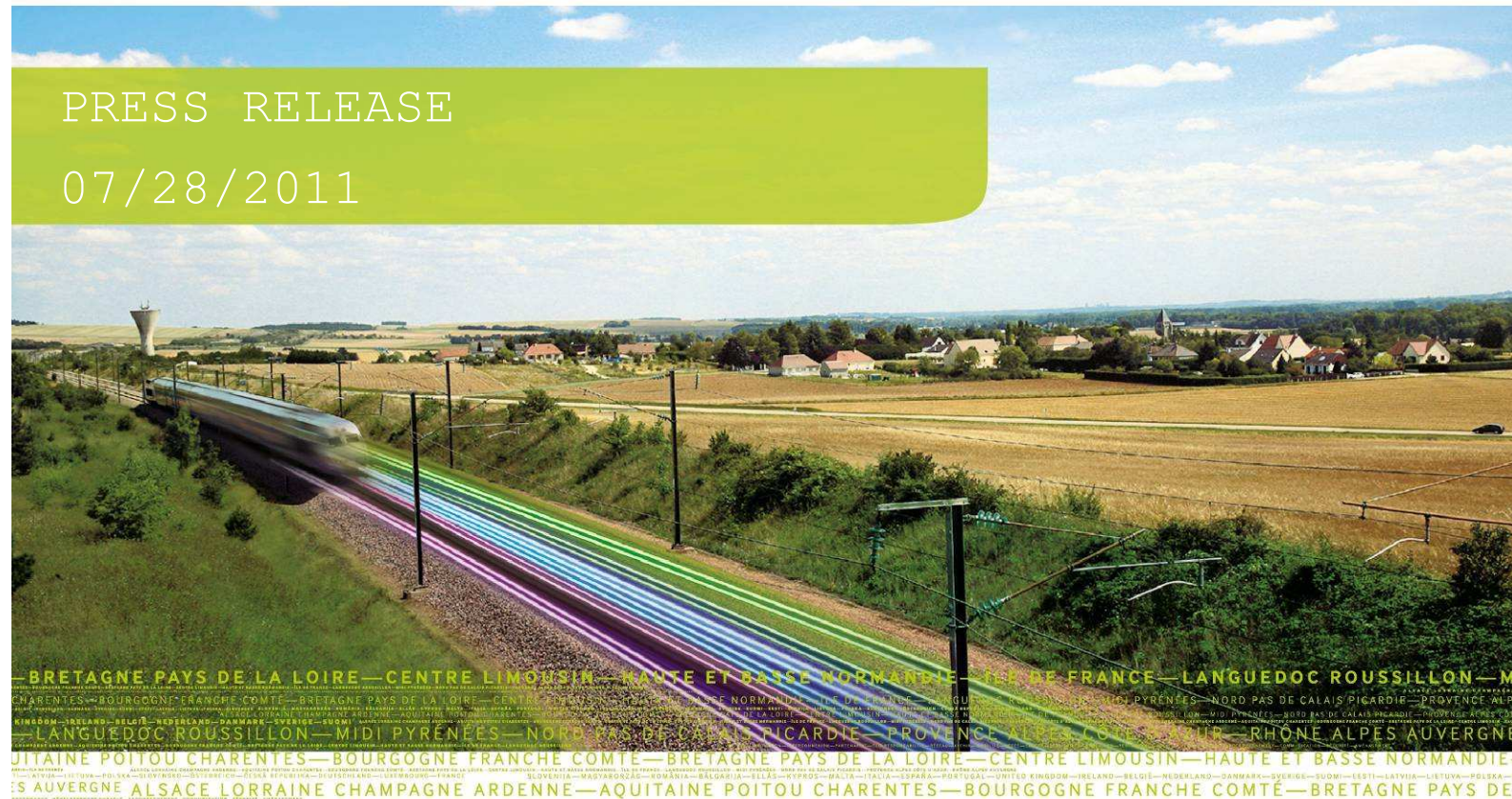


PRESS RELEASE

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Brittany - Loire Valley High-Speed Line
Signature of the Public-Private
Partnership between Réseau Ferré de
France and Eiffage Rail Express



Press Contacts :

RFF : Manon HERAIL (manon.herail@rff.fr) - Office : +33 (0)1 53 94 31 38 - Cell. : +33 (0)6 42 07 99 53

Eiffage : Sandra WEIGAND (sandra.weigand@eiffage.com) - Office : +33 (0)1 41 32 81 12 - Cell. : +33 (0)6 10 34 74 03

ERE : Frédérique ALARY (frederique.alary@eiffage.com) - Office : +33 (0)1 41 32 80 34 - Cell. : +33 (0)6 07 08 40 82

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Main features of the Brittany – Loire Valley High-Speed Line

Key project figures

- 182 km of new line between Connerré (to the east of Le Mans) and Rennes
- 32 km of connections to existing lines
- A new line dedicated to passenger traffic, with the exception of the section to the north of Le Mans (freight/passenger)
- Expected cost: 3.4 billion euros at today's values including the links to the conventional network conducted by RFF
- Revenue speed: 320 km/h
- More than 10,000 new jobs per year over the duration of the site
- Duration of the public-private partnership contract: 25 years
- The "Virgule" of Sablé-sur-Sarthe: 3.6 km of track between the Brittany and the Loire valley lines, at a revenue speed of 160 km/h and a cost of 36.3 million euros at today's values.
- 2012: Beginning of work
- 2016: Completion of work

A major rail project for the west of

Targets and challenges



Brittany – Loire Valley high-speed line

The amount of time expected to be saved between Paris and Rennes (for a total journey time of less than 1 ½ hours) and beyond towards Saint-Malo and the whole of the western part of Brittany is **37 minutes**. This will therefore play a **major role in achieving the ultimate target for trips between Paris – Brest and Paris – Quimper of 3 hours**.

The rest of the time savings will come from improvements to the Rennes - Brest and Rennes – Quimper lines, these improvements being scheduled as part of the State-Brittany Region contractual plans (the fastest times for trips to Brest or Quimper are currently in excess of 4 hours). At present, high-speed trains (TGV) on the Paris - Nantes or Paris - Rennes routes travel over about half their journey on the HSL (180 km) and the rest on the conventional network. On Paris - Brest or Paris - Quimper, 430 km or 70% of the 610 km distance by rail takes place on conventional lines with high-speed trains only fully exploiting their potential for 30% of the trip. This percentage will rise to 60 % once the project has been completed, which will vastly improve high-speed operating economics.

For the Pays de la Loire Region, the cut in trip time is expected to be **22 minutes for Laval and 8 minutes for Angers, Nantes and beyond.**

For the existing Atlantic TGV trainsets (revenue speed of 300 km/h), the best trip time for Paris - Rennes will then be 1 hour 26 minutes, for Paris - Angers 1 hour 17 minutes (as compared with the present 1 hour 25 minutes) and for Paris - Nantes 1 hour 51 minutes.

