

SPEEDING UP
MOBILITY

Lisea

SUD EUROPE ATLANTIQUE HSL CONCESSIONNAIRE

PROFILE

CONCESSION HOLDER OF THE SUD EUROPE ATLANTIQUE HIGH-SPEED LINE

In 2011, LISEA was appointed by SNCF Réseau as the concession operator of the Sud Europe Atlantique High-Speed Line between Tours and Bordeaux (SEA HSL) until 2061.

LISEA, a company whose shareholders are VINCI Concessions (33.4%), Caisse des Dépôts (25.4%), Meridiam (24.4%) and Ardian (16.8%), became the first private company in France to manage a high-speed infrastructure.

Its role: manage, in complete safety, a public railway infrastructure in an efficient and responsible manner, for the benefit of all its customers, passengers and the regions that it runs through.

Its ambition: be an innovative expert in high-speed rail and contribute to the modernisation of the French rail system.

The Sud Europe Atlantique High-Speed Line has been in service since 2 July 2017.



€7.7BN
investment



50-YEARS
concession



302KM
of high-speed line



320KM/H
train speed



83 TRAINS
on average per day



29,000
trains in circulation
in 2018



2H04
Paris-Bordeaux



OVER 20M
annual passengers

 www.lisea.fr

 #LGVSEA

 @LGVSEA_LISEA

 LGVSEAToursBordeaux

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INNOVATION, PERFORMANCE, ATTRACTIVENESS...

COMMITMENTS SERVING AN AMBITION

On 2 July 2017, one of the largest rail projects in Europe was completed with the commercial opening of the Tours-Bordeaux Sud Europe Atlantique High-Speed Line (SEA HSL). LISEA, the line's concession operator, emerged as a key player in the French rail system and in mobility to enhance regional attractiveness – a high-performance company at the forefront of innovation, strongly committed to sustainable development and the well-being of its employees. After a first full year of operation, Hervé Le Caignec, Chairman, and Christophe Vanhove, Chief Executive Officer, take stock and review their ambitions for the future.



What is your take on 2018, the first full year of operation of the SEA Tours-Bordeaux line?

Hervé Le Caignec: First, the commercial success of the line with passengers. Our traffic forecasts have been exceeded, reflecting the growing popularity of rail transport. This success contributes significantly to enhancing the economic and tourist attractiveness of the Nouvelle-Aquitaine region and of the Bordeaux metropolitan area. It has also increased the line's attractiveness for new operators. In 2018, Thalys confirmed the opening of a direct link between Brussels and Bordeaux in June 2019 and we also reached an agreement with SNCF Réseau, Getlink and HS1 to create a new cross-Channel hub.

Christophe Vanhove: The refinancing of our commercial debt is another success of which we are particularly proud. At the end of 2018, LISEA completed its refinancing for a total amount of €2.2 billion. A record in Europe, which confirms the line's commercial success and the attractiveness of the infrastructure sector, of France and of the Nouvelle-Aquitaine region. It is also a recognition of LISEA's environmental commitments, part of the new debt benefiting from the Green Project Bond label, as well as a token of confidence in LISEA's concessive model, which gives it visibility going forward and will allow it to pursue its development securely.



We want to play an integral role in the modernisation of the French rail system, in close collaboration with SNCF Réseau and our partners.

CHRISTOPHE VANHOVE,
Chief Executive Officer

LISEA also stands out in that it has a strong social and environmental engagement. What were the most emblematic actions in this field in 2018?

H.L.C.: As part of our engagement, we completed in 2018 our noise and vibration measurement campaign, initiated in 2017. We also worked with government departments to develop regulations on the acoustic protection of residents in connection with future transport infrastructure projects. In parallel, another important issue is the implementation and monitoring of environmental compensatory measures to preserve protected environments and species. In 2018, we signed an agreement with the State and local environmental non-profit organisations for a long-

term management plan. Our engagement was also reflected in our foundations, LISEA Carbone and LISEA Biodiversité, and the Sillon Solidaire endowment fund. In 2018, the latter backed 17 new non-profits, all of which were involved in the fight against illiteracy.

C.V.: Over and above its technical, commercial and financial achievements, LISEA is made up of a team of women and men particularly committed to their work. Together, we share the values of empathy, openness and performance that constitute our DNA. We were awarded the "Great Place to Work®" certification for the year 2018-2019, a tribute to our engagement and managerial practices, and we are very proud to be part of the community of businesses that are great workplaces.



As a player in mobility, our ambition is to enhance its development, both over long distances, via trans-European link projects, and for local links, by promoting the strengthening of the regional network.

HERVÉ LE CAIGNEC,
Chairman

What are your ambitions for LISEA? What are the challenges for the coming years?

C.V.: LISEA was created, among other things, to stimulate private sector innovation. From a technical and operational perspective, our ambition is therefore to move forward in this direction, to be a real driving force in this field, in order to demonstrate our exemplarity in terms of safety and performance as well as contribute to the modernisation of the French rail system, in close collaboration with SNCF Réseau and all the players involved.

H.L.C.: As a player in mobility, our ambition is to play an integral role in its development, both over long distances via trans-European link projects and for local links, by promoting a strong territorial network in all the regions crossed. With the French and European railways opening up to competition in 2020, we could also see new players arriving on the domestic market. Our aim is to promote this policy of openness. In 2019, we will pursue our commercial approach with future operators in order to propose a new, more comprehensive offer for the benefit of regions and passengers.



Find more information at
rapport-activite-lisea-2018.fr

2018 OVERVIEW

As the first full year of operation of the Sud Europe Atlantique High-Speed Line, 2018 was a rich year for LISEA, punctuated by major events.

