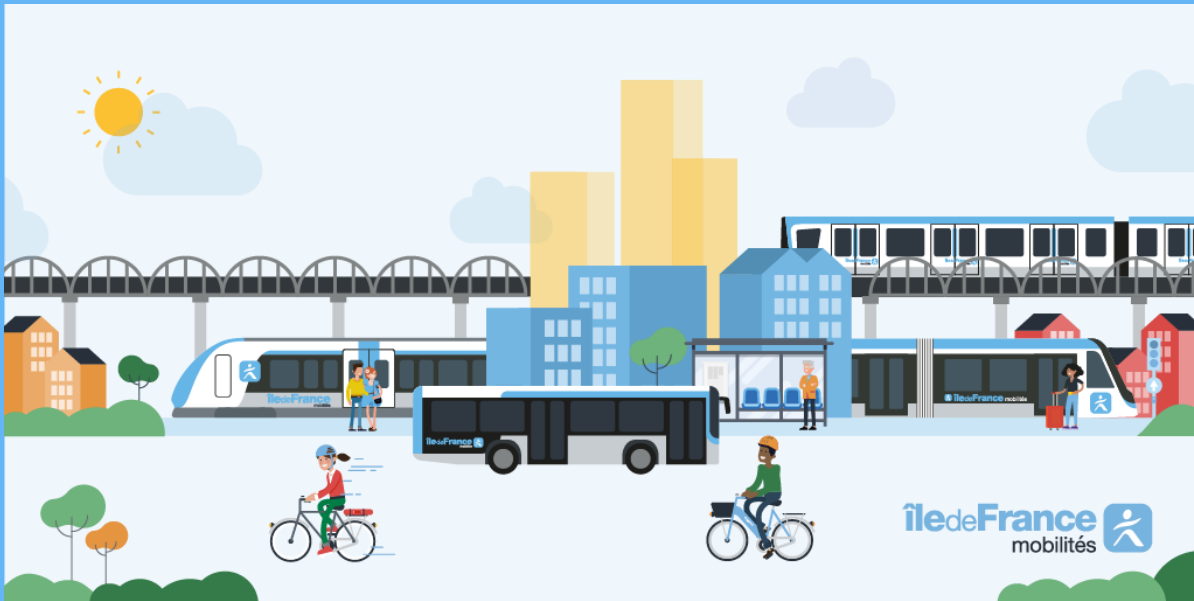


Rural mobility and demand-responsive services

Île-de-France Mobilités' integrated approach



Trafikdage 2026 — Aalborg, Denmark |

"Mobility freedom in rural areas"

The future of rural mobility : one integrated system

Not one perfect mode — but a coherent mix of structural transport, DRT, carpooling, station access, passenger information and unified fares.

- Simple for users
- Efficient for public authorities
- Fair for every territory



Why rural mobility matters inside a metropolitan region

Even in a 12-million-resident region, low-density territories require dedicated mobility answers.