These cuts in trip time will improve the connections to Paris, but also to the major provincial cities: for example, the trip time for Lyon-Rennes will then be 3 hours 30 minutes (as compared with the present 4 hours 10 minutes), and the trip time for Strasbourg-Rennes will be 4 hours 10 minutes (as compared with the present 5 hours 20 minutes). The goal is to ease the access to the high-speed national rail network.

The impact of the new line will also be positive for **services within the regions**. The high-speed line releases capacity on existing conventional lines for TER regional trains (in particular at the Le Mans rail junction and between Rennes and Vitré) and for freight.

The project is also consistent with the concept of **sustainable development**. It features in the priority programme of 2,000 km of new railway lines that emerged from the Grenelle Environment Act of 3 August 2009.

It will boost rail transport capacity and **offer an alternative to other modes for journeys to the same destinations**. A better balance between modes is one of the targets set for sustainable development at national level.

Economic spin-offs

Post-commissioning: a plus point for the Regions

With the Brittany – Loire Valley high-speed line, local firms will be a position to sharpen their competitive edge and grow their markets. The Brittany – Loire Valley high-speed line is, in particular, a major argument for companies choosing a development site.

The top end of the service sector (research, consultancy, support functions, etc.) is always particularly pleased to have a high-speed service in its catchment area.

Tourist activities are also strongly bolstered, since high speeds tend to foster short holiday breaks. Business travel also stands to benefit from the existence of better rail services, shorter journey times making rail more competitive in relation to other modes.

In the works phase: a project highly conducive to job creation

The various jobs involved in constructing a high-speed line are a welcome boost to the local economy.

1. The final design phase will require a strong influx of engineering personnel.
2. The earthworks and civil engineering phases will require thousands of public works sector labourers.
3. Once the track subgrade has been prepared, the various firms responsible for railway equipment will move in: track and signalling, electricity supply systems, telecommunications.

An environmentally-friendly project

The route selected for the new line is the culmination of a lengthy process in which every effort has been made to reconcile technical and economic considerations with the interests of the local population and the environment in the best possible way.

At each of the project's design stages, RFF has ensured that environmental issues have been taken into account as early as possible in the process, so as to prevent or curb the intrinsic effects of new line infrastructure, wherever possible, by:

- jointly organised environmental and technical studies to make allowance for environmental factors and obligations a constant feature of the technical solutions proposed in the course of the project;
- major efforts to collect data between 2003 and 2009, with the introduction of a GIS to facilitate systematic allowance for environmental considerations in technical design;
- consultations and regular exchanges with the departments responsible for application of the regulations;
- feedback from the most recent comparable high-speed line worksites (e.g. the Rhine-Rhine and East European high-speed lines).

The project avoids areas of environmental importance such as Nature Reserves, areas covered by biotope protection orders, Natura 2000 sites, natural areas of particular interest in terms of ecology or wildlife (ZNIEFF), etc., with one exception, namely the southernmost point of a "Quarries and Lime Kilns" site (ZNIEFF) in the Mayenne *département*, where the impact has been contained.

An **Environmental Observatory** is to be established before work starts and will continue to operate for up to 5 years after the line has been commissioned. This observatory will provide input for the environmental part of the LOTI inventory (circular of 15 December 1992 on major national infrastructure projects). It will assess the project's effect on the environment, ensure that the necessary environmental measures are put in place and monitor their effectiveness.

A supporting system for the crossed lands

In accordance with the flyer released on the 27th September, 2010, the high-speed line project comes with the creation of a **mutual aid fund up to €14 billion**. This fund will help to support the actions led by the lands crossed by the new high-speed line. It will permit to improve environmental concerns of the project beyond the contracting authority's commitments, or to emphasize cultural, social or economical actions of these regions.

— An additional project: The “Virgule” of

Plans for an Angers – Laval – Rennes fast link, called the Sablé-sur-Sarthe “comma” in French because of its shape, consist of building a link between the Brittany – Loire Valley high-speed line and the Sablé-sur-Sarthe spur to enable trains to be worked directly on (Nantes) / Angers / Sablé-sur-Sarthe / Laval / (Rennes) routes.

This 3.6 km section of line at Auvers-le-Hamon (Sarthe) is not part of the Brittany - Loire Valley High-Speed Line programme (declared in the public interest in a decree dated 26 October 2007) but is an add-on that should improve region-to-region rail services and offer the prospect of major cuts in trip times between places such as Laval and Angers, Rennes and Angers, Nantes and Laval.

This project will lead to **a new functionality** highly supported by the regional authorities, and particularly by the Pays de la Loire region: **the development of regional high-speed services (SRGV). Indeed, it is the first time that regional trains will use the High-Speed Lines.** The new connections made will enforce the railway French industry, and represent a major railway development challenge for the local authorities.

This short crescent-shaped line will slash travel times for trips between Laval / Sablé-sur-Sarthe / Angers by bypassing Le Mans. Rail services on these routes will be far more attractive to potential customers, who will be able to go from Rennes to Angers (stopping in Vitré / Laval / Sablé-sur-Sarthe) or Laval to Nantes (stopping in Sablé-sur-Sarthe / Angers) in around 1¼ hours by comparison with the current 2¼ to 2½ hours.

Given the economic advantages of conducting this project as part of the work on the Brittany - Loire Valley high-speed line, it was included as a conditional tranche in the tender documents for the award of the PPP contract for the Brittany – Loire Valley high-speed line.

At the end of the preliminary enquiry stage that took place between January the 7th and February the 12th of 2011, **the prefect of Sarthe declared the project to be of public interest; by a prefectorial decree on May the 12th.**

This announcement and the signature of the financial agreement on the 13th of July 2011 permitted to include the “Virgule” of Sablé in the high-speed line project.

The “Virgule” de Sablé will be financed by:

- Regional authorities for 55%, or € 19,965 million: (Pays de la Loire region); Brittany region ; the city of Angers ; the Mayenne *département* ; the city of Laval ;
- The State, via AFITF – a French national company created to finance transport infrastructure work – for 23%, or € 8,335 million ;
- RFF for 22%, or € 8 million.

The “Virgule” of Sablé-sur-Sarthe will therefore be realised as part of the construction of the High-Speed Line.

A new form of public sector procurement for rail transport

Recourse to public-private partnerships affords an opportunity to speed up the process of national rail network development by enabling a larger number of projects to be carried out in a shorter amount of time.