JANUARY

RECORD PASSENGER TRAFFIC FOR THE SEA HSL IN 2017 (H2)

With more than 15,000 trains running, a 70% increase in traffic between Bordeaux and the Ile-de-France region and a 10% increase in regional traffic in Nouvelle-Aquitaine, the first results of the SEA HSL in terms of passenger traffic and operation after six months are highly successful. Paris-Bordeaux is now the third busiest route after Paris-Lyon and Paris-Lille. A confirmed commercial momentum!

+ 70%
traffic between
Bordeaux and
Île-de-France

+ 10%
regional traffic in
Nouvelle-Aquitaine

APRIL

THE SILLON SOLIDAIRE ENDOWMENT FUND TAKES A STAND AGAINST ILLITERACY

"Acting against illiteracy" was the theme of the 2018 request for proposals staged by Sillon Solidaire, the endowment fund managed by LISEA and MESEA to support the fight against exclusion. Launched on 26 April with social and solidarity non-profit organisations in the six French departments crossed by the SEA HSL, the Fund's 6th request for proposals aims to perpetuate and improve responses to people in illiteracy situations, particularly in rural areas. The budget for the projects backed totals €150,000.

JUNE

THE 1ST MEETINGS OF THE LISEA BIODIVERSITÉ FOUNDATION

On 8 June 2018, the LISEA Biodiversité Foundation launched a series of meetings to promote the dissemination of ecological knowledge and discuss the projects supported. The first meeting was held in Poitiers and devoted to the Vienne department. All the associations, companies, researchers, federations and farmers present discovered a selection of projects among the 30 supported in the department. The presentation was followed by field visits for a day rich in discoveries and discussions.

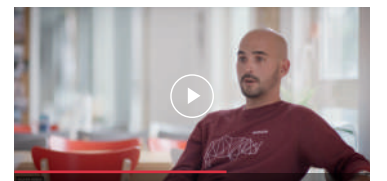
[+ Read more at www.lisea.fr](http://www.lisea.fr)

JULY

"ENTREPRENEURS LEADING THE WAY": THE 2ND SEASON OF A WEB SERIES GIVING THE FLOOR TO BUSINESS LEADERS

One year after the commissioning of the SEA HSL, four regional entrepreneurs review the impact of the High-Speed Line on the development of their business and their daily lives. Eric Laurent, founder of Greenwich, Xavier Brissonneau, chief executive of Rhinov, Morgane Fontaine-Motteau, director of the Francofolies de La Rochelle, and Vincent Grenié, general manager of Congrès & Expositions de Bordeaux... four entrepreneurs, four different personalities, but unanimous in extolling the advantages of this new High-Speed Line which brings people together, enables regions to open up, improves quality of life and boosts development.

[Find all the episodes on our YouTube channel](#)
LGVSEAToursBordeaux



Xavier Brissonneau (Rhinov)



Vincent Grenié
(Congrès & Expositions de Bordeaux)



SEPTEMBER

LISEA SUPPORTS THALYS IN THE DEVELOPMENT OF A BRUSSELS-BORDEAUX LINK

From June 2019, the railway company Thalys will open a new direct, weekly seasonal service between Brussels and Bordeaux. In this context, LISEA is supporting Thalys with the implementation of a 20% reduction in its track access charges for the SEA HSL as part of the “aid for the development of international traffic” provided for by French and European regulations.

JUNE 2019

Thalys will open a new seasonal service between Brussels and Bordeaux.

JULY

THE NOISE AND VIBRATION MEASUREMENT CAMPAIGN DRAWS TO AN END

July 2018 marked the end of the noise and vibration measurement campaign that LISEA had initiated in 2017 along the 340 km of rail line. Around 300 measurement points were used to evaluate the effectiveness of the acoustic protection devices implemented in real traffic conditions and to check compliance with the regulations in force.

[Read more at www.lisea.fr](#)



SEPTEMBER

MOBILITY WEEK: THE LISEA CARBONE FOUNDATION MAKES A COMMITMENT FOR THE “LAST MILE”

Following the request for proposals staged in 2015 and 2016 in partnership with the Bordeaux and Poitiers Universités Foundations, LISEA presented three of its winners on 19 September. The purpose of this initiative: to accelerate the implementation of innovative solutions, enabling rail users to optimise their journey over the last mile and better control their carbon footprint.



OCTOBER

LISEA CERTIFIED A “GREAT PLACE TO WORK®”

LISEA was awarded the Great Place to Work® certification for its very first participation, in the category of companies with less than 50 employees. This certification is based on a two-step evaluation, with a survey of employees followed by an audit report on the quality and diversity of managerial practices. It recognises the commitment of the company's employees and a long-term approach aimed at developing a pleasant, rich and stimulating work environment.

[Read more at www.lisea.fr](#)

TOWARDS A NEW LONDON-BORDEAUX LINK

On 10 October 2018, the project for a direct high-speed rail link between London and Bordeaux took a new step forward with the agreement concluded between HS1, Getlink (formerly Eurotunnel), SNCF Réseau and LISEA. The purpose of the agreement is to launch a feasibility study to adapt the Bordeaux Saint-Jean station. This study will include the establishment of the facilities required for border security controls.

DECEMBER

LISEA REFINANCES ITS COMMERCIAL DEBT FOR AN AMOUNT OF €2.2 BILLION

This refinancing, completed on 19 December, was one of the largest set up in Europe in 2018. It confirms the credit market's appetite for the infrastructure sector and the line's commercial success, just one year after its commissioning.

Some tranches were also awarded the Green Bond label by the rating agency Vigéo Eiris. This is a recognition of LISEA's environmental and social commitments.

POSITIVE FIRST SOCIO-ECONOMIC REVIEW FOR THE SEA HSL

The first interim socio-economic assessment of the SEA HSL, or LOTI review, is the result of the work of its socio-economic observatory and assesses the impacts of the High-Speed Line on the regions it crosses after a first year of operation. Traffic forecasts exceeded, improved transport offer, greater regional attractiveness... all the signals are green!



