

## Stages in the organisation of a public debate

### FIRST HYPOTHESIS

Project criteria exceed those defined in Table A.

The CNDP must be contacted by the project management team.

### SECOND HYPOTHESIS

Project criteria come within the limits defined in Tables A and B.

The CNDP can be contacted within two months after publication of the project either by the project management team, or by ten members of Parliament, or by the local authorities involved, or by a registered association for the protection of the environment.

The project management team gathers all the data available presenting the project.

### The CNDP decides:

- That a public debate should be organised:
  - > either by setting up an ad-hoc commission (CPDP);
  - > or by asking the project management team to set it up. In this case the CNDP defines the debate procedure and ensures that the debate is well run;
- That consultations organised by the project management team are sufficient. The CNDP proposes the procedure;
- That a public debate is not necessary.

If the debate is organised by a CPDP, the CNDP chooses the CPDP president **within four weeks, then its members.**

The project management team, together with the CPDP, prepares **within six months** all the data to be submitted to public debate, which is then validated by the CNDP.

The public debate can extend over a period of maximum four months.

The debate can be prolonged by two months if the CNDP has good reason.

**Within two months after closure of the public debate**, the President of the CNDP publishes the report submitted by the president of the CPDP, as well as the assessment of the debate.

Lastly, **within three months after publication of the assessment**, the project management team publishes and informs the CNDP of its decision to pursue the project or not, and if so, of any changes that have been made.

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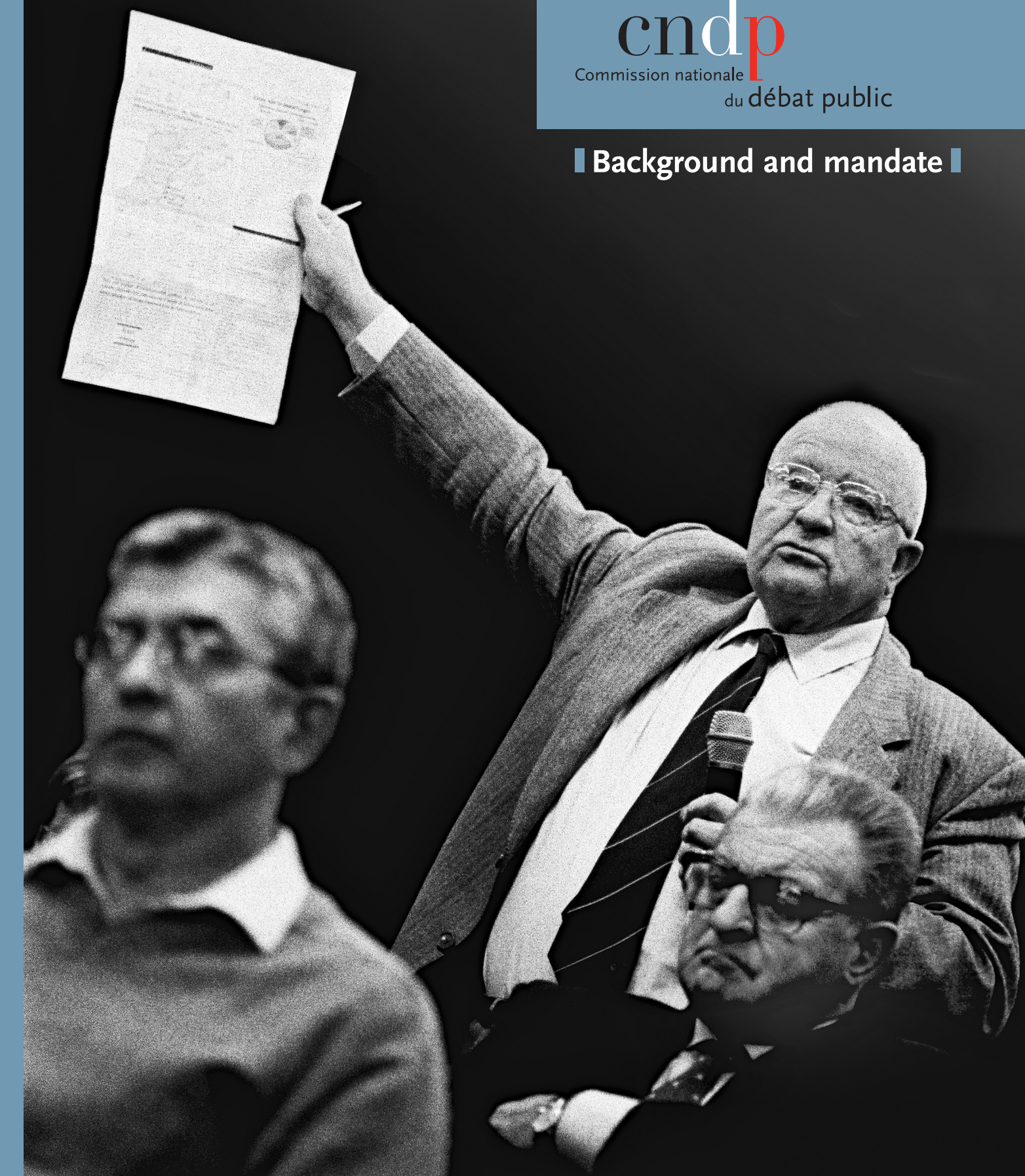
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Background and mandate