As the owner and manager of the national rail network, RFF has to juggle with several dozen different development projects, many involving high-speed lines. But the proposals that emerged from the Inter-Ministerial Committee for Territorial Development (CIAT) in December 2003, and that were confirmed by the Grenelle Environment Act of 3 August 2009 and the preliminary draft of the National Transport Infrastructure Plan (SNIT) of July 2010 are such that traditional funding systems can no longer suffice.

Public-private partnerships (PPP) are likely to become the standard method for pursuing major RFF projects:

- by favouring cost optimisation, shortening lead times and benefitting from a unique contract which deals with the conception, construction and monitoring of the project;
- by affording access to different sources of funds.

Recourse to public-private partnerships is a new form of public sector management and funding in the rail transport sector. Its main features are the comprehensive nature of the contract, incorporating design, build, maintenance and long-term funding, on the basis of a balanced distribution of the risks between public sector and private operator.

It is also the ideal occasion to diversify the type of actors involved in the railway industry. Indeed, long-lasting contracts allow the different partners to monitor the railway infrastructure on new line sections.

Two types of partnerships in the railway industry

A private contract to run a public service: it was, for example, the solution considered for the SEA (South-Europe-Atlantic) high-speed line. This type of contract is very common in the motorway industry.

In this case, the private contractor will finance, design, build and exploit the infrastructure. Its earnings come notably from toll charges.

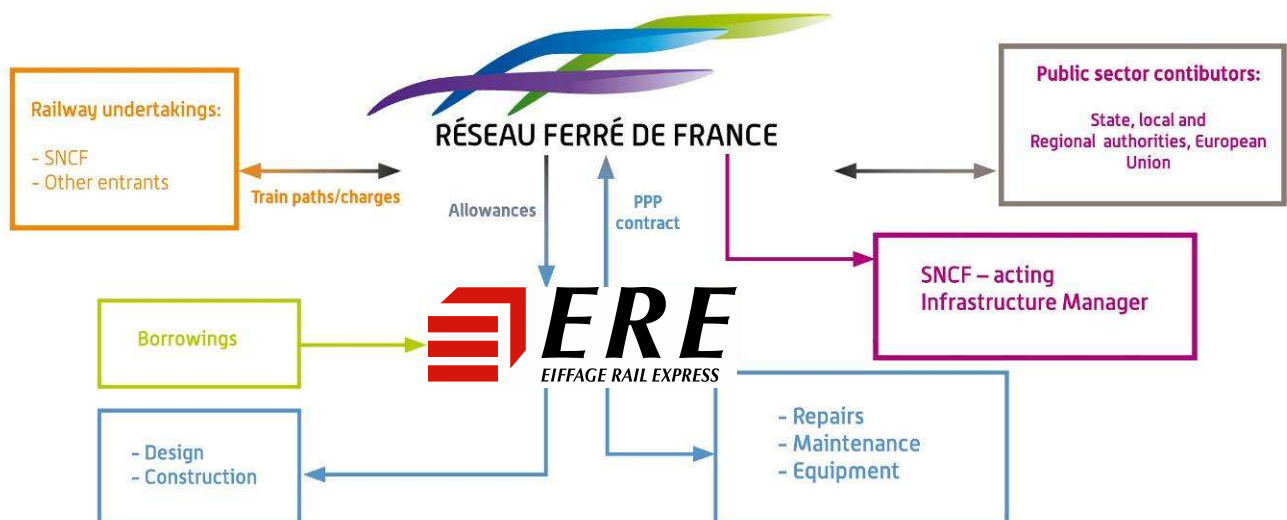
The partnership contract: In this case, the contractor will also finance, design, build and exploit the infrastructure. But its earnings will come from public concourse, during the construction stage, and from rents paid by RFF during the exploitation stage. Therefore, RFF will continue to collect toll charges, and keeps the commercial risks for itself.

In both cases, the contract will be approved by decree by the Council of State.

Choice made for the Brittany – Loire Valley High-Speed Line

For the Brittany – Loire Valley High-Speed Line, choice was made in 2008 to propose a partnership contract. This choice allowed the project to emerge faster, as part of a national development programme.

As the third public-private partnership involving RFF, after the GSM-R (telecom equipment) in 2010 and the SEA (South-Europe-Atlantic) high-speed line in June 2011, the Brittany – Loire Valley high-speed line is the first partnership contract agreed at a national level.



Scope of responsibility of the partners following signature of the contract

Scope of the private partner

The party awarded the contract will be entrusted by RFF with overall responsibility for managing the new line project. Its role, within the limits set by national and community legislation, will be to design, build, maintain (including renewal) and fund the project over the 25-year period of the contract.

The contract holder will have the status of infrastructure manager.

In compliance with the stipulations of the partnership contract, it will take over the operational management tasks previously performed by RFF.

Prior to the start of work, it will have to:

- finalise technical plans and accompanying measures;
- complete further procedures required after the detailed studies: Water Act, protected species, right-of-way appraisals, remaining land acquisitions, etc.

Scope of RFF

As the contract awarding authority, RFF is responsible for ensuring compliance with the provisions of the PPP contract. This contract forms the framework within which the private partner will have to work and is based on the Declaration of Public Interest (decree of 26 October 2007) and the Document on State Obligations (January 2009).

RFF will ensure that all contractual undertakings are respected via a special monitoring system.

RFF will remain responsible for:

- connections to the existing national rail network: junctions with conventional lines under the agreement with SNCF;
- central control systems for railway operations and electrical power supplies (Remote Traffic Control Centre, Sub-Station Control Centre, etc.).

The project timeline



Competitive bidding process for the PPP contract:

- December 2008: Public call for tender
- July 2009: RFF circulates the tender documents
- December 2009: the three candidates submit a first bid
- July 2010: RFF analyses the different offers and starts negotiating
- October 2010: RFF invites the different candidates to submit their final proposition
- January 2011: Choice of preferred bidder
- April 2011: Designation of the final appointee, Eiffage Rail Express (ERE)
- 28 July 2011: Signature of the partnership contract between RFF and ERE

Two years and a half only have passed between the public call for tender and the signature of a 3 billion euros contract.

RFF never stopped proceeding to operational programmes during this period of time (studies, property-related activities, archaeological investigations, network diversions) to minimize the time needed to operate the new high-speed line.

Eiffage Rail Express immediately started elementary studies when named by RFF as the preferred bidder.

Funding methods

The financial agreement for the Brittany – Loire Valley high-speed line project was signed on the 13th of July, 2011, by the State, the regional authorities and RFF. It is ensured by:

- RFF, with almost 43% of the investment costs
- the State and the regional authorities
- the European Union for €11 billion subsidies, thanks to the 2007 and 2009 RTE-T programmes.

The State (through the AFITF) and the regional authorities contribute in equal proportions, being 28.4% of the investment costs for each and every contributor.