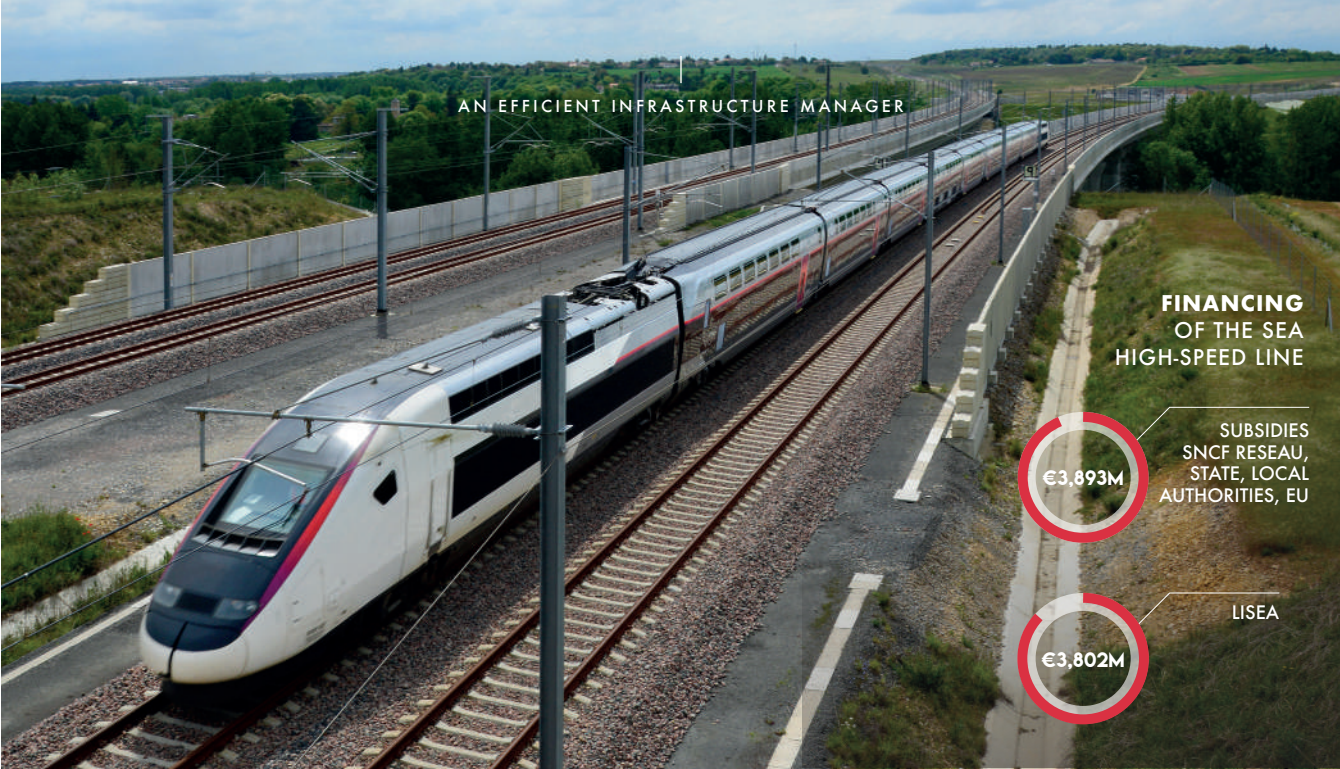
Stay connected on
[rapport-activite-lisea-2018.fr](#)



AN EFFICIENT INFRASTRUCTURE MANAGER

“

A high level of safety, 94% train regularity, an innovative model and technologies to modernise the French rail system, a great commercial success and the confidence of its partners... The first year of operation of the Sud Europe Atlantique High-Speed Line stands for performance.



AN EFFICIENT INFRASTRUCTURE MANAGER

FINANCING
OF THE SEA
HIGH-SPEED LINE



PRIORITY TO SAFETY

LISEA's priority issue, maintaining a high level of safety on the SEA HSL, is based in particular on its Safety Management System. This is based on a management system and a set of risk management processes shared by all the players operating on the line. The system allows rail companies to operate their transport services under the best possible conditions of safety for passengers, employees, transported goods and the environment. In 2018, it was supplemented by a shared security policy based on nine major commitments. In parallel, a new indicator, the frequency severity rate, was introduced to facilitate the management of rail safety. The entire system is controlled by a programme of regular audits with a goal of continuous improvement.

FOCUS

Innovation for performance

At the heart of the maintenance processes, MESEA has rolled out a large number of innovations. These include the INTELO system, a remotely operated vehicle for the inspection of civil engineering structures by digital imaging, and the DRING wagon for the inspection of contactless track geometry. As well as these innovative concepts, LISEA relies on information and performance measurement. The redesign of LISEApp, its application created in 2015 for monitoring the complete life cycle of a given traffic, was initiated in 2018. The goal: to have dashboards providing a dynamic display of traffic and operating incidents and make the app more user-friendly. SEACLOUD, a data engineering platform currently in the trial phase, will enable progress towards predictive maintenance.



As part of the opening to competition, we will develop a system for improving performance in cooperation with all the railway companies operating on the SEA line. This is a key challenge that meets our ambition to contribute to the overall performance of the rail system.

VINCENT RAMBEAUD,
LISEA's performance officer

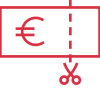
THE CONCESSION CONTRACT:
AN INNOVATIVE MODEL FOR THE RAILWAY SECTOR

The concession contract, signed for a 50-year period on 16 June 2011, is the result of a joint decision by the State, SNCF Réseau and local authorities in a more than constrained financial context. At the time, the objective was to meet both passengers' mobility requirements and the government's ambition to launch four high-speed rail projects simultaneously (Sud Europe Atlantique, Nîmes-Montpellier, Bretagne-Pays-de-la-Loire and Eastern Europe). Using a concession contract therefore made it possible to limit public investment (51% for SEA, compared with a minimum of 75% for other HSL projects). Unlike existing partnership contracts for other high-speed lines, the concession contract signed with SNCF Réseau implies that LISEA bears all the risks: financing, construction, traffic, maintenance, operation and safety, for the entire duration of the concession (50 years). A real delegation of public services whose challenge was also to encourage innovation in the private sector. As such, LISEA is committed to working with its partners on a daily basis to modernise the French rail system.