12M

residents
in the region

644

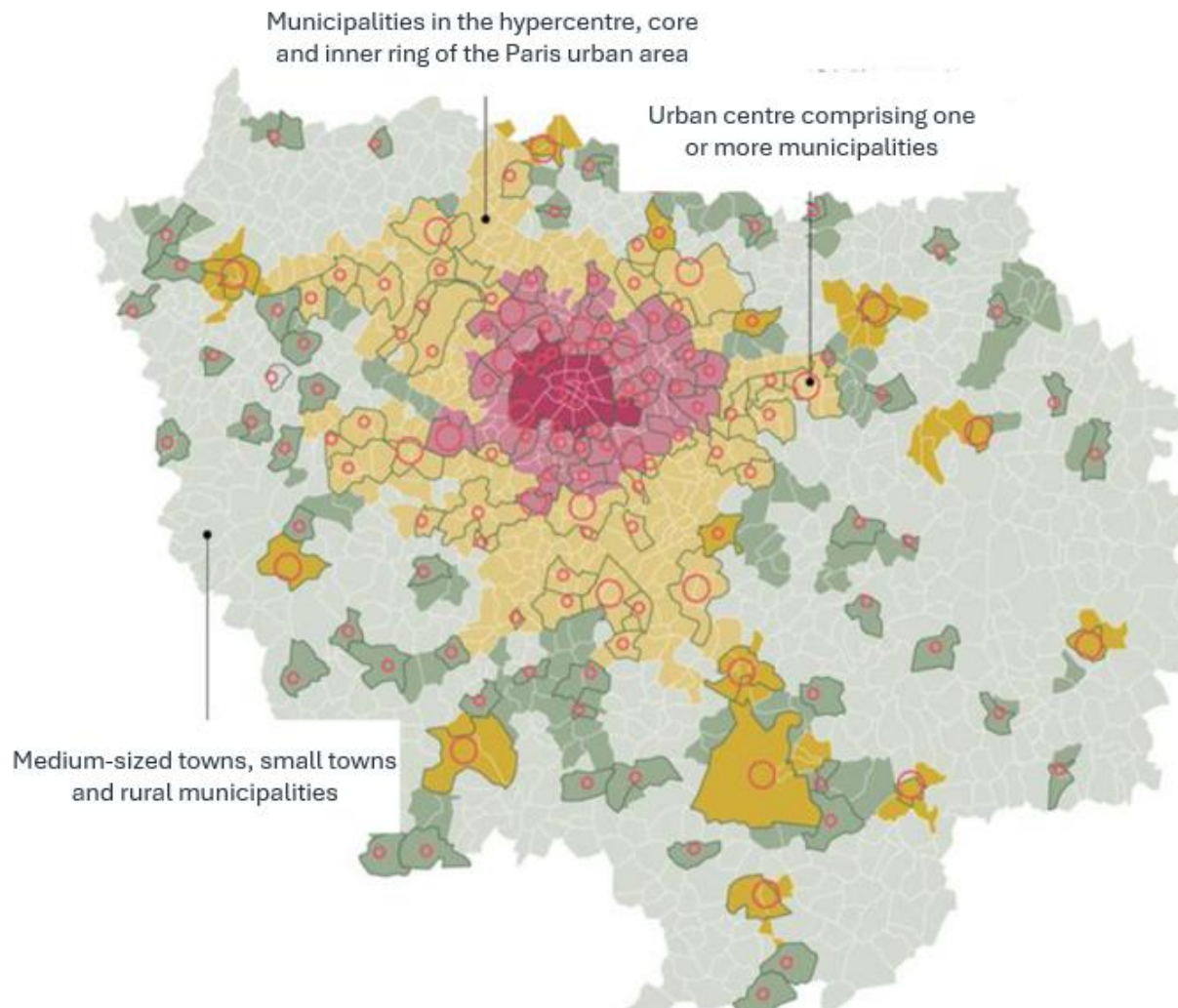
low-density municipalities
≈50% of all municipalities

460K

residents in low-density
areas
4% of regional
population

90K

jobs in low-density areas
1.5% of regional
employment



Overview of labelled DRT services

88 existing DRT services

800K passenger trips in 2025
x9 since 2019

≈70% of municipalities
covered in the outer suburbs



Demand-responsive transport : flexible in operation, integrated for passengers

The operating model adapts to local demand; the passenger promise remains consistent.