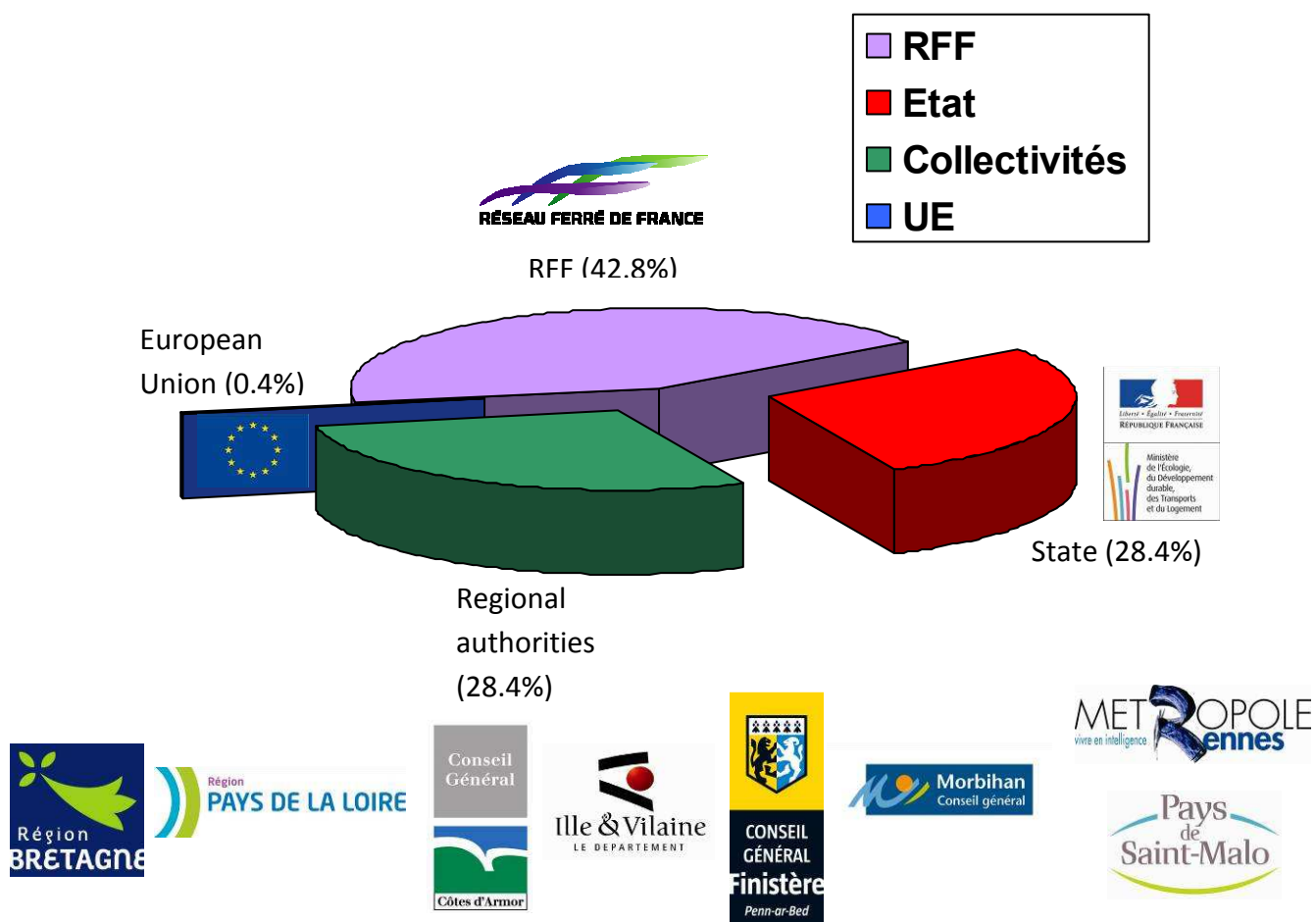
Regarding the regional authorities, it comes to:

- the Brittany Region (19.71%) ;
- the 4 General Councils (Morbihan, Côtes d'Armor, Finistère, Ille-et-Vilaine) (independently 1.01%, 0.91%, 1.36%, 1.29%) ;
- Rennes métropole (1.29%) and the Pays de Saint-Malo (0.13%) ;
- the Pays-de-la-Loire Region (2.7%).

The contract holder, who will be the principal for the high-speed line project, is to put up the necessary funds, that is to say 80% of the investment:

- with the contributions from the regional authorities and RFF in the construction phase (for 2/3rd of the investment)
- with bank loans and equity (matching the State's participation)

The contract holder will also receive an allowance for line maintenance and renewal during the operating phase, this latter being paid by RFF.



A shared will to encourage the integration of the line into its human and natural environment

Despite close attention given to the preliminary studies and first stages of the project, appropriate measures must be taken to counter the possible residual impacts.

That is why measures decided at prior stages of the project will be progressively put in place from now on.

Beyond required measures, Eiffage Rail Express is planning a sustainable development strategy: this strategy puts forward two emerging subjects concerning both Eiffage Rail Express and RFF, the carbon footprint and nature-friendly measures.

As for the **carbon footprint**, the carbon assessment of the project will be done regularly. Moreover, technical or organisational solutions encouraging less carbon use will be preferred. Potentially more expensive to realise, those solutions will be financed by an internal fund of 6.4 million euros. This financial mechanism, the first of this type in France, will permit to compensate the potential higher cost of these solutions which could reduce greenhouse gas emissions.

Other **nature-friendly** measures will be taken to preserve local biodiversity. Ecologic neutrality will be at the center of the environmental studies, and construction works will be designed to ensure nature conservation.