FOCUS

Successful refinancing
of commercial debt

On 19 December 2018, LISEA completed its €2.2 billion refinancing, just over one year after the commissioning of the high-speed line. This was one of the biggest refinancing operations set up in 2018. It consists of a bank loan of €1.3 billion with a maturity of 27 years and two fixed-rate tranches for a total amount of €905 million with maturities of up to 35 years. The Savings Fund Department of Caisse des Dépôts et Consignations – Banque des Territoires and the European Investment Bank confirmed their commitment for €1.3 billion. This performance bears witness to the line's commercial success and to the attractiveness of the infrastructure sector for the credit market. The bond issue of Green Project Bonds, certified by the independent rating agency Vigéo Eiris, also reflects LISEA's environmental and social commitments. This bond issue is a first in the rail sector. With this refinancing, LISEA will be able to reinforce its financial structure and pursue its development with confidence. This transaction also provided the opportunity to remove the State guarantee on the trade credits and will make it possible to share the gain on debt refinancing with the public rail group SNCF.



51%

share of public
contributions
compared with a minimum of 75%
for other HSL projects



€2.2BN

in new debts

€1.3MD

in confirmed debts

MESEA: a key partner
for maintenance

Involved in the project from the outset, MESEA is responsible, in synergy with LISEA, for the maintenance of the high-speed line between Tours and Bordeaux.

195
employees

3
maintenance bases
Nouâtre-Maillé (37)
Villognon (16)
Clérac (17)



REGULARITY
FIRST YEAR
OF OPERATION

THE SUD EUROPE ATLANTIQUE HIGH-SPEED LINE: A GREAT COMMERCIAL SUCCESS

Traffic forecasts exceeded on the Paris-Bordeaux line

After one year of operation, the first assessment of the SEA HSL is evidence of its commercial success. Increase in passenger numbers, both between Paris and Bordeaux and along the entire South-West route, the momentum is strong, with higher than expected passenger traffic. A success story that confirms the general public's interest in this new transportation offer and the relevance of this infrastructure at national level. The Nouvelle-Aquitaine region is becoming even more attractive. The Paris-Bordeaux line is now the third busiest route after Paris-Lyon and Paris-Lille.



TRAFFIC
between Bordeaux
and Paris
July 2018 vs. July 2017*



PASSENGERS
on the SEA
route
2018 vs. 2017**

**+3.8
MILLION**
passengers
over one year
of operation
vs. 2.6 to 3.5 million
expected

**OVER 20
MILLION**
passengers
in 2018 on the line**



**TER TRAFFIC IN NOUVELLE-
AQUITAINE/OCCITANIE**

+17.1%
Bordeaux-Hendaye

+15.3%
Bordeaux-Mont-de-Marsan

+13.7%
Bordeaux-Angoulême

+12.1%
Bordeaux-Arcachon

+5.9%
Saintes-Angoulême

A positive impact on the regional rail offer

The boom in rail traffic is not limited to the Bordeaux-Paris route. The success of the SEA HSL also benefits the Paris-Toulouse and Bordeaux-Toulouse links, as well as the cities of Angoulême and Poitiers, and indirect services north and south of the line such as La Rochelle, Libourne, Tarbes, Pau, Orthez, Dax, Bayonne and Hendaye. All these destinations confirm a significant increase in passenger numbers. The reasons for this increase in traffic are, primarily, the reduction in transport time thanks to the SEA HSL and the improved TER-TGV (regional and high-speed train) connections operated in the Nouvelle-Aquitaine region, the organising authority for TER regional trains, which works with SNCF to optimise and facilitate connections (particularly during the morning and evening rush hour) and to broadly disseminate the positive impact of the SEA HSL across western France.

* Source: SNCF Mobilités

** Source: LISEA

WHAT THEY ARE SAYING



PATRICK JEANTET
Chairman and Chief Executive
Officer of SNCF Réseau

— How do you rate the performance of the new SEA High-Speed Line?

The Sud Europe Atlantique High-Speed Line is a great success. In the context of a particularly complex rail system, the SEA HSL brings simplification and fluidity with a second line allowing us to better manage flows, in particular by separating freight and passenger transport. The SEA HSL is also trailblazing from a technological point of view. We are on the brink of a real revolution, with a shift towards the automation of train control. The ERTMS 2 installed on the SEA HSL is a perfect example of this breakthrough. It notably makes it possible to limit the distance between trains and thus increase the line's capacity while improving the system's overall safety. As an operator, SNCF Réseau sees an interest in the development of high-speed lines which, in addition to increasing speed, considerably improve the robustness and quality of the French rail system, not to mention opening up new traffic opportunities. In this respect, the SEA route between Tours and Bordeaux works particularly well and regularly allows us to make up minutes of delay on all journeys. We are also working with LISEA to improve this performance and punctuality.

**SNCF Réseau sees
an interest in the
development of High-
Speed lines which,
in addition to increasing
speed, considerably
improve the robustness
and quality of the
French rail system,
not to mention
opening up new traffic
opportunities**

Excerpts from the Meetings
of the Socio-Economic Observatory
of the SEA HSL

— How do you work with LISEA?