VIRTUAL LINE

Fixed stops and a defined route

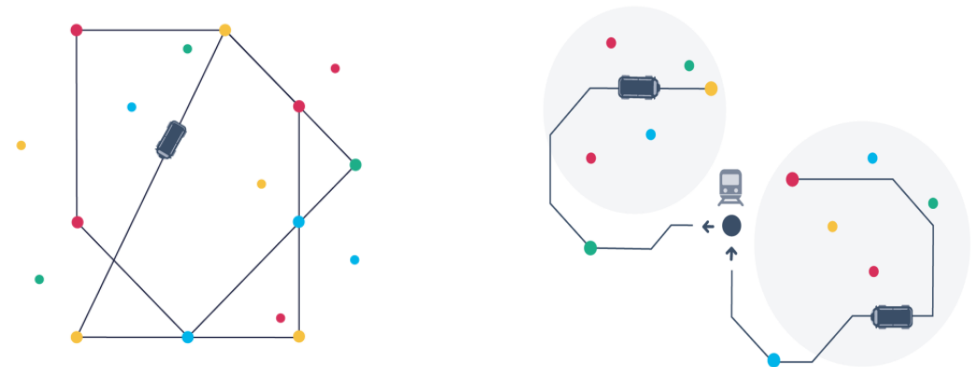
Activated when a booking is made — suited to recurring flows that do not justify a conventional line.



SERVICE AREA

Flexible routing inside a zone

The route is calculated from requests — suited to dispersed origins, destinations and travel times.

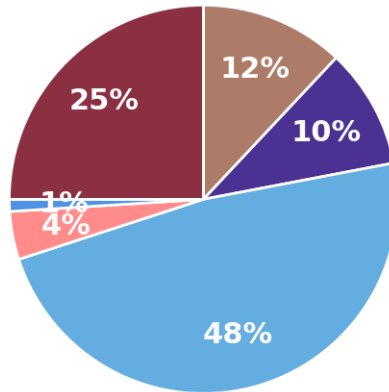


Different operations / One public transport journey.

Open to all • Regional fares • App, web or call centre • Connections to trains, buses and essential services

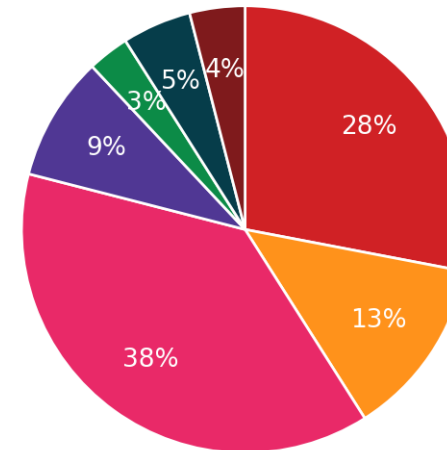
DRT in figures : service mix and validation breakdown