# PARTICIPATIVE DEMOCRACY IN PLANNING MAJOR STRUCTURAL PROJECTS

The aim of this leaflet is to describe briefly and simply the Commission Nationale du Débat Public (National Commission for Public Debate – the CNDP) and the public debate procedure, which is not a mere administrative formality, but brings democracy to the decision-making process involved in planning major infrastructures.

Legislation has established participation as one of the four fundamental principles of sustainable development, granting the public the right to be informed and to be involved at the elaboration stage of all projects having a major effect on the environment or on land planning. The CNDP, a state-funded independent body, has been mandated to ensure that the public participates effectively in the decision-making process. This participation can take the form of a public debate to investigate whether the project is worthwhile, together with its objectives and main characteristics.

Decisions are not actually taken during the public debate, but the debate is an opportunity for considering and taking note of diverse opinions prior to the final decision which can be affected by them. The debate is open to citizens from all walks of life; it enriches our political system, founded on representative democracy where the power of decision is in the hands of the authorities elected by the people, by introducing a phase of participative democracy.

This answers a need of our society: our citizens wish to be informed and consulted about things that matter to them, that can affect their daily lives. This is apparent in the most diverse areas, but especially with respect to the fundamental questions confronting society; in fact, when certain important issues are discussed on a national level, recourse to 'public debate' is common.

However, the public debate as defined by law does have authority in a specific domain: major projects affecting land planning or the environment.

The following pages describe the CNDP and how a public debate is organised; the individual sheets in the annex provide a few examples of recent or on-going public debates.



## A STATE-FUNDED INDEPENDENT BODY SERVING A CHANGING SOCIETY

### Independent status

Created by the government in 1995, the CNDP has been an independent body since February 2002. Thus, the CNDP is neither subordinate to the government nor answerable to a ministerial authority. This independence is verified in that the Commission is financially autonomous and above all, that its members have permanent seats for the duration of their mandate. The Commission thus enjoys full freedom of action, and its work can be neither oriented nor censured except by a magistrate.

### Composition of the CNDP

All decisions are taken during plenary sessions in the presence of the CNDP President and the two Vice-Presidents all of whom are nominated for 5 years, plus the 18 members, also nominated for 5 years or for the duration of their mandate. Established by law, the tripartite nature of the CNDP (members of Parliament and local elected officials, magistrates, people representing associations and civil society) guarantees that it remains both independent and representative.

## ■ The CNDP: key dates

The CNDP, currently regulated by the Code for the Environment modified by Law n° 2002-276 on 27<sup>th</sup> February 2002, exists as a result of a chain of events leading to public participation in the decision-making process regarding large planning projects. The key dates are listed below:

**12<sup>th</sup> July 1983:** Law L.83-630, or Loi Bouchardeau, instituted democratic openness to government enquiries, and to the preservation of the environment, and was the first step towards public consultation.

**25<sup>th</sup> June 1985:** Council Directive 85/337/EEC concerning assessment of the effects of certain public or private projects on the environment.

**7<sup>th</sup> June 1990:** Council Directive 90/313/EEC concerning freedom of access to information on environmental matters.

**15<sup>th</sup> December 1992:** Circular issued by the Ministry for Infrastructure and Transport, or Circulaire Bianco, instituted a concerted procedure to examine the possible construction of large national infrastructure projects, leading to the creation of independent commissions, designated by the relevant regional authority (Préfet).