We work hand in hand with LISEA on many topics: shared performance improvement systems, coordination of our maintenance teams, collaboration for the construction of train paths on the entire line. This is one of the conditions for system agility and performance. We are also very attentive to the company's working methods, particularly in terms of the versatility of maintenance stations. More generally, we share common interests with LISEA, in technical terms through the improvement of robustness and service quality on the line, and also in commercial terms with the objective of increasing traffic and passenger numbers. In this context, we are working together to set up European links, in particular between Bordeaux and London or Bordeaux and Brussels.



A LINK IN THE CHAIN OF REGIONAL DEVELOPMENT

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Beyond performance and safety,
the SEA HSL meets citizens' needs for mobility and transport
services and offers new opportunities for development
and national and European influence for the regions crossed.
Bringing the regions closer together, rolling out
a trans-European corridor and developing new client segments
are its main characteristics.

A STRENGTHENED REGIONAL NETWORK

Bringing the regions closer together and making it easier to travel for the benefit of regional development, in particular by strengthening local interconnectivity: this is a powerful ambition for LISEA. In this respect, priority was given to establishing connections between the existing national rail network and the SEA HSL rather than building new railway stations. This choice made it possible to connect major cities in western France, notably Poitiers, Angoulême

and La Rochelle, to the SEA HSL. The overhaul of all the TER timetables, carried out by the Nouvelle-Aquitaine Region in partnership with SNCF, also contributed to driving this improvement. The major TER connection nodes were reconsidered to strengthen the TGV-TER offer. The main regional and interregional routes were also reworked, with particular attention to TER-TER connections and links with urban and interurban transport.



38KM
connection to the
conventional line

 **113**
towns,
6 departments
2 regions crossed



41
stations served daily

 **67**
daily circulations between
Paris and Bordeaux

Reduced travel times

Bringing regions closer together also requires reducing travel times. In this context, time savings are observed on the main routes.



Time saved thanks to higher speed

1 h 00

30 / 43 min

15 min

- Paris-Bordeaux
- Paris-Toulouse
- Paris-Dax
- Paris-Hendaye
- Paris-Pau
- Paris-Tarbes

Paris-Angoulême
Paris-La Rochelle

Paris-Poitiers



Best travel times

2h04

Paris-Bordeaux

1h38

Tours-Bordeaux

17 minutes
less than expected
in the DUP file





With 9,000 trucks per day on the road heading South, extending the SEA HSL to Toulouse and Spain is a necessity. When connected to the Iberian Peninsula, the SEA HSL will represent the real backbone of the Nouvelle-Aquitaine region.

• **ALAIN ROUSSET,**
President of the Nouvelle-Aquitaine region

Excerpts from the Meetings of the socio-economic Observatory of the SEA HSL

TOWARDS A TRANS-EUROPEAN CORRIDOR

The backbone of the European high-speed network between Northern Europe and the Iberian Peninsula, the SEA HSL structures the Atlantic coast of the European Union. With the rail passenger market opening up to competition in 2020, we could also see new players arriving on the domestic market. The commercial and technical success of the SEA HSL since its commissioning has generated market appetite. New routes such as the Brussels-Bordeaux service will operate from June 2019. The London-Bordeaux route is currently under study. To this end, LISEA has opted for an infrastructure at the cutting edge of operability, in compliance with European standards for rail traffic, safety and sustainable development.

FOCUS

A Bordeaux-London route under study

With 38 weekly flights between the two cities, a future high-speed rail link between London and Bordeaux would represent a real alternative for many passengers. This is the purpose of the agreement signed on 10 October 2018 between HS1, Getlink (formerly Eurotunnel), SNCF Réseau and LISEA to launch a feasibility study for the necessary adaptations of the Bordeaux Saint-Jean station. A key step in the cooperation between these four infrastructure managers for the creation of a new rail link connecting Bordeaux and London in less than 5 hours.



10 OCTOBER 2018

Agreement reached to consider a rail link between Bordeaux and London

Bordeaux-Brussels in 4 hours from the summer of 2019

From June 2019, the railway company Thalys will open a new direct, weekly seasonal service between Brussels and Bordeaux with a return trip every Saturday. A real opportunity for the regions and for travellers.



more information at
rapport-activite-lisea-2018.fr



95%

of clients satisfied with the TGV InOUI service

NEW CLIENT SEGMENTS

Time savings, comfort, prices for all budgets, the arrival of the SEA HSL has generated induced traffic by attracting new passengers. The number of business travellers, in particular, has increased by 24% since the line was commissioned. Main reasons: significantly reduced travel times and more available time at destination, with 54 daily combinations now allowing travellers to spend 4 hours at their destination. The number of leisure passengers also rose sharply, particularly with the low-cost Prem's and OUIGO offers, resulting in a fare increase that is proportionally lower than the time savings. One in three customers benefited from this type of fare, representing a 200% increase in customers for the low-cost offer. The young people segment is one of the prime targets and has increased by 60% thanks to an advantageous pricing policy, in particular the TGV Max subscription offer.

+24%

of business customers between the Nouvelle-Aquitaine region as a whole and Paris*

+60%

growth in the "young people" segment (12-27 years old)

+30%

of leisure passenger traffic on Paris-Poitiers
Paris-Angoulême
Paris-Pays Basque*

+60%

of leisure passenger traffic on the Paris-Toulouse route*

* Sources: Voyages SNCF and LISEA



A PARTNER FOR THE REGIONS

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Through its ability to bring regions closer together, the SEA HSL represents a real opportunity for economic, social, tourist and demographic development for all the regions crossed. Given this strong potential to drive regional momentum, LISEA strives to form close relationships with the local population, elected officials, associations, and local and regional institutions.