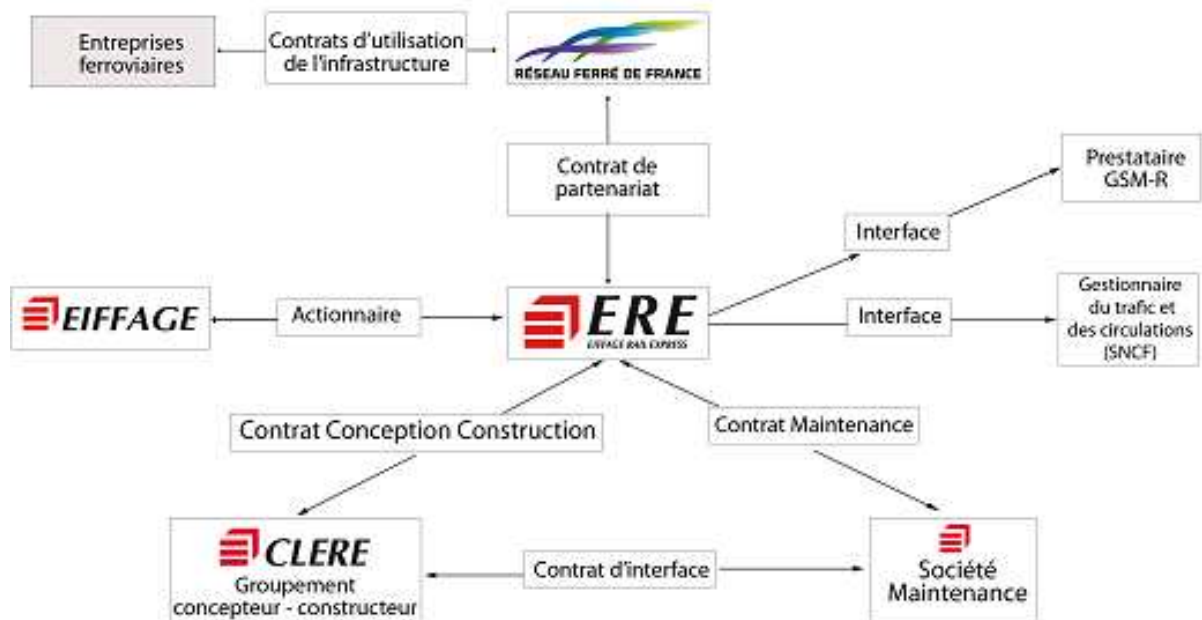
Beyond the environmental measures related to the construction works, residual impacts on biodiversity and wetlands are carefully analysed, in obedience to the Grenelle act. Taking over from the studies already made by RFF, ERE is already preparing compensatory measures in the field. Helped by the Forests National Office, environmental-friendly measures are planned in the short and long run.

RFF and ERE are also closely related to the territory authorities, ensuring the success of the Brittany – Loire valley high-speed line in terms of shared governance.

In the next few months, ERE and RFF are planning to meet and sign a new agreement for the Brittany – Loire Valley high-speed line, specific to environmental concerns.

Organization of Eiffage Rail Express

Eiffage Rail Express entrusted CLERE, a company created from Eiffage subsidiaries, for the design and construction of the new line. CLERE is using the SETEC and INGEROP engineering technologies to realise this project.



Key project figures

- 7 lots of CWERC (Excavations, Works of Engineering, Restoration of the Communications) ;
- 2 constructions bases at Saint-Berthevin in Mayenne and Juigné-sur-Sarthe en Sarthe, that will be recycled into maintenance bases;
- Excavations : 27 millions of m³ to displace;
- Works of Engineering : more than 200 works of engineering, including ten viaducts.

Main steps stages of the conception – construction works

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

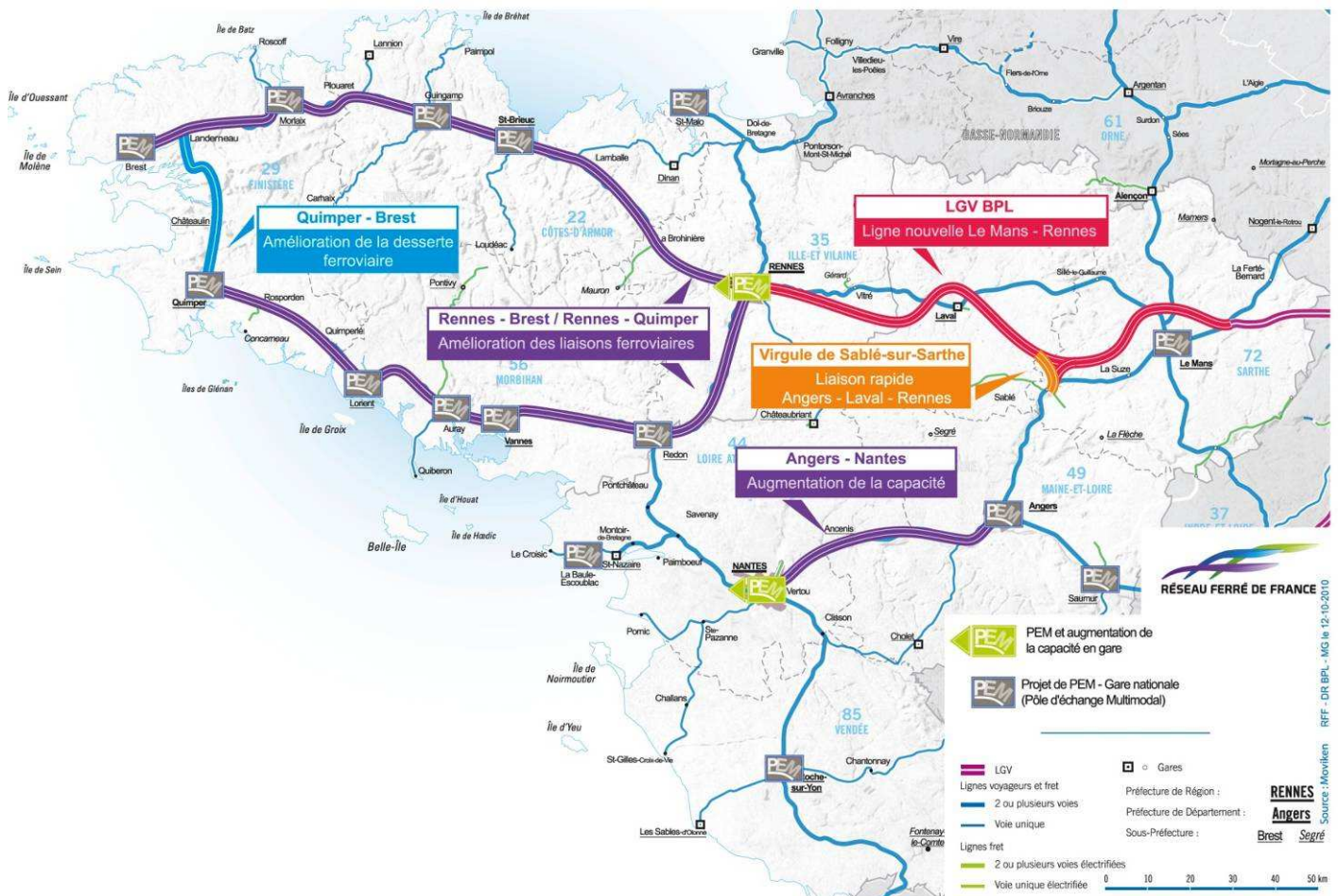
Economic spin-offs related to the construction works

Important direct and indirect economic spin-offs are expected from the construction works, spin-offs that will benefit the Brittany and Loire Valley regions.

