



ESSENTIALS

2022_2023





— Editorial

Valérie Vesque-Jeancard, President of VINCI Railways

2022 was a crucial year for VINCI Railways. We celebrated the fifth anniversary of the South Europe Atlantic High-Speed Line (SEA HSL) going into service – a milestone that marks five years of commitment, as demonstrated by the excellent work of our teams and the renewed safety accreditation awarded to the line's concession company, LISEA. It also marks five years of momentum across all of Southwest France; as of 31 December, the SEA HSL has transported over 95 million passengers, benefiting the regions along the route. The line will soon meet the 100 million passenger milestone.

In 2022, after two years marked by the pandemic, we bounced back to 87% of 2019 traffic levels – a recovery that we continue to support through our operational performance, with the line achieving 96% regularity since it went into service. The performances achieved demonstrate the relevance of the public-private partnership model in financing, designing, building, operating and maintaining railway infrastructure. Our teams are also working to further develop future transport services on the line — with SNCF Voyageurs, of course, but also with all other rail companies, both longstanding and new, that wish to contribute to the modal shift to rail. We are therefore continuing to work on our project to build a maintenance workshop for high-speed rolling stock on the outskirts of Bordeaux, which will be crucial to getting other companies involved.

And in terms of the environment, after setting an example at the design-build phase, we have continued to strive to reconcile environmental and operational performance every day since bringing the line into service. For example, MESEA, the company responsible for operation and maintenance on the line, reduced its electricity consumption by almost 7% between 2021 and 2022. MESEA has also begun the electric conversion of its fleet of vehicles, installed 15 charging points at all of its sites, and signed a contract to set up photovoltaic shade structures at car parks at its maintenance bases in collaboration with SunMind, a specialised subsidiary of VINCI Concessions. Meanwhile, the concession company LISEA carried out a study in 2022 to anticipate the potential impact of climate change

on the resilience of its infrastructure. Although this initiative primarily aims to ensure the continuity of our business, it will also enable us to prepare for the new European regulations on non-financial reporting that are set to come.

What I'm taking away from 2022 is the conviction that what we have achieved that year, and every year beforehand, has given us the power to plan an ambitious future. I'm thinking, of course, of the announcement in late February of a national plan for the future of French transport, under which €100 billion will be invested in the railway sector.

As a committed, effective and innovative player, VINCI Railways aims to support this ambition by working with the state, regional authorities and the European Union. We are ready. ●

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VINCI Railways in figures

VINCI Railways consolidated its positive pathway in 2022 with traffic that continued to grow on the SEA HSL, supported by solid operational performance. VINCI Railways is committed to the environmental transition, launching new initiatives in 2022 to cut its carbon emissions and more than ever positioning itself as a long-term regional partner.

€324 M
in revenue under management

€43 M
in consolidated revenue

22 YEARS
managing the first bus rapid transit (BRT) system in Martinique

302 KM
of high-speed rail covered by a 50 year concession contract

Over
16,000 KM
of track covered by the GSM Rail network (i.e., 80% of all French rail traffic)

1st
The South Europe Atlantic High-Speed Line (SEA HSL) is the first public-private partnership in railway construction and the first high-speed railway concession in France

Operational performance

96.5%
regularity on the SEA HSL in 2022

99.9984%
availability rate on critical sites for Synerail, operator of the GSM-Rail network

Responsible employment

246
employees with complimentary areas of expertise (all subsidiaries included)

11,500 HOURS
of training given by MESEA Académie

The pathway to progress

2017
9.7 M
passengers

2018
2nd
busiest HSL in France

2019
Over
50 M
passengers on the SEA HSL

2021
90%
of traffic levels in the second half of 2019 recovered in the second half of 2021

2022
95 M
passengers on the SEA HSL at 31/12/2022 since it went into service

Environmental commitments

0
pesticides used to manage vegetation on the SEA HSL since 2021

25%
LISEA's GHG emission reduction target (33% for MESEA operations)

€10.8 M
of investments made by LISEA and MESEA for the environment and inclusion since 2012, supporting almost 400 local projects

100%
of GHG emissions from construction offset in 2029 in the form of emissions avoided through the modal shift generated by the SEA HSL

An integrated model at the heart of rail transport

VINCI Railways is a subsidiary of VINCI Concessions that designs, finances, builds, operates and maintains rail and urban transport infrastructure. Its integrated model is pioneering in the railway industry, harnessing cutting-edge expertise across the entire value chain.

An integrated model

In France, VINCI Railways operates the SEA HSL, the country's second busiest high-speed line, as well as the GSM Rail telecoms network and part of the infrastructure for the reserved lane public transport system in Martinique, linking Fort-de-France to the town of Lamentin. VