful of the environment, where the surrounding farmlands are preserved, where places of work and places of residence are brought closer together, where the economy can grow without lowering quality of life: these are the objectives we have set and which form the basis of our investment over the next 15 years, with the Grand Paris Express forming the backbone of the project. The action carried out at a regional level over the past 15 years lends full legitimacy to this plan.

Towards new modes of governance?

We will do this in a new context, with new actors: a large-scale territorial reform is currently being implemented by the French government. We are invited to rethink our modes of governance. At the heart of Île-de-France, the communal level will be organised from 2016 in a metropolis. To resolve every-day problems, especially those related to planning and housing, the metropolis will control planning and housing, one of the weak points of Paris and the neighbouring areas. At the level of Île-de-France, the region's role as guarantor of integration and balance will be strengthened, so that investments will be allocated where they are needed. The Region will be responsible for aid to firms, urban planning, public transport and the road network, education, training and employment, making it an instrument of mobility and social and territorial cohesion. This is an ambitious reform - the reform we have been waiting for to meet the challenges of the coming century.

Île-de-France (Paris Region)
July , 2014



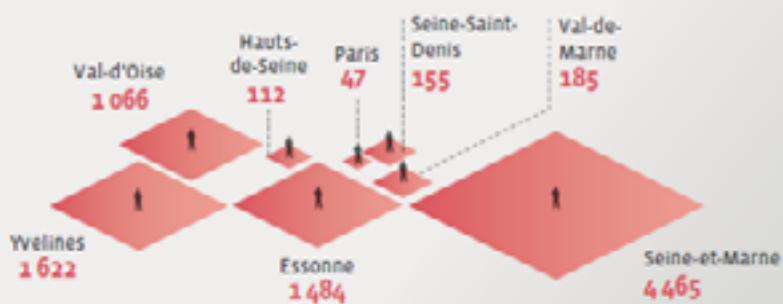
Domaine de Villarceaux : Île-de-France Region heritage.

Île-de-France in figures

LE TERRITOIRE

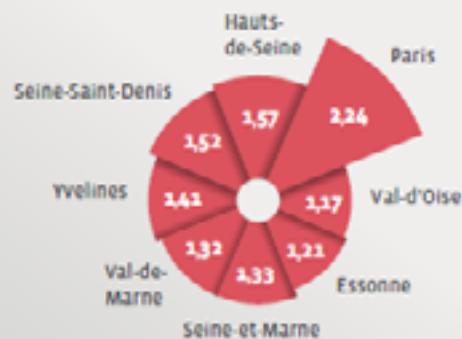


► Espace disponible par habitant en m²



LA POPULATION

Répartition de la population en million d'habitants



19 %
de la population
française

2,8 %
de la surface du territoire français

 1^{er} PIB régional d'Europe

700 000
entreprises

6000000
d'emplois salariés
et non salariés

 1^{ère} concentration
européenne en recherche
et développement

 19%
des lycéens
français

METROPOLIS' VOICE OF THE MAYORS IS SUPPORTED BY

Cities Alliance

Cities Without Slums

The Cities Alliance is a global partnership for urban poverty reduction and the promotion of the role of cities in sustainable development. Cities Alliance Members include local authorities, national governments, non-governmental organisations, multilateral organisations, and associate members. METROPOLIS is a founding member of Cities Alliance.

www.citiesalliance.org



The Global fund for cities development (FMDV) was created in October 2010 at the initiative of METROPOLIS, United Cities and Local Governments (UCLG) and 34 founding members (cities and city networks). It is an international political organisation which aims to strengthen solidarity and financial capacity by and among local authorities and is complementary to existing mobilisation, coordination and advocacy networks.

www.fmdv.net



Created in 2004, United Cities and Local Governments (UCLG) is the united voice and world advocate of local and regional self-government. Members of UCLG are present in 140 countries, and are organized into seven regional sections, a Forum of Regions, and a metropolitan section coordinated by METROPOLIS. UCLG's membership includes over 1,000 cities and regions, as well as 155 local government associations.

www.uclg.org



The World Urban Campaign is a global partnership coordinated by UN-Habitat, designed to promote a positive vision of sustainable urbanization and to place the urban agenda at the highest level in development policies. It is meant to build alliances with all the sectors of society in a movement to provide a knowledge and action-oriented platform to address urban challenges. It is a platform for Habitat III, the United Nations Conference on Housing and Sustainable Urban Development to be held in 2016.

www.worldurbancampaign.org

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metropolis ●

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