- 2800 persons per year will be employed for the complete year, an no less than 10 000 jobs will be created in total. This new activity will have a positive impact on the housing industry, food industry, and others ;
- ERE will contract out around 30% of its works, preferably to local companies;
- 8% of the total hours devoted to infrastructure works will be set aside for social insertion efforts

The Brittany - Loire Valley High-Speed Line: one part of the major West

As a spin-off from the Brittany - Loire Valley High-Speed Line, a number of proposals for improvements to the existing rail network are currently under study or in the implementation phase, with the financial backing of the French State, the Brittany and Pays de la Loire Regions, the European Union and the various local authorities.



RFF is rolling out its renovation plan for conventional lines by investing nearly one billion euros between 2007 and 2015 on main trunk lines in Brittany and the Loire area.

Modernisation of the Rennes - Brest and Rennes - Quimper lines

Modernisation work on the Rennes-Brest and Rennes-Quimper lines forms part of efforts supplementary to the Brittany – Loire Valley high-speed line to put the western point of Brittany at 3 hours from Paris.

⇒ **Phase 1** of this operation comprises 7 parts* for an estimated total of 310 million euros, 99 million of which are to be put up by the European Regional Development Fund (ERDF).

This phase is at present in progress. It consists of upgrading infrastructure to enable speeds to be raised to 180, 200 or 220 km/h on some sections by:

- removal of 41 level crossings;
- track works: displacing curves, strengthening the track, adapting tunnels/bridges, altering signalling installations, creating under/overpasses in stations and at halts.

For this first phase, it is expected that 4 to 5 minutes will be cut off trip times on each of the two lines Rennes - Brest and Rennes - Quimper.

⇒ **As a complement to Phase 1**, the partners have agreed to include complementary projects, which would enable **further cuts in trip times** for conventional HST, as soon as the Brittany – Loire Valley HSL will be operational. The entirety of these studies and works are worth 66 million euros, which are currently being revised by the State – Brittany Region Contract.

⇒ To reach a travel time of 3 hours between Paris and Brest, the various partners, assembled in Rennes on the 8th of February, decided to **launch the studies for Phase 2**, applying the State – Regions contract of 2007-2013.

These further studies in application of the central-regional government project contracts for 2007-2013 are aimed at identifying further adaptations and, in particular, any new sections requiring public hearings at the 2013 time horizon, in conjunction with the Nantes - Rennes project for the southern branch.

Other network enhancement projects in the west of France

Plans to renovate the existing network in the Brittany and Pays de la Loire Regions

The 2008-2012 national rail network renovation plan is a major and unprecedented project essential to preserving infrastructure and ensuring high standards of service and performance. It is funded entirely by RFF.

In line with the performance contract signed with the State, RFF has undertaken to proceed with the following renewal work across the country:

- 4,000 km of track and 1,500 sets of points & crossings over the 2008-2012 period for a total of 7.3 billion euros;
- The industrial target for 2008-2015 is 13 billion euros for the renewal of 6,000 km of track and 2,500 sets of points & crossings;
- Renewal investment is to be pursued at a steady rate up until 2020-2025.

In Brittany

Amount invested for the 2007-2010 period: 154 million euros.

Amount estimated for the 2011-2015 period: 307 million euros.

Since 2007, RFF has been conducting major renewal work on the two vital routes of Rennes-Brest and Rennes-Quimper.

The 2009-2010 work site on the northern section between Saint-Brieuc and Brest represented a total of 60 million euros.

In the Pays de la Loire Region

Amount invested in 2010: 90 million euros including 85 million for the Savenay-Montoir-de-Bretagne and Savenay-Redon sections.

Amount estimated for the 2011-2015 period: 300 million euros.

In 2010, work on the Savenay-Montoir-de-Bretagne and Savenay-Redon sections constituted France's biggest track renewal site since 2006.

Main renovation works in 2011

Nantes – La Roche-sur-Yon: €35M; Rennes – Bruz and Rennes – La Brohinière: €45M; Neau (53) – Conlie (72) and Laval – Saint-Pierre-la-Cour : €36M

Improving rail services between Brest and Quimper

The aim of this project is to develop public transport services between Brest and Quimper, in the Finistère *département*, and to improve links from the west of Brittany towards the south as far as Nantes.

For this it is necessary to adapt infrastructure in order to double the current volume of rail services and slash trip times to less than one hour between Brest and Quimper.

The operation will cost 75 million euros at today's rates and the money is being put up by the State, the Brittany Region and the Finistère General Council (together with other local authorities) and RFF. These improvement works are expected to be finished for September 2014.

Capacity increases between Angers and Nantes

The Nantes – Angers line is a double-track electrified line (25 kV) worked at 220 km/h and handling heavy traffic (an average of 160 trains per day in both directions) because it is here that the Paris - Nantes and Tours – Nantes lines converge.

The heaviest traffic volumes are at both ends: at the Angers end, at the junction with the Cholet - Angers line; and at the Nantes end, in the suburban area between Nantes and Ancenis.

Preliminary studies permitted to identify to independent stages, responding to the local development needs. The first stage, as part of the State-Region Partnership Contract (SRPC) aims at developing, without constructing, a brand new section of line between Angers and Nantes (by optimising signalling, and creating a central platform in Ancenis). Costs of the project, financed by the State, the Pays de la Loire Regional council and RFF, are estimated at €14.5 million.

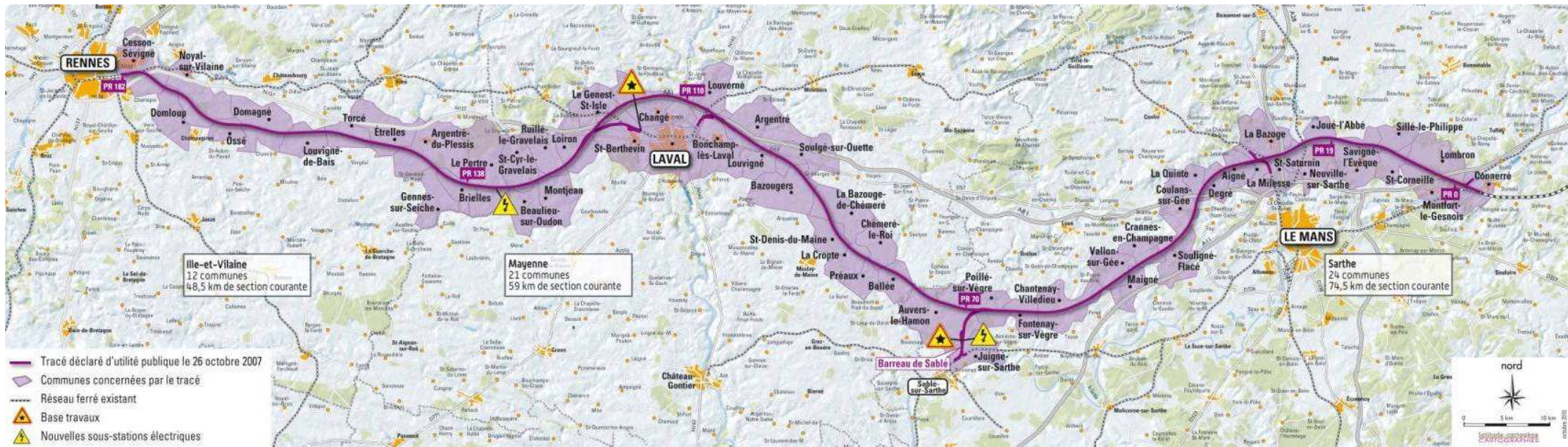
Multimodal interchange hub projects (PEM)

For the forthcoming opening of the Brittany – Loire Valley high-speed line, a large number of stations are being given a radical facelift through Multimodal Interchange Hub projects co-funded by public sector partners.