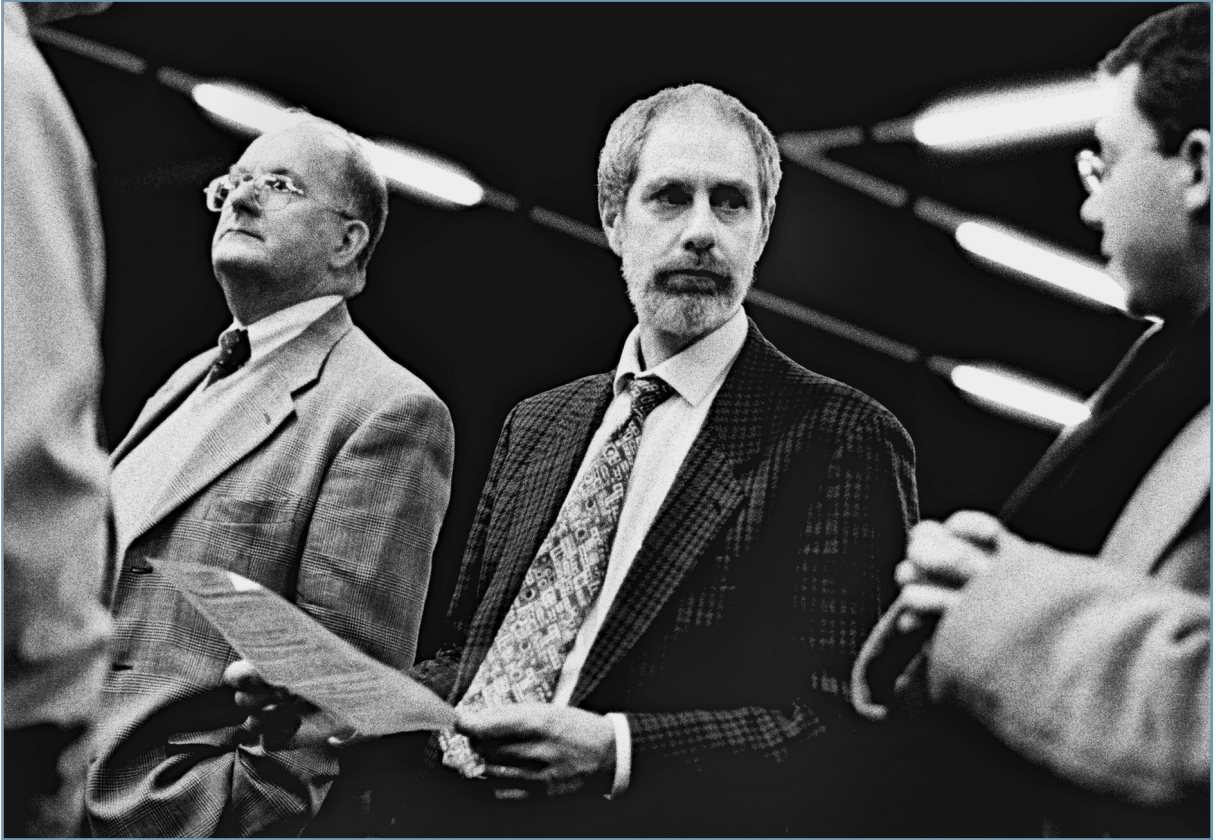
**14<sup>th</sup> January 1993:** Circular concerning high and very high voltage electrical power projects, or Circulaire Billardon.

**2<sup>nd</sup> February 1995:** Law L.95-101, or Loi Barnier, and its attendant decree of 10<sup>th</sup> May 1996, relative to increased environment protection, prepared the creation of the CNDP, made responsible for organising public debates to examine the objectives and main characteristics of large projects. Between 1997 when the CNDP was set up, and February 2002, six public debates were organised.

**25<sup>th</sup> June 1998:** the Aarhus Convention on access to information and public participation in decision-making, and access to justice in environmental matters. Approved by Law n° 2002-285 on 28<sup>th</sup> February 2002, then annexed to the decree published on 12<sup>th</sup> September 2002, the Convention came into effect on 6<sup>th</sup> October 2002.

**27<sup>th</sup> February 2002:** Law n° 2002-276, concerning democracy in local communities, established the CNDP as a state-funded independent body, enlarged its field of action and widened its means of intervention. Decree 2002-1275 of 22<sup>nd</sup> October 2002, relative to the organisation of public debates and of the CNDP itself, specified the operational requirements.

**26<sup>th</sup> May 2003:** EU Directive 2003/35/CE provides for the participation of the public in the elaboration of certain projects and programmes concerning the environment.



## A GUIDING PRINCIPLE: THE PARTICIPATION OF THE GENERAL PUBLIC IN PLANNING MAJOR STRUCTURAL PROJECTS

### ■ A key role in participative democracy

According to the law, the CNDP is involved in the planning of all major structural projects, on the condition that these are in the national interest and are socio-economically important, or significantly affect the environment or land planning. These projects can be sponsored by the government, by local authorities, by state-owned companies or by the private sector.

The CNDP's mandate is to ensure that the public is able to participate in the planning of these projects.

This participation can take the form of a public debate. This debate will examine the arguments in favour of the project, its objectives and characteristics. All those affected by the project (general public, local residents, elected officials, associations, etc.) will be given the opportunity

to voice their opinions and discuss all the issues connected with the project. The involvement of the public can also entail consultations recommended by the CNDP to the project management team.