LARGE-SCALE ACOUSTIC MEASUREMENT CAMPAIGN



Following the acoustic protection work carried out along the 302 km of the line during the project (noise barriers, earthen mounds, excavated material) and in accordance with its contractual commitments, LISEA completed in July 2018 a noise and vibration measurement campaign* initiated in 2017 in the six departments crossed. The objective was in particular to assess the effectiveness of the protection measures implemented in real traffic conditions and to check compliance with applicable noise regulations, imposing a maximum of 60 decibels during the day and 55 at night. 300 measurement points, instead

of 100 planned initially, were identified at the end of the project. Conclusions: results in compliance with legislation, except for one point slightly exceeding the regulatory threshold, for which specific solutions accepted by the local residents were quickly implemented. This campaign, conducted in consultation with local elected officials and associations, focused on listening to local residents, dialogue and transparency. LISEA's DNA in terms of consultation.

* Campaigns entrusted to CEREMA (Study and expertise centre on risks, the environment, mobility and land use)

FOCUS



Vibration measurement campaign

In addition to the noise and vibration measurement campaign, CEREMA conducted a vibration measurement campaign at houses in the immediate vicinity of the infrastructure at LISEA's request. The objective: to assess the vibratory impact of the SEA HSL line on existing buildings. As part of the campaign, 23 measurement points have been identified and are currently being analysed.



113

towns concerned by the noise and vibration measurement campaign



85

consultation meetings with the municipalities

8

public feedback meetings



300

measurement points along the route



1,600

inhabitants met

ANALYSIS OF REGIONAL MOMENTUM: FOCUS ON THE SOCIO-ECONOMIC OBSERVATORY

Since 2012, the LISEA Socio-Economic Observatory has been tasked with analysing and disseminating the socio-economic effects of the SEA HSL, from its construction to the first ten years of its operation. A programme based on five priority areas: the project's economic and social impact, mobility and transport offer, the effects of high-speed on the organisation of the regions and railway stations, tourism and the strategies of local stakeholders. This work is evaluated by the Observatory's monitoring committee, composed of representatives of the State (CGEDD) and SNCF Réseau, and validated by an independent scientific committee composed of academics and experts.

Positive first interim socio-economic review for the SEA HSL

Conducted in 2018, the interim socio-economic review of the SEA HSL assesses the line's impacts after one year of operation and more particularly the differences with the forecasts of the investigation files prior to the declaration of public utility (DUP). Conclusions: a positive initial assessment with traffic forecasts exceeded, an improvement in the transport offer on a regional and national scale and a strengthening of the trend attractiveness of the Bordeaux metropolitan area and the Nouvelle-Aquitaine region. A first step before the final LOTI report is submitted in 2022.

Success for the Meetings of the Socio-Economic Observatory

Organised in February 2019 for the presentation of the interim LOTI report in Bordeaux and Poitiers, the first meetings of the Socio-economic Observatory brought together all the local stakeholders. Alain Rousset, President of the Nouvelle-Aquitaine region, Alain Juppé, former President of Bordeaux Métropole and former Mayor of Bordeaux, and Jean-François Dauré, President of the Greater Angoulême Urban Community, discussed with Patrick Jeantet, Chairman and CEO of SNCF Réseau and Rachel Picard, General Manager of Voyages SNCF, the first effects of the arrival of high-speed rail in terms of attraction and economic development.



“”

Considering the number of participants and the presence of the main regional stakeholders, these first meetings are a success and demonstrate the strong interest of the public and decision-makers in this important topic.

• **MINGHUI CHEN,**
Head of LISEA's Socio-Economic Observatory

THE SEA HSL: A DRIVING FORCE FOR REGIONAL ATTRACTIVENESS

The arrival of high-speed rail makes a major contribution to the attractiveness of the regions crossed and is a driving force for economic development. Creation and establishment of new companies, opening of new markets for existing companies, acceleration of urban and real estate projects, development of business and leisure tourism – opportunities for economic, social, tourist, cultural and demographic growth are multiplying for the Bordeaux Metropolitan Area and the Nouvelle-Aquitaine region.



“”

The arrival of the SEA HSL is a real success for Bordeaux and its metropolitan area, for the Gironde department, and beyond, for the Nouvelle-Aquitaine region as a whole. The economic benefits are spectacular, both in terms of attracting companies and growing existing businesses, job creation and commercial real estate.

• **ALAIN JUPPÉ,**
Former Mayor of Bordeaux, President of Bordeaux Métropole

Excerpts from the Meetings of the Socio-Economic Observatory of the SEA HSL

IMPACT OF THE CONSTRUCTION SITE

€1.7 BN
GDP generated during the design-build phase****



31,424 jobs
direct, indirect and induced, generated over the total duration of the project****



350 local companies
involved in the construction

15%

carried out by people in job integration programmes

BUSINESS CREATION AND ESTABLISHMENT*

13,000

new jobs in Bordeaux in 2017



compared with 2016



compared with 2014

+100,000



projected by 2030

URBANISM



€5BN
in investments
public and private in the Bordeaux metropolitan area

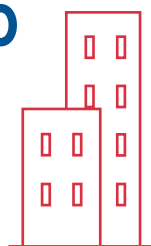
15,000 homes

48,000M² offices

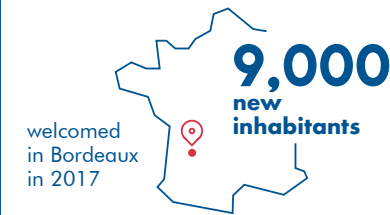
50,000M² shops

30,000 jobs

created as part of the Euratlantique National Interest Operation around Bordeaux Saint-Jean station



DÉMOGRAPHICS**



welcomed in Bordeaux in 2017

TOURISM***



increase in occupancy rate (74%) at hotels in 2017



of the business client base

* Source: "Invest in Bordeaux" - Economic development agency for Bordeaux and the Gironde department

** Source: Bordeaux-Euratlantique public development facility (source: Sud-Ouest magazine, special issue dated 8 February 2019)