Many PEM actions **are related to national railway stations** in Brittany (Brest, Quimper, Rennes, Saint-Brieuc, Guingamp, Morlaix, Lorient, Auray, Vannes, Redon) and in Pays de la Loire (Le Mans, Angers, Saumur, La Roche-sur-Yon, La Baule, Nantes, Sablé-sur-Sarthe, Laval).

RFF is directly concerned by the current French campaign to improve travel facilities for the mobility challenged (PRM) and has set itself the target of making its network gradually accessible to all potential passengers.

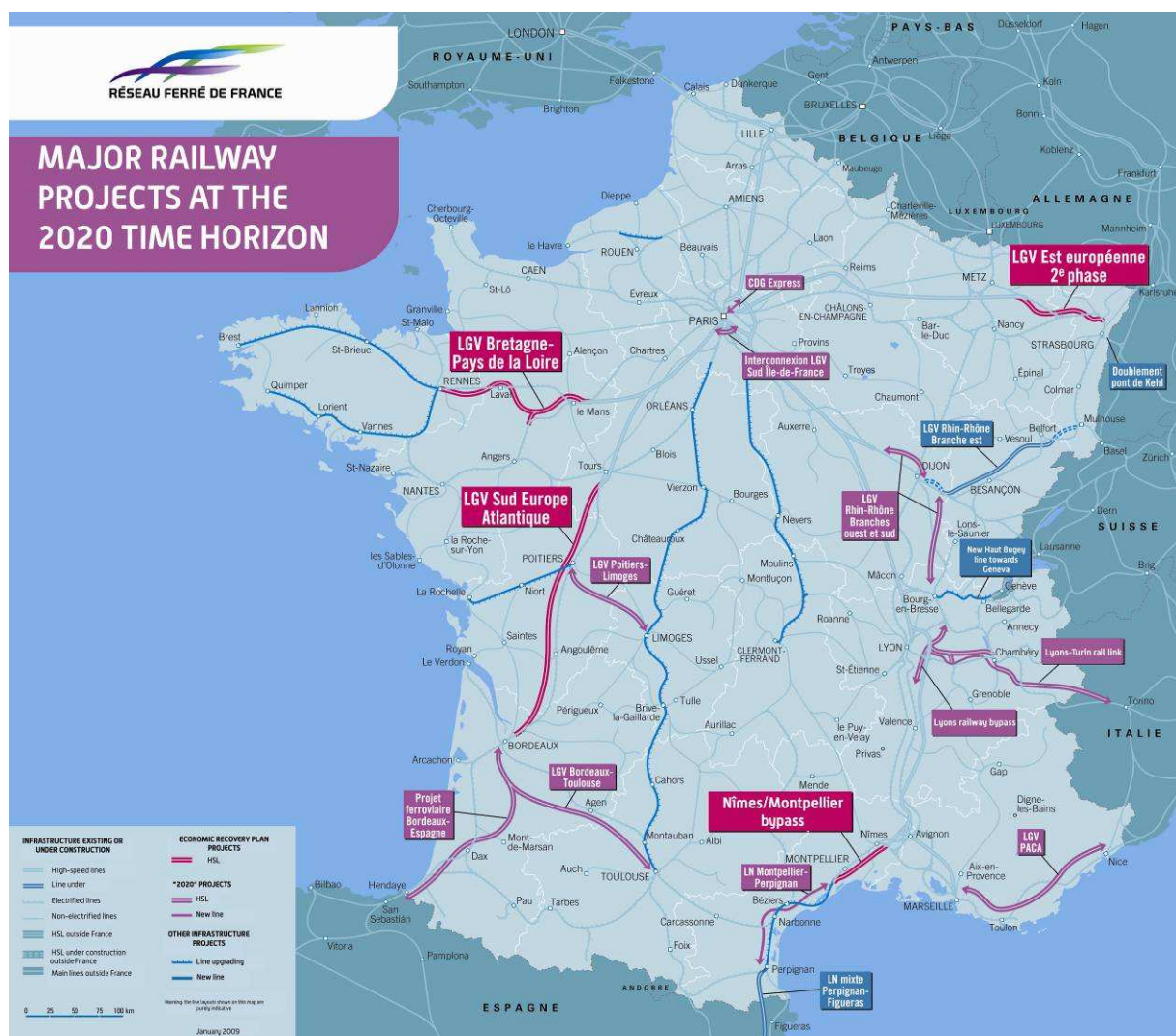
APPENDICES



Towards the development of a national and European rail network

The Brittany – Loire Valley high-speed line was declared in the public interest on 26 October 2007 and is one of the major railway projects included in:

- the Inter-Ministerial Committee for Territorial Development of 18 December 2003;
- the European High-Speed Rail Network of December 2004;
- the Economic recovery plan announced by the Inter-Ministerial Committee on Territorial Planning and Competitiveness of 2 February 2009;
- the Grenelle Environment Act of 3 August 2009;
- and preliminary proposals for the SNIT (National Transport Infrastructure Master Plan Transport) of July 2010.



Project timelines

- 1994 - 1995: Initial debate and approval of the infrastructure specifications
- 1996 - 2001: Preliminary studies
- 2002 - 2005: Preliminary reconnaissance (APS)
- 26 January 2006: APS approved by the Ministry
- June - July 2006: Enquiry prior to Public Interest Declaration
- 30 January 2007: Guarantee agreement on services with the stations of Le Mans, Laval, Vitré and Sablé-sur-Sarthe between the State, RFF, SNCF and the local authorities
- 26 October 2007: Project declared in the public interest (by Council of State decree)
- 29 July 2008: MOU signed by the State, the Brittany and Pays de la Loire Regions and RFF
- January 2009: Document on State Obligations
- 29 July 2009: Funding MOU signed by the State, the Brittany and Pays de la Loire Regions and RFF

Since 2005: Start of the land acquisition process by RFF

Since autumn 2009: Exploratory archaeological digs

13 July 2011: Signature of the funding agreement between the state, the regional authorities and RFF and start of construction work on the new Brittany – Loire Valley high-speed line.