Regardless of the method adopted, this participation must continue throughout the project. Participation begins with project elaboration, carries on through the preliminary studies, and terminates with the closure of the public enquiry. Simultaneously, the CNDP makes sure that the public is given accurate information at the elaboration stage, and right up until project delivery.

## ■ A wider mandate

With a view to encouraging the public to voice an opinion and to developing the public debate, the law has provided for additional CNDP activities:

- The possibility to organise a public debate on wider environmental or planning issues, upon the request of the relevant government departments;
- An advisory role for the entire duration of a project for all aspects relative to public participation, upon request of the project management team, or of local authorities.
- Elaboration of general guidelines relative to public participation, to be gradually defined as a result of experience, and communicated in terms of advice and recommendations.





DEFINED IN DETAILS BY THE LAW,  
BUT IMPLEMENTED IN VARIOUS WAYS

### ■ The context required for CNDP involvement

The law defines two specific types of structural project, according to cost and characteristics, calling for CNDP involvement:

- Projects that must be submitted to the CNDP (cf. Table A);
- Projects not systematically submitted to the CNDP: in these cases, the project management team is nevertheless required to publish the project. Thereafter, certain stakeholders (members of Parliament, local authorities, national registered associations for environmental protection) can refer the case to the CNDP (cf. Table B).

## A. Projects that must be submitted to CNDP

### Type of project

- a. Creation of motorways, express roads or dual carriageways . . . . .
- b. Enlargement of existing 2 or 3-lane road to create a dual carriageway . . . . .
- c. Creation of railways . . . . .
- d. Creation of inland waterways or enlargement of existing canals . . . . .
- Creation or extension of airfield landing infrastructures . . . . .
- Creation or extension of port infrastructures . . . . .
- Creation of electrical power lines . . . . .
- Creation of gas pipelines . . . . .
- Creation of oil pipelines . . . . .
- Creation of a nuclear power station . . . . .
- Creation of hydroelectric dams or reservoir dams . . . . .
- Transfer of river basin water (other than by inland waterways) . . . . .
- Cultural, sports, scientific, tourism facilities . . . . .
- Industrial facilities . . . . .

### Thresholds and criteria

- Total cost of project > 300 M€ **or** Length of project > 40km
- Category A airfield **and** project cost > 100 M€
- Project cost > 150 M€ **or** project area > 200ha
- Electrical power lines  $\geq 400kV$  **and** > 10km long
- Gas pipelines  $\geq 600mm$  diameter **and** > 200km long
- Oil pipelines  $\geq 500mm$  diameter **and** > 200km long
- New nuclear power station;
- new site not including power station costing > 300 M€
- Volume > 22,000,000 m<sup>3</sup>
- Rate of flow  $\geq 1$  m<sup>3</sup>/s
- Cost of buildings and infrastructures > 300 M€
- Cost of buildings and infrastructures > 300 M€

## B. Projects published by project management teams that can be referred to CNDP

### Type of project

- a. Creation of motorways, express roads or dual carriageways . . . . .
- b. Enlargement of existing 2 or 3-lane road to create a dual carriageway . . . . .
- c. Creation of railways . . . . .
- d. Creation of inland waterways or enlargement of existing canals . . . . .
- Creation or extension of airfield landing infrastructures . . . . .
- Creation or extension of port infrastructures . . . . .
- Creation of electrical power lines . . . . .
- Creation of gas pipelines . . . . .
- Creation of oil pipelines . . . . .
- Creation of a nuclear power station . . . . .
- Creation of hydroelectric dams or reservoir dams . . . . .
- Transfer of river basin water (other than by inland waterways) . . . . .
- Cultural, sports, scientific, tourism facilities . . . . .
- Industrial facilities . . . . .

### Thresholds and criteria

- Cost of project between 150 - 300 M€
- or** length between 20 - 40km
- Category A airfield **and** cost of project between 35 - 100 M€
- Cost of project between 75 - 150 M€
- or** project area between 100ha - 200ha
- Electrical power lines between 200-400kV **and** > 15km long
- Gas pipelines  $\geq 600mm$  diameter **and** between 100 - 200km long
- Oil pipelines  $\geq 500mm$  diameter **and** between 100 - 200km long
- New nuclear power station; new site not including power station, costing > 150 M€
- Volume between 10,000,000 - 20,000,000 m<sup>3</sup>
- Rate of flow between 0,5 m<sup>3</sup>/s - 1 m<sup>3</sup>/s
- Cost of buildings **and** infrastructures between 150 - 300 M€
- Cost of buildings **and** infrastructures between 150 - 300 M€



## ■ CNDP response

Once a project has been submitted to the CNDP, the Commission determines whether or not a public debate should be organised. If a public debate does not seem necessary, the CNDP can nevertheless recommend that the project management team consult the public and can suggest a certain approach. If a public debate does prove indispensable, the CNDP can then:

- Either organise the debate itself by designating an ad-hoc commission (CPDP) comprised of 3 to 7 members who are responsible for coordination;
- Or ask the project management team to organise it, according to certain principles defined and verified by the CNDP.

