

Press release

Paris, 28 July 2011

Brittany – Loire Valley high-speed line **RFF and Eiffage sign for one of the largest railway engineering projects in Europe**

The public-private partnership for the future Brittany – Loire valley high-speed line, that will connect the cities of Le Mans and Rennes, was signed today between Hubert du Mesnil, chairman and managing director of Réseau Ferré de France (RFF), and Pierre Berger, managing director of Eiffage. This signature follows the 2008's call for tender solicited by RFF.

- **An investment worth more than €3.3 billion, including almost €3 billion under the partnership contract**
- **A 25-year term contract, concluded between RFF and Eiffage Rail Express (ERE), subsidiary of Eiffage**
- **An innovative project, optimizing the railway network efficiency, and encouraging the development of local high-speed services.**
- **A sustainable project that gives priority to nature conservation and integration of the lines in the environment**
- **A major economic stake for the West of France, through accessibility measures and job creation**
- **A project supported by all the different public actors involved (the State, local authorities, RFF)**
- **A project supported by the European Investment Bank and by the Savings Fund of the 'Caisse des Dépôts'.**

A new high-speed line between Le Mans and Rennes

The future high-speed line, measuring 182 km, will be an extension of the actual 180 km of high-speed line between Paris and Le Mans, created in 1989.

This new line is worth an investment of more than €3.3 billion, and is the first public-private partnership contract ever signed for the construction of a high-speed line.

At the end of the five years needed to complete the construction works, the line will permit a dramatic increase of accessibility to the West of France: every city will be 37 minutes-closer to Rennes, and Angers, Nantes and beyond will be 8 minutes-closer. Paris will then be connected to Rennes in less than 90 minutes.

The Brittany-Loire valley high-speed line contract is part of a global ambitious project (following the Grenelle act), expecting more than 2000 km of new lines to be constructed before 2020. The Brittany – Loire Valley high-speed line will become one of the new major railway junctions, at the European level as well as for the local territories.

Key project figures

- 214 km of new line : 182 km of high-speed line and 32 km of connections to the existing lines ;
- 2 regions, 3 'departments' et 57 cities involved in the project ;
- Around 200 works of engineering, including ten viaducts.

The project timeline

- Preliminary studies/Discussions/Procedures : May 2011 – July 2012
- Preliminary work : July 2012
- Excavation work : December 2012
- Completion of work : Autumn 2016

An **innovative regional high-speed line service** has been integrated to the initial partnership contract signed with Eiffage Rail Express. The 'Virgule' of Sablé-sur-Sarthe, 3.6 km long, will be connected to two sections of the projected line, enabling direct connections between Rennes, Laval, Sablé, Angers and Nantes. These connections were enabled with the creation of regional high-speed line services. Costing 36.3 million Euros, the 'Virgule' will be financed by local authorities, the State, and RFF, and realised by Eiffage under the actual partnership contract.

Funding methods

The private contractor, Eiffage Rail Express (ERE), will finance, design, build and maintain the infrastructure for 25 years. In exchange, ERE will receive contribution from the local authorities and RFF during the construction work. During the operating phase, it will also receive an allowance coming from the State to compensate the investment made, and from RFF to cover the costs related to line maintenance and renewal.

During the construction phase, no less than 12 commercial banks are contributing for almost 1 billion euros, under the Eiffage Rail Express contract.

Moreover, the savings fund of the Caisse des Dépôts (CDC) will, during 20 years, contribute for more than 250 million Euros to the project. The European Investment Bank (EIB) will contribute for 552.5 million Euros, disposable at the end of the construction phase. Since January 2011, the EIB dedicated more than €1.9 billion to the transport industry in France, through public-private partnerships.

The 13 July of this year, the State, local authorities and RFF have signed the financial agreement in Rennes, agreeing on the following terms:

- RFF: around 43 %, representing no less than €1.4 billion at today's values;
- Equal participation of the State (through the AFTIF, a public company created to finance various infrastructure works) and the local authorities: around 28.5 % each, being €1.9 billion in total;

During the preliminary studies, the project also received a €11 million help from the European Union.

Important spin-offs related to the construction work

Important spin-offs, in an economic and social way, direct or indirect, are expected from the construction work. Indeed, Eiffage Rail Express will contract out more than 30% of the work to local companies : moreover, 10 000 jobs will be created during the

construction work, and 8% of the total hours devoted to infrastructure works will be set aside for social insertion efforts.

Town and country planning: a shared priority

Following actual engagements and helps received from public actors, Eiffage is willing to take actions to preserve local territories and their natural environment, agriculture and habitat.

The constructor is planning a sustainable development strategy, developing measures to preserve local biodiversity and ensure ecologic neutrality, and proposing innovative solutions (with the creation of an internal fund of 6.4 million euros, aimed at compensating the potential higher cost of carbon-free solutions which could reduce greenhouse gas emissions).

For Hubert du Mesnil, chairman and managing director of RFF : *‘Signing this contract, Réseau Ferré de France has, once again, proved their capacity to gather together public and private partners to develop large transport infrastructure projects. The different steps needed to conclude a final agreement for the Brittany – Loire Valley high-speed line were respected since the beginning of the competitive bidding process, and I salute Eiffage for their involvement and commitment to the project.’*

As for Pierre Berger, managing director of Eiffage: *« Once again, we are proud to be part of a large-scaled infrastructure project. It is the largest contract ever concluded by Eiffage. I thank Réseau Ferré de France for their trust and confirm the deep commitment of the company and their teams to realise the Brittany – Loire Valley high-speed line.’*

Press contact :

Réseau Ferré de France

Manon Hérail

+33 (0) 1 53 94 31 38

+33 (0) 6 42 07 99 53

manon.herail@rff.fr

Eiffage

Sandra Weigand

+33 (0) 1 41 32 81 90

+33 (0) 6 10 34 74 03

sandra.weigand@eiffage.com