Breakdown of journeys by service type



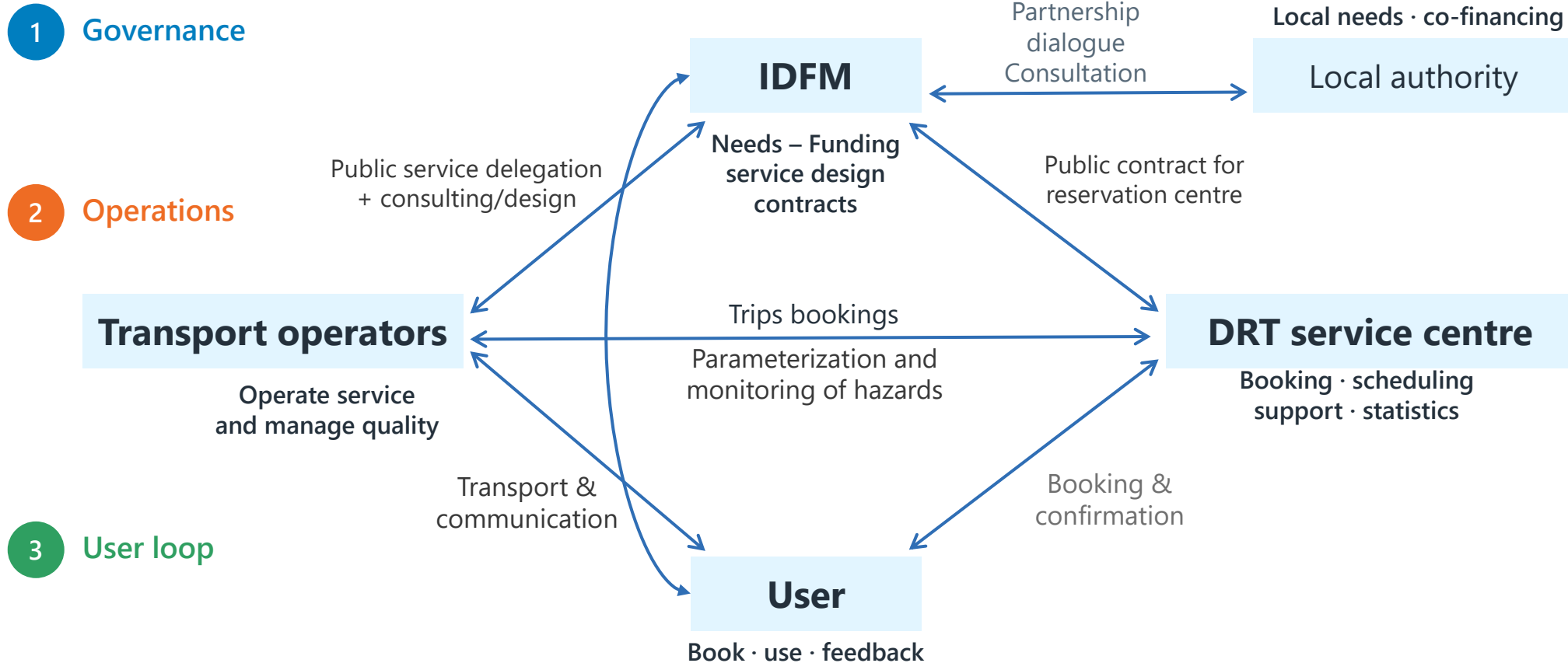
Virtual lines Unconstrained feeder Daytime divergent DRT
Constrained feeder Free-floating service Evening buses

Breakdown of DRT validations across all territories



■ Navigo validations
■ Imagine R Student validations
■ Imagine R School validations
■ Transport Solidarity validations
■ Amethyst validations
■ Other smart-ticket validations
■ Contactless and paper validations

Organization of the DRT between the different actors

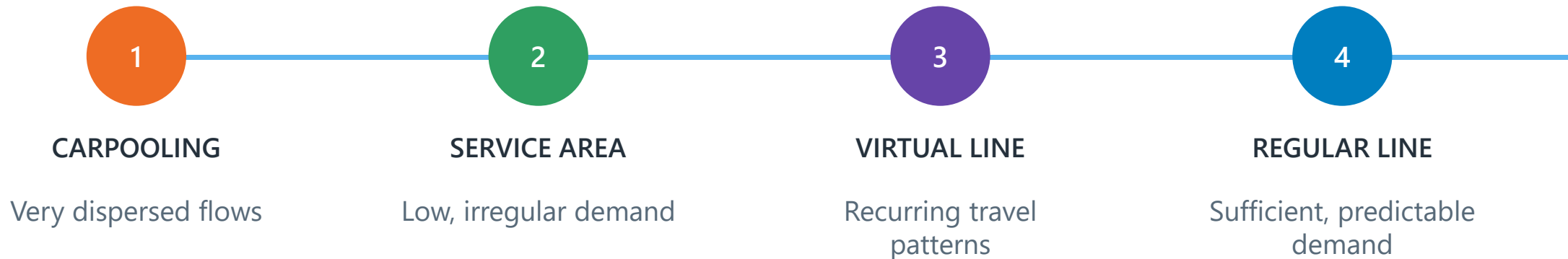


Regional framework + local knowledge: rural mobility is designed regionally, but built with local partners.

Complaints · Forms · Public consultations

Choose the right mode for each territory — and let it evolve

The more concentrated and predictable the demand, the more structured the service can become.



Monitor → extend → redesign → convert

DRT is not a fixed product : saturated services may become regular lines ;
underused services may shift to a better-fit solution.