In order to make this decision, the CNDP has to decide whether the project is in the national interest, to take into consideration its territorial consequences, its socio-economic ramifications, and its impact on the environment or on land planning, and then assess the importance of each aspect.

At times, certain projects obviously in the national interest are already well-advanced and consultation has already taken place. The CNDP can in these cases simply recommend that consultation continues. The Commission reserves the option of a public debate to cases where this can still play an important role and allow all aspects of a project to be examined, including whether or not the project is worthwhile.

## ■ Public debate: the rules of the game

A public debate is not the place for decision-taking, but is a stage in the process of decision forming. It has two objectives:

- Firstly, it aims to inform the public so that opinions regarding the project can be aired;
- Secondly, it provides information to the project management team so that its future decisions are well-founded.

Consequently, when the debate is closed, all the key points must have been examined so that either certain aspects of the project can be rethought and its success thus ensured, or the project suspended or even abandoned.

At no time, neither the CNDP nor the ad-hoc commission, are to give an opinion regarding the project. It goes without saying that the assessment made by the President of the CNDP and the report of the president of the ad-hoc commission give no opinions about the project itself but restate the content of the debate.

Lastly, while the debate is underway, the CNDP is particularly careful about guaranteeing:

- That all participants are considered equal irrespective of how representative they are;
- That the principle according to which each stakeholder can argue his or her point is respected;
- That transparency regarding debate organisation and document availability is upheld, and thus transparency of the entire debate process.

# COMPOSITION OF THE NATIONAL COMMISSION FOR PUBLIC DEBATE

Decisions are taken during plenary sessions, in the presence of all CNDP members. The tripartite nature of the CNDP is established by law: members of Parliament and local elected officials, magistrates, people representing associations and civil society.

The CNDP is composed of 21 members, nominated for five years or for the duration of their mandate, renewable once. A decree issued by the President of the French Republic on 18<sup>th</sup> February 2008 named the following as President and Vice-Presidents of the CNDP:

- . **President:** Philippe DESLANDES, Préfet
- . **Vice-Presidents:** Patrick LEGRAND, Philippe MARZOLF.

In addition to the President and two Vice-Presidents, the CNDP is composed of:

. **A member of Parliament and a senator** nominated respectively by the President of the National Assembly and the President of the Senate:

- Jean LASSALLE, member of Parliament for Pyrénées-Atlantiques
- André DULAIT, senator for Deux-Sèvres.

. **Six local elected officials** nominated by decree after proposal by the representative associations of the officials:

- Claudine GUIDAT, Deputy mayor of Nancy
- Pierre DUCOUT, Mayor of Cestas
- Philippe LEROY, President of County Council of Moselle
- Olivier JACQUIN, Member of County Council of Meurthe-et-Moselle
- Jacques AUXIETTE, President of Regional Council of Pays de la Loire
- Dominique PLANCKE, President of the Transport Commission for the Regional Council of Nord-Pas-de-Calais.

. **One member from the Council of State**, elected by the general assembly of the Council of State:

- Alain OHREL, Regional Préfet, honorary State counselor.

. **One member from the Final Court of Appeal**, elected by the general assembly of the Final Court of Appeal:

- Olivier GUERIN, Prosecutor at the Final Court of Appeal.

. **One member from the Court of Accounts**, elected by the assembly of the Court of Accounts:

- Jean-Luc MATHIEU, Councillor at the Court of Accounts.

. **One member representing administrative courts and administrative courts of appeal**, nominated by decree after proposal by the Higher Council of Administrative Courts and Administrative Courts of Appeal:

- Claude-Sylvain LOPEZ, President of Administrative Court of Lyon.

. **Two representatives with nationwide responsibilities from registered associations for environment protection**, nominated by order of the Prime Minister after proposal of the Environment Minister:

- Sandrine BELIER, representing France Nature Environnement (FNE)
- Jean-Stéphane DEVISSE, representing Réseau Actions Climat France (RAC).

. **Two members representing consumers and users**, nominated by order of the Prime Minister after proposal by, respectively, the Minister for the Economy, and the Minister for Transport:

- Alain FAUQUEUR, representing Transports Logistiques de France
- Christian HUARD, representing consumer groups.