*** Source: 2017 figures from the hotel barometer of the Bordeaux Chamber of Commerce and Industry

**** Source: E. Fouquerey

WHAT THEY ARE SAYING



ALAIN CLAEYS

Mayor of Poitiers and President of the Greater Poitiers area

Impacts of the SEA High-Speed Line on the city of Poitiers

Now just 1h18 away from Paris and connected to the Atlantic façade, the city of Poitiers had high expectations of the new line. Alain Claeys, Mayor of Poitiers and President of the Greater Poitiers area, recalls: "We had two objectives. Poitiers had to keep the same number of services to Paris and Bordeaux. This is the case and we are now one of the ten or fifteen urban areas that are less than one hour and a half away from Paris. The second, and perhaps the most decisive element was the link between this line and the city centre for Poitiers railway station to become a truly multimodal station." Fostering connections between TGVs and TERs in order to ensure that the positive impacts of the HSL are widely disseminated throughout the regions is crucial for many medium-sized cities such as Poitiers. In this respect, the mayor's view of the line's success after the first year of operation is positive: "Just look at the rise in the number of TGV and TER users," he continues, even if he notes a number of points to be monitored, in particular the need to increase the number of TERs between Poitiers and Châtelleraut, and the strengthening of the Poitiers-Limoges line.

The high-speed train arrived at the right time. With this new line, we have to accelerate the pace of the second tranche of urban development of the Poitiers city centre.

Poitiers has recorded an increase in passenger traffic since the arrival of the HSL, with 1.3m passengers in 2018 to and from the Île-de-France region and 300,000 passengers to and from Bordeaux, representing an increase of 45%*. The regional TER lines are recording the same upward trend, with traffic growth of 5.20% between Niort and Poitiers and 0.70% between Châtelleraut and Poitiers. Alain Claeys also remains vigilant regarding the line's impact on the city's attractiveness. "The high-speed train arrived at the right time. With this new line, we have to accelerate the pace of the second tranche of urban development of the Poitiers city centre," he stresses. The city plans to stage a tender process for the creation of 4,000m² of office space. It also aims to open the park of the former Banque de France premises to the public in order to create a link between the station and the city centre. However, this momentum requires a strong local organisation and determination: "We have two concerns: to strengthen our metropolitan functions and to determine what potential investors expect (...) We will therefore initiate a plan to organise the station in terms of public facilities and square metres of office space," he specifies.

* Figures: SNCF Mobilités

Source: La Nouvelle République dated 13 February 2019



A COMMITTED COMPANY

“

Beyond its contractual obligations, LISEA is committed to the environment and to citizens. Ecological transparency of the line, management of compensatory measures, LISEA Carbone and LISEA Biodiversité Foundations, Sillon Solidaire endowment fund and the Environmental observatory are the six founding pillars of this commitment to the preservation of the natural heritage, sustainable development and the social inclusion of people in difficulty. They are supplemented by an ambitious corporate policy to promote employees' well-being.



FOR SUSTAINABLE, INCLUSIVE REGIONAL DEVELOPMENT

Sustainable environmental compensatory measures

With 302 km of tracks, the SEA HSL is groundbreaking not only in terms of scale, but also for the complexity of its environmental challenges, notably that of preserving a rich natural heritage with 14 Natura 2000 sites and 223 protected species. In order to mitigate impacts, LISEA undertook a major environmental compensation programme in the regions crossed by the HSL right from the start of construction. Developed jointly with nature associations and local stakeholders, these measures aim to create, restore and manage natural sites suitable for protected species near the line. An approach by type of environment was selected, pooling the

measures over 3,500 ha, revalued to 3,800 ha in 2018 within the scope of the implementation review. The review also led to LISEA signing a memorandum of agreement for completion in the autumn of 2020. For LISEA, 2018 was also the first full year of management of the compensatory sites implemented by COSEA, the construction company. In this respect, LISEA controlled proper implementation of the measures at 94 sites, representing more than 1,200 ha. This audit found 95% compliance with the objectives set. In addition, ecological monitoring of the sites is performed regularly and will be kept in place until the end of the concession in 2061.

3,800 HA
of environmental compensatory measures, including:

3,579 HA filed in 2019
3,244 HA validated by the State services
2,467 HA now managed by LISEA

Figures at end-December 2018



FOCUS

Focus on the Environmental Observatory

Focusing on six specific themes – water, natural environments/ fauna/flora, landscape, compensatory afforestation, land use and invasive plants – the objective of the SEA HSL Environmental Observatory is to evaluate environmental measures, increase knowledge and practices in terms of impact reduction, and provide feedback on experience for future major infrastructure projects. It is based on the work of recognised experts at regional and national level. In 2019, the Environmental Observatory will publish the interim BIANCO report, which will analyse the effectiveness of the environmental measures implemented since 2013.

Two foundations at the service of local projects

In continuity with public policies, the LISEA Carbone Foundation contributes to the financing of energy-efficiency and greenhouse gas emissions reduction projects. Its action focuses on three areas: the energy performance of buildings, the energy transition of the agricultural world and ecomobility. The LISEA Biodiversité Foundation supports projects to preserve and restore the natural heritage put forward by associations and local stakeholders. Three issues are given priority: improving knowledge, restoring natural environments and habitats, raising awareness and providing training. The ambition is also to foster exchanges between project initiators and to perform an ex-post review of the projects supported. It was with this goal in mind that the Meetings of the LISEA Biodiversité Foundation were organised in Poitiers in June 2018. They provided feedback on some of the thirty projects supported in the Vienne department since 2013.

The LISEA Carbone Foundation: the challenge of the “last mile”

On 19 September 2018, during the “Mobility week”, three projects for innovative “last mile” solutions were presented, in collaboration with the LISEA Carbone and the Bordeaux and Poitiers Universités Foundations: “Tuk-tuk moi”, a transport service using electric rickshaws, “Post-Gare”, a research project on the correlation between passenger flows at stations and transport services in the Bordeaux urban area, and “Alim”, a study project on the clarity of the multimodal route. Selected following a joint request for proposals by the three foundations, these solutions meet the objective of using low-carbon solutions to optimise station-destination connections.