The 2026–2030 action plan: DRT as a vector of territorial equity

Ambition

+50% annual DRT trips
by 2030



3 areas of intervention

- 1 — Improve quality of service**
Simplify, restructure and address saturated services.
- 2 — Choose the right mobility solution for each rural context**
Coordinate DRT with other rural mobility solutions and networks.
- 3 — Make DRT visible, understandable and easier to use**
Improve understanding of the service and facilitate passenger journeys.

Financial effort

+€6M/year

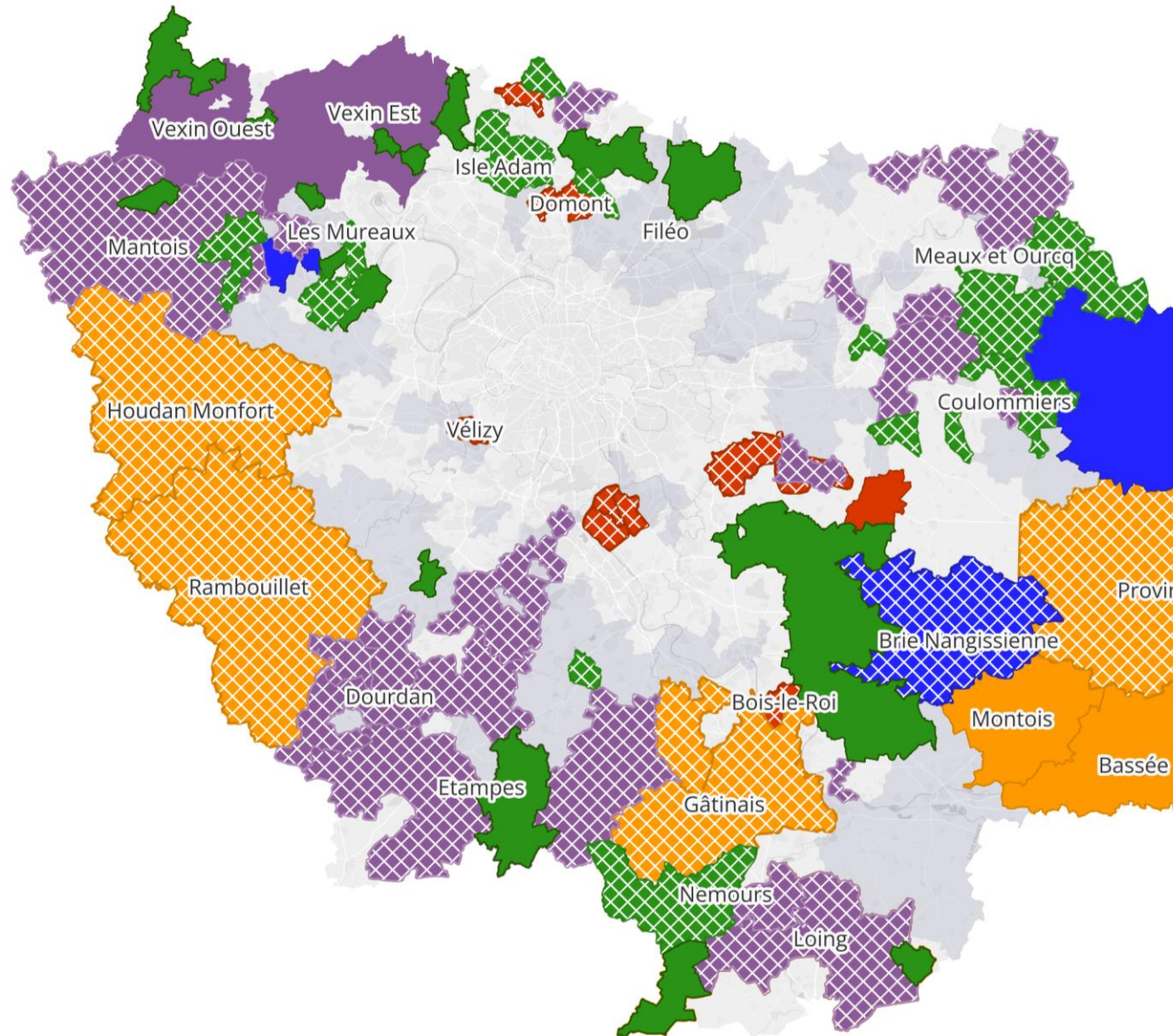
in long-term
operations by 2030

+€6M

investments over 2026–2030
for additional rolling stock

A territorialised action plan

664 municipalities covered by at least one action in the plan



Brice Rabaste DRT mission

Map legend

- Planned action
- Action under review
- Existing DRT and evening bus services
- New DRT service areas