28 July 2011: Signature of the partnership contract

2011: The partner begins the study

2016: Completion of work

2036: End of the 25-year PPP contract

Project implementation

MONITORING ARRANGEMENTS

The PPP contract will constitute the legal framework in which the private partner will have to operate. It is based on the Declaration of Public Interest (decree of 26 October 2007) and the Document on State Obligations (January 2009).

RFF will ensure that all contractual undertakings are respected via a special monitoring system.

The **study steering committee** is made up of the public sector partners in the project: State, Brittany and Pays de la Loire Regions, SNCF and Réseau Ferré de France.

The committee meets twice a year, and is chaired by Claude LIEBERMANN, Multidisciplinary Engineer, Ponts et Chaussées, with the "Prefect" of the Brittany Region acting as coordinator for his peers.

This study steering committee will be replaced by a **follow-up committee**, created with the signature of the financial agreement.

The **State Obligations Document (January 2009)** sets out the obligations of the State and the contracting awarding authority with respect to the environment and to ensuring that new lines blend into the areas crossed, at declaration of public interest stage. The document contains a list of the general provisions with regards to the various environmental issues as well as the local obligations of the three *départements* concerned. The corresponding measures are to be enforced by the partner contracted to develop and operate the infrastructure.

Three **supervisory committees** have been set up **at *département* level** in Ille-et-Vilaine, Mayenne and Sarthe in line with the conclusions and recommendations of the special investigations committee (16 November 2006), and the usual rules governing major infrastructure projects. These committees are each chaired by the "prefect" of the corresponding *département* and include representatives of the administrations concerned, local politicians, social-economic players, the environmental protection and neighbourhood associations.

PREVIOUS STAGES AND PROGRESS MADE

The study programmes, preparatory work and land acquisition procedures are funded by the State, the two Regions and RFF and with the support of the European Union

Extensive consultations over the design and choice of track layout

The high-speed line project is the result of a long process carried out in a partnership context. Each of the stages in the process of drawing up and fine-tuning the project has been widely put out to consultation.

In the preliminary study phase (1996-2001), several strips of land were considered until the choice was narrowed down to one, with a width of 1,000 metres, selected by a decision of the Ministry for further study.

The preliminary reconnaissance phase (APS) (2002-2005) focused on establishing a line layout within this 1,000 m strip that would have the least possible impact through technical and environmental studies carried out in close association with local player, the aim being to ensure that, as the project progressed, environmental issues and obligations would be absorbed into the technical proposals. The APS findings (approved on 26 January 2006) were therefore based on broad consultations with the government departments, local politicians, socio-economic players and associations concerned.

During the so-called "public interest declaration" phase (2006/2009), which followed the actual declaration on 26 October 2007), line layout was also locally tweaked on a number of occasions.

Property-related activities

Nearly 90 % of the areas crossed in the three *départements* are agricultural land with medium-sized farms, extensive stock farming and sporadic housing.

The project's footprint extends over some 2,100 hectares of land (not including the 240 hectares already acquired over 25 km to the north of Le Mans following the public interest declaration of 1984): 470 hectares in Ille-et-Vilaine, 780 hectares in Mayenne and 850 hectares in the Sarthe.

The area finally occupied by the railway right-of-way, down to the level of the individual plots of land, will emerge from the detailed technical studies and these individual plots will then have to be submitted to right-of-way appraisal.

Despite all the efforts made to route the new line over a corridor with the least possible impact, land purchases are required in each of the three *départements* concerned.

In the interests of the local population and to ensure that urgent cases could be handled at the earliest possible stage in the proceedings, land acquisition arrangements were put in place in 2005.

The results obtained through amicable negotiations have been highly impressive and, at end of June 2011:

93 % of the residential properties had been acquired (of the 146 scheduled for compulsory purchase).

85% of the farms requiring restructuring (of the 25 most affected) had accepted compensation.

3,660 hectares of land had been purchased (by comparison with the expected footprint of the Brittany – Loire Valley high-speed line of 2,100 hectares), in order to compensate farmers for land sliced off their property.

RFF will forge ahead with further property acquisitions until this task is taken over by its PPP partner.

For the construction of the high-speed line, **land improvement procedures** over some 50,000 hectares are also necessary, the cost of which has to be borne by the project. These procedures are conducted under the auspices of the General Councils and concern 17 different sectors.

Preventive archaeological investigations

Before any major works operations, it is necessary to conduct preventive archaeological investigations and these began in autumn 2009. They comprise two stages: investigations conducted by the official agency INRAP and exploratory digs.

During the investigation phase, 1,200 hectares of land are to be examined by the end of 2011. Other phases will then follow in relation to re-routed sections of road, works bases, work site areas, excavation sites and materials depots.

Over the whole of the new line, 19 sectors of differing lengths have been identified by the regional archaeological departments in relation to known local archaeological features: 4 in Ille-et-Vilaine, 10 in Mayenne and 5 in the Sarthe.

At the end of June 2011, the current section was fully investigated in Ille-et-Vilaine and Sarthe regions, and very advanced in Mayenne. Investigations on additional lands are planned.

The first digs deemed necessary concern 6 sites and will be carried out under the authority of RFF in the first half of 2011. All other operations will be the responsibility of the PPP partner.

Network diversions

The construction of the Brittany – Loire Valley high-speed line will affect a number of different transport and distribution networks: gas, electricity, water, telecommunications, etc. Studies carried out by RFF with the managers of these networks (GRTGaz, RTE, France Telecom, GRDF, ERDF, etc.) have shown where work will be necessary and enabled the re-routing operations needed to be agreed, each of these authorities taking charge of its own operations and charging it to the project.

These studies flagged up the need to anticipate on some operations to cater to the technical and operational constraints of some of these networks. Preparatory work has therefore started for a price tag of €25 million.

DEVELOPPEMENT DURABLE—ACCOMPAGNEMENT—COMMUNICATION—SECURITE—AMENAGEMENT ALSACE LORRAINE
—BOURGOGNE FRANCHE COMTÉ—BRETAGNE PAYS DE LA LOIRE—CENTRE LIMOUSIN—HAUTE ET BASSE N
LOVENSKO—ÖSTERREICH—ČESKÁ REPUBLIKA—DEUTSCHLAND—LUXEMBOURG—FRANCE ALSACE LORRAIN
E ET BASSE NORMANDIE—ÎLE DE FRANCE—LANGUEDOC ROUSSILLON—MIDI PYRÉNÉES—NORD PAS DE CALAIS PICARDIE—PROVENC
QUITAINE POITOU CHARENTES—BOURGOGNE FRANCHE COMTÉ—BRETAGNE PAYS DE LA LOIRE—CENTRE LIMOUSIN—HAUTE E
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