. **Two officials**, one of whom was formerly an investigation commissioner, nominated by order of the Prime Minister after proposal by, respectively, the Minister for Industry and the Minister for Public Building and Works:

- Daniel RUEZ, Honorary President of the Compagnie Nationale des Commissaires-Enquêteurs
- Jean BERGOUGNOUX, Honorary President of SNCF.

## FOR FURTHER INFORMATION

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## LIST OF DEBATES

// LIST OF DEBATES //

Action taken	Project title <sup>(1)</sup>	Date of submission	Date of decision	Date of public debate <sup>(1)</sup>	Date of publication of report and assessment
Public debates organised by ad-hoc commissions	Very high voltage electrical power line between Lyon and Chambéry	30/08/01	17/09/01	25/11/02-25/03/03	25/05/03
	Nantes Airport – Notre-Dame-des-Landes	17/01/01	09/07/01 confirmed 07/11/02	15/12/02-28/05/03	11/07/03
	Very high voltage electrical power line between France and Spain	28/11/01	14/02/02 confirmed 07/11/02	21/03/03-27/06/03	15/07/03
	CDG Express train	12/12/02	08/01/03	25/08/03-15/12/03	13/02/04
	Bordeaux motorway bypass	30/01/03	05/03/03	15/09/03-19/01/04	19/01/04
	Motorway connecting Amiens-Lille-Belgium	03/03/03	02/04/03	29/09/03-19/01/04	19/01/04
	Charlas low-water back-up reservoir	06/08/97	14/05/01 confirmed 07/11/02	08/10/03-19/12/03	19/02/04
	Fos 2 XL extension of port facilities	04/12/03	04/02/04	14/04/04-25/06/04	X
	International Thermonuclear Experimental Reactor in Provence	06/06/03	02/07/03	X	X
	High-speed railway line in PACA region	08/04/04	05/05/04	X	X
Motorway connecting Grenoble-Sisteron	06/05/04	02/06/04	X	X	
Public debates organised by project management team	Road development between Caen and Fliers	01/08/03	08/10/03	30/04/04-02/07/04	X
	Road and tram projects in La Réunion Island	12/11/03 <sup>(2)</sup>	03/12/03	X	X
	Georges Besse II uranium enrichment plant	09/04/04	05/05/04	X	X
Projects for which consultations were recommended to project management team	Very high voltage electrical power line in Quercy Blanc	18/02/99	29/03/01	X	05/03/03
	Road development in Maine-et-Loire	07/01/03	05/03/03	X	X
	High-speed railway line connecting Brittany and Pays de la Loire	08/03/03	07/05/03	X	03/03/04 <sup>(3)</sup>
	High-speed railway line connecting Southern Europe and the Atlantic coast	18/03/03	07/05/03	X	03/03/04 <sup>(3)</sup>
	Motorway extension near Arles	07/04/03	04/06/03	X	07/01/04
	Nîmes-Montpellier railway bypass	07/04/03	04/06/03	X	07/01/04
	New railway line "ELEONORE"	10/07/03	10/09/03	X	X
Projects submitted and no action taken	New tramway lines in Marseille	03/02/03	02/04/03	X	X
	Road connection between Paray-le-Monial and Roanne	02/06/03	02/07/03	X	X
	Tramway line 3 for Greater Montpellier	26/05/03	02/07/03	X	X
	Widening of RD 177 to dual carriageway between Rennes and Redon	18/12/03	03/03/04	X	X

**Key:** 1. Projects are listed in chronological order of debate opening.

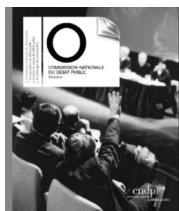
2. Date refers to receipt of joint submission for RN 1 and Tram-Train projects.

3. The CNDP informed Réseau Ferré de France of assessment of first consultation stage.



# CNDP PROCEDURE BOOKLETS

The procedure booklets published by the CNDP come in a set of four and aim to help the ad-hoc commissions in organizing public debates.



## > Booklet n° 0

Framework for organising a public debate. The ad-hoc commissions conduct their work according to these founding principles, and the CNDP is the keystone of the procedure. Information on the origins, creation, and mandate of the CNDP, case referral procedure, decision-making criteria.



## > Booklet n° 1

Creation of a public debate: objectives and ground rules. How the debate is regulated and given impetus depending on context and population groups. How the different means of information and expression are orchestrated.



## > Booklet n° 2

Organisation of a public debate : the meeting, the structural project envisaged by the project management team, and involvement of the populations affected by it. Meeting procedures. Stage by stage, from preparatory stage through post-debate stage, this booklet highlights the points which lead to a successful or a failed debate.



## > Booklet n° 3

Public debate techniques. Helpful hints to be used by ad-hoc commissions, and useful aids for informing the public and encouraging public response.

# PROJECT FOR CDG EXPRESS

CDG Express is a direct railway line project destined for airline passengers between Paris Gare de l'Est, Paris, and Roissy-Charles-de-Gaulle airport.

// CDG EXPRESS // SUBMITTED 2002 //

## > Date and source of submission

Submitted on 12<sup>th</sup> December 2002 by Réseau Ferré de France (RFF).

## > Project outline

This project consists in facilitating access for airline passengers travelling to Roissy-Charles-de-Gaulle (CDG) airport by rail, by creating an airline terminal in Gare de l'Est allowing passengers to check in and register luggage, for an estimated cost of 663M€. This would involve the use of the existing 9km railway line between Paris and Noisy-le-Sec, and the construction of a 10.5km tunnel connecting Noisy-le-Sec and Tremblay-en-France. The CDG Express project also allows for a connection between the line exiting the tunnel and the TGV railway station at Roissy.

## > Action taken by CNDP

In view of the size of the project, on 8<sup>th</sup> January 2003, the CNDP decided to organise a public debate and to entrust this task to an ad-hoc commission (CPDP), presided by Mr. Philippe Marzolf.

## > Public debate timetable

On 2<sup>nd</sup> July 2003, the CNDP considered that the data file was sufficiently complete for the debate to take place, and set the timetable from 25<sup>th</sup> August to 15<sup>th</sup> December 2003.

The debate timetable and information sources such as a website, a regular journal, mailings, stands and displays, press conferences, and an information centre, enabled all the populations affected by the project to be well-informed. During the stages leading up to and during the debate, 23 public meetings were conducted, 4 issues of *Journal du Débat* were published, 11 stakeholder files were edited and published, and over 1100 questions were posed in writing.

From the start of the debate, several stakeholders presented alternative projects to the project management team. On 8<sup>th</sup> October 2003, the CNDP decided to order

an additional expert appraisal, in order to assess the relevance and feasibility of two alternative routes proposed by stakeholders.

## > Report and assessment

The report and assessment of the debate were made public on 13<sup>th</sup> February 2004.

## > Decision of project management team

On 13<sup>th</sup> May 2004, the Board of Directors of Réseau Ferré de France decided to pursue its preparatory work for a rail service between Paris and Roissy-Charles-de-Gaulle, and to examine in more detail the "Virgule" alternative so that this was studied in the same depth as the initial project. The "Virgule" CDG Express connection planned to leave from Gare de l'Est and to join the line at La Chapelle between Paris and Saint-Denis, thereafter using the Mitry line until Villeparisis, arriving at Roissy by a new line to be constructed alongside the TGV railway line.

## > Public debate process

On 5<sup>th</sup> February 2005, RFF organized a meeting for all stakeholders informing them of its **decision to adopt the "Virgule" solution**. On 7<sup>th</sup> March 2005, the Economic Interest Group presented **the new CDG Express project** to the public. An explanatory brochure was published jointly in August 2005 by Aéroports de Paris (ADP), RFF, SNCF and CDG Express.

Unlike the initial project based on new infrastructures involving over 10km of underground track, the new solution called for optimum use of existing infrastructures while meeting the economic requirements of the rail service and ensuring the independence of other traffic on the line, for a total cost under 200 M€. This solution also opens up opportunities for other rail services. These project alterations demonstrate clearly why public debate is important for the project management team, and for the attention given to all stakeholders affected by the project.

FOR FURTHER INFORMATION

[www.debatpublic.fr](http://www.debatpublic.fr) and [www.debatpublic-cdgexpress.org](http://www.debatpublic-cdgexpress.org)

# PROJECT FOR AIRPORT AT NOTRE-DAME-DES-LANDES

Creation of a new airport facility at Notre-Dame-des-Landes, Loire-Atlantique.

## > Date and source of submission

Submitted on 17<sup>th</sup> January 2001 by Union française contre les nuisances des aéronefs.

## > Project outline

This project, evaluated at 450 M€, consists in building a new airport at Notre-Dame-des-Landes with a view to replacing the current Nantes-Atlantique site.

## > Action taken by CNDP

On 9<sup>th</sup> July 2001, following approval from the Ministries for the Environment, and Public Building and Works, the CNDP decided to organise a public debate and to entrust this task to an ad-hoc commission (CPDP) presided by Mr. Jean Bergougnoux.

## > Public debate timetable

On 7<sup>th</sup> November 2002, the CNDP considered that the debate file was sufficiently complete to allow the public debate to take place, and set the timetable from 15<sup>th</sup> December 2002 to 15<sup>th</sup> April 2003. Upon a request for an additional expert appraisal, the CNDP decided to order this appraisal on 8<sup>th</sup> January 2003, and on 5<sup>th</sup> March 2003 decided to prolong the debate until 28<sup>th</sup> May 2003.