- Extended operating hours
- DRT certification or major service redesign
- Rationalisation of underused services
- Restructuring of a DRT service

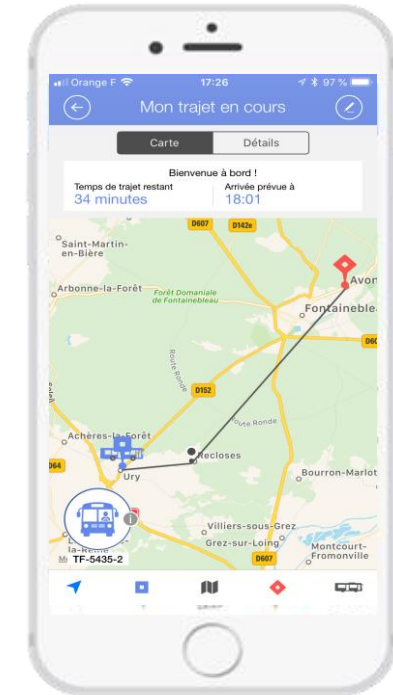
Solid = planned • outline = under review

Axis 1 — Improving the quality of service

Strengthen the reliability of services

3 levers to make reliability concrete

- 1 — Guaranteed connections**
Set consistent arrival and departure times; plan deferred departures when unforeseen events occur.
- 2 — Operational monitoring**
Train operator teams on DRT tools and support real-time management of service hazards.
- 3 — User care**
Facilitate driver–user exchanges when unexpected events affect the trip.



Passenger information
in real time

Quality target

DRT reliability on a par with regular lines.

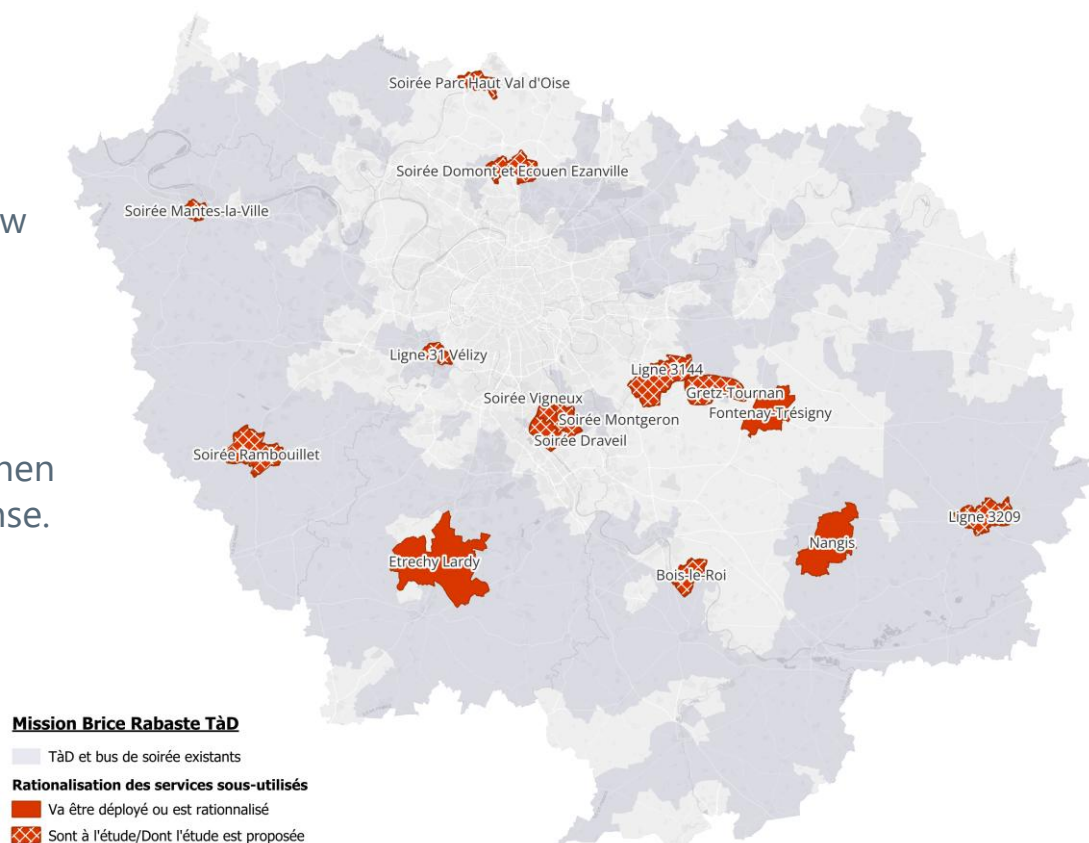
Axis 2 — Developing DRT in complementarity