“”

As a player for the regional economy, LISEA's ambition is to invest fully and sustainably in regional development through its patronage activities.

• **LISE DAUCHET,**
Sponsorship manager at LISEA

The Sillon Solidaire endowment fund, fighting exclusion

Jointly managed by LISEA and MESEA, Sillon Solidaire supports projects to combat the social and professional exclusion of people in difficulty, particularly in the fields of economic integration, the fight against illiteracy, inclusive mobility and access to housing. 2018 was devoted to the fight against illiteracy with the launch of a specific request for proposals. The 13 projects funded aim to improve the detection and guidance of the target audiences, and to train volunteers.

“

The Little Bustard, a biodiversity marker of agricultural plains, is back.

FARMER with a 65-ha holding in the commune de Cissé (Vienne).

Source:
Actuenvironnement.com
dated 26/10/2018



223
protected species

THE FOUNDATIONS

LISEA Carbone Foundation

 **89**
projects backed

 **€5M**
of endowment

€2.6M
engaged with project initiators

LISEA Biodiversité Foundation

 **105**
projects backed

 **€5M**
of endowment

€4M
engaged with project initiators

Sillon Solidaire endowment fund

 **170**
projects backed

 **€2M**
engaged with the associations supported

 **200**
sponsor employees collaborating with associations

30
employees

11
women

19
men



“”

Working at LISEA is a great opportunity! We are encouraged to be self-reliant, entrusted with rewarding assignments and can enjoy a pleasant, friendly working environment based on trust. This trust placed by the management in employees, which also exists between the employees themselves, is a pivotal element of our well-being. It promotes empowerment, initiative and makes us want to get up in the morning to go to work.

• **JULIA BRUMELOT,**
Communication officer



“”

What I particularly like about LISEA is the trust shown by the management team in the employees. This translates into greater responsibilities for everyone and a horizontal managerial approach, enabling everyone to feel involved in the company's business. Employees and members of the management team work closely together. For instance, we can use the offices of our chairman and CEO for meetings while they use our workstations.

• **PIERRE COUTURIER,**
Environmental officer

LISEA CERTIFIED GREAT PLACE TO WORK®

IDENTIFIED BY EMPLOYEES, THE VALUES OF PERFORMANCE, KINDNESS AND OPENNESS HAVE GUIDED THE COMPANY'S PROJECT. FOR ITS FIRST PARTICIPATION, LISEA WAS CERTIFIED A "GREAT PLACE TO WORK®" FOR 2018-2019 IN THE CATEGORY OF COMPANIES WITH LESS THAN 50 EMPLOYEES. BASED ON A THOROUGH AND INDEPENDENT ASSESSMENT OF MANAGERIAL PRACTICES AND EMPLOYEES' WORKING CONDITIONS, THIS CERTIFICATION IS BASED ON THREE KEY DIMENSIONS: TRUST, PRIDE AND FRIENDLINESS. IT REWARDS A LONG-TERM COLLABORATIVE APPROACH BY THE COMPANY, WHICH PLACES PARTICIPATORY INNOVATION AND TEAM SPIRIT AT THE HEART OF ITS PRACTICES.



“”

Among the strong points and good practices at LISEA, I particularly like that they encourage us to bike to work. They make a company electric bike available and grant a specific mileage allowance, and also provide equipment and training sessions on safety, strongly encouraging the use of this sustainable mode of transport. I care deeply about the environment and this type of action is exactly what needs to be done.

• **MARION GOURAUD,**
Head of the Environmental Observatory



“”

Our management is really caring, and I see that as one of LISEA's strong points. For instance, employees are regularly asked about the best practices to be adopted and the areas in which the company can improve in order to constantly optimise their working conditions and environment. Many actions and activities are also carried out to strengthen the sense of team spirit within the company. All of this contributes to a particularly pleasant working climate.

• **PATRICIA HELLOT,**
Executive Assistant and HR



“”

We are really lucky to have a very friendly professional environment. There are plenty of opportunities to exchange. We have a superb terrace, ideal for taking lunch breaks together. This environment really helps foster good relations and mutual respect. The quality of recruitment is another of LISEA's strong points. We are a small team where everyone is open, caring and a team player. Our company puts people first.

• **NICOLAS HELAS-OTHENIN,**
Operations officer



“”

LISEA is the result of a business project co-constructed by all its employees as part of a hands-on, caring management approach. The company's human resources and corporate culture are particularly inclusive and participatory, and cross-functional projects aimed at emulating collective intelligence are strongly encouraged by management. Our offices are also designed to foster collaboration and proactive exchanges between teams.

• **PASCAL PAGEOT,**
Accounting officer and HR manager

#COMMITMENT TO HARMONIOUS COEXISTENCE

HORIZON

2019

Improve

the robustness of the line,
in partnership with SNCF Réseau

Support

the opening of the new Thalys service
between Brussels and Bordeaux

Promote

the opening up of the French and
European rail system to competition
through a process of commercial
momentum with future operators

Continue

digital innovation with
LISEApp and SEACLOUD

Initiate

the feasibility study for the creation
of a new high-speed rail link
between London and Bordeaux

Develop

large-scale reporting on the results
of the first review of the SEA HSL
Environmental Observatory

Obtain

validation by the State services of
all the environmental compensatory
measures dossiers submitted

Launch

the 7th request for proposals of
the Sillon Solidaire endowment
fund on the theme of integration
through economic activity and
access to training

Join

the 2019 "Great Place to Work[®]"
ranking, and confirm LISEA's
certification for the period
2019-2020



Find the activity report online at
rapport-activite-lisea-2018.fr



SUD EUROPE ATLANTIQUE HSL CONCESSIONNAIRE

Communication department