The debate timetable and information sources such as a website and mailings, enabled all the populations affected by the project to be well-informed. Over a 5½-month period, 16 meetings were conducted, 1860 written documents were received, 13 stakeholder files were edited by the CPDP.

## > Report and assessment

The report and assessment were made public on 11<sup>th</sup> July 2003.

## > Decision of project management team

The decision of the project management team to pursue its preparatory work for this future airport facility was made public by a ministerial order dated 9<sup>th</sup> October 2003, published in the *Journal Officiel* on 11<sup>th</sup> October 2003.

## > Public debate process

On 18<sup>th</sup> November 2004, the Préfet of the Pays-de Loire region notified the CNDP of the information sources that had been made available since March 2004 (website, telephone call centre, meetings).

The Préfet of the Pays-de-Loire region sent a letter on 26<sup>th</sup> April 2005 informing the CNDP of the Steering Committee findings, and **the report of the meeting held on 7<sup>th</sup> March 2005** which definitively established the location of runways, airport terminal and road connections.

The **report of the Steering Committee meeting held on 27<sup>th</sup> June 2005, received on 7<sup>th</sup> July 2005**, showed that all the studies and consultations underway adhered to the objective of presenting a DUP submission by mid 2006 (state-approved project). Local residents' rights to demand the purchase of their property by the State was agreed to with local officials, and was decreed early in 2006, according to the law of 27<sup>th</sup> February 2002, article 155<sup>1</sup>.

In **August 2005**, the Préfet of the Pays-de-la-Loire region sent a document to the CNDP. Several thousand copies of this document had been distributed to local residents informing them about the future airport and containing detailed maps of the project.

On **3<sup>rd</sup> July 2006**, the Steering Committee completed the public enquiry file. As previously, the Steering Committee then held a meeting informing the associations involved. Information is passed on to the general public by the information centre set up in early 2004 and by the website, through which direct contact had been made with 1000 private individuals.

## > Public enquiry

This took place from 18<sup>th</sup> October and 30<sup>th</sup> November 2006.

## > DUP (state-approval decree)

The DUP confirming the decision to go ahead with the planned Grand Ouest airport at Notre-Dame-des-Landes was published in the *Journal Officiel* on 10<sup>th</sup> February 2008.

<sup>1</sup> Law relative to democracy in local communities



# PROJECT FOR HIGH VOLTAGE ELECTRICAL POWER LINE BETWEEN LYON AND CHAMBÉRY

Replacement of the 400,000 volt electrical power line between Lyon and Chambéry.

// THT LYON - CHAMBÉRY // SUBMITTED 2001 //

## > Date and source of submission

Submitted on 30<sup>th</sup> August 2001 by the Minister of the Environment and the Minister of Industry.

## > Project outline

The project consists in consolidating the 400,000 volt network by replacing the current one-line circuit between the Chaffard station situated to the east of Greater Lyon, and the Grande Ile station situated to the south of Chambéry, with a two-circuit line, for an estimated cost of 90 M€.

## > Action taken by CNDP

On 17<sup>th</sup> September 2001, the CNDP decided to organise a public debate and to entrust this task to an ad-hoc commission (CPDP), presided by Mr. Michel Delhommez.

## > Public debate timetable

On 12<sup>th</sup> August 2002, the CNDP considered that the data file constituted by the project management team was sufficiently complete for the debate to take place.

On 7<sup>th</sup> November 2002, the CNDP set the timetable from 25<sup>th</sup> November 2002 to 25<sup>th</sup> March 2003.

The debate timetable and information sources such as a website, a question-answer procedure, and an information centre, enabled all the populations affected by the project to be well-informed. During the stages leading up to and during the debate, 9 public meetings were conducted, 5 issues of *Lettre du Débat* were published, 4 stakeholder files were edited and published.

## > Report and assessment

The report and assessment were made public on 25<sup>th</sup> May 2003.

## > Decision of project management team

Upon EDF recommendations, RTE (the company responsible for operating, maintaining and developing the French electricity transmission network) made its decision public on 27<sup>th</sup> June 2003 to pursue the preparatory work for the project as outlined, by opting for reconstruction based on the southern route.

## > DUP (state-approval decree)

The DUP was published in the *Journal Officiel* on 1<sup>st</sup> March 2006. Authorizations from the Préfet were also published concerning project implementation, rights of way, and planning permission.

## > Line opening

The line opening ceremony took place in April 2008.

FOR FURTHER INFORMATION

[www.debatpublic.fr](http://www.debatpublic.fr) and <http://sites.debatpublic.fr/lyon-chambery>