Rethinking underperforming rural services

Focus of the action

- 1 Reconfigure underused services**
Rationalise resources when utilisation is below 30%, while preserving territorial coverage.
- 2 Offer better-fit alternatives**
Shift toward carpooling or other solutions when they provide a more relevant mobility response.

38 municipalities targeted



Targeted sectors with underperforming services

Carpooling in Île-de-France: 2 solutions with the IDFM brand

1 Region-wide Planned

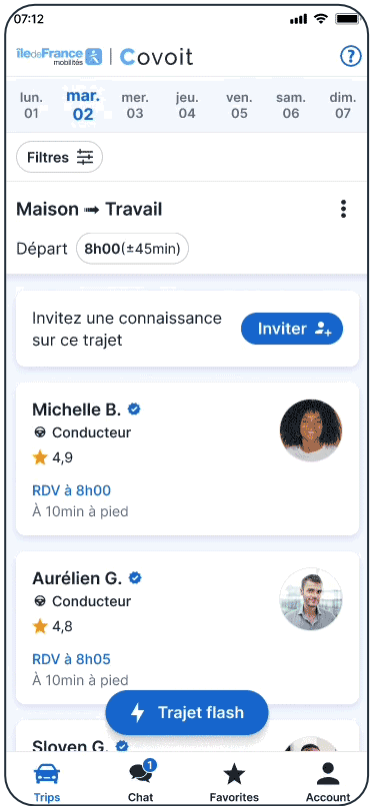


Simplify and refocus
the regional carpooling offer

From 4 operators to 1
under the IDFM brand

Board notification
July 2025 to Karos

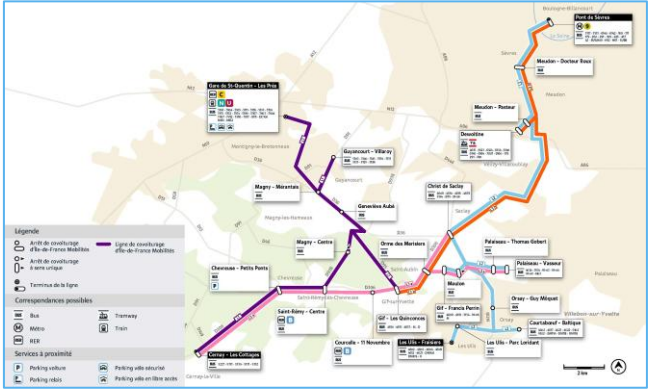
**App Covoit IDFM
launched
12/01/2025**



2 Local Lines

New mode
Île-de-France service;
still rare in France

Stops + app
Covoit Lignes live
service



Notified Dec. 2024

**Three lines
in 2025**



Cars Express : connecting rural areas to regional hubs

Le schéma directeur des Cars Express

L'ambition est de contribuer au report modal de la voiture individuelle vers les TC en grande couronne.

- Un système de transport intégré programmant à horizon 2030 :
- la création de 45 lignes nouvelles, le renfort de 10 lignes existantes ;
- la réalisation de Pôles d'Echanges Multimodaux Routiers (PEMR) permettant le rabattement tous modes vers ces lignes;
- Le traitement de l'accueil des lignes dans les terminus et pôles gare de correspondance.
- Il s'appuie également sur la programmation de voies réservées sur le réseau routier conditionnant la performance des lignes et sur un travail de concertation avec les collectivités.



45

new lines
by 2030

10

reinforced
existing lines

1

Connect low-density areas

Link rural and peri-urban communities to employment hubs and regional rail stations.

2

Build an express coach backbone

Use road corridors and multimodal interchange hubs when DRT is not the best answer.

Key line : in some corridors, stronger express coach links complement flexible DRT services.

Intermodality makes low-density mobility usable

Flexible services need reliable fixed access points : stations, hubs, bike parking and park-and-ride facilities.

79

Park-and-Ride sites labelled

All

stations targeted
for bike parking

≈ 23K

Available spaces

2030

bike parking
horizon



The intermodal chain makes rural mobility practical at daily scale.

Axis 3 — Strengthening awareness and understanding of the service

Make every step of the passenger journey simple

The service must be easy to find, understand, book and use — through digital and human channels.

- 1** — **CLEAR COMMUNICATION** Unify communication materials so the offer is consistent, readable and interactive.
- 2** — **SIMPLE BOOKING** Make booking straightforward through the IDFM app and website, from trip planning to reservation.
- 3** — **HUMAN ASSISTANCE** Adapt telephone support for fragile users and people who are far from digital services.
- 4** — **ACCESSIBLE INFORMATION** Ensure information works for older passengers and people with disabilities.
- 5** — **TARIFF INTEGRATION** Users access transport on demand with same fare (2€ trip) / or included in Navigo pass

USER OUTCOME

Visible, understandable and bookable — with support available on every channel.

Sources: IDFM DRT action plan 2026–2030 and Trafikdage 2026 briefing materials

Making flexible mobility simple for users

Improving visibility of the DRT offer across digital media



Source: OpinionWay 2025 notoriety study



A more visible service
where users already search

- 1

Sept. 2026 — route planner & timetable search

Integrate all DRT services and evening buses into the IDFM multimodal planner and timetable search.
- 2

Sept. 2026 — OpenData visibility

Expose zonal DRT passenger information so third-party apps can surface the offer on maps and itineraries.
- 3

2027 — booking journey in the IDFM app

Integrate booking directly into the IDFM app for a smoother user experience.



Integrated services in route results

User outcome	Visible, bookable and understandable through the same tools as the rest of the network.
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Local presence is part of the mobility offer

A mobility system is not only an app: it also needs human support where users are far from digital services.

49

interventions

1,695

visitors

171

ticket sales

5 + 2

mobile agencies



Equity does not mean identical services everywhere. It means appropriate services everywhere.

Transferable lessons

- 1 INTEGRATION** One fare, one information and booking ecosystem, and reliable connections to the backbone network.
- 2 ADAPTATION** Different operating models for different territories, purposes and travel patterns.
- 3 GOVERNANCE** National objectives and standards, regional integration, and local knowledge.
- 4 EVALUATION** Maintain, extend, restructure or convert services as demand and performance evolve.

Standardise the passenger experience — not necessarily the operating model.

- AVOID**
- Using DRT as a low-cost replacement for every bus
 - Fragmented local brands, fares and apps
 - Judging rural mobility only by ridership or cost per passenger

Conclusion

Three broader lessons :

- ➡ Rural mobility is a matter of territorial equity
- ➡ Flexibility only has value if it's integrated
- ➡ Clear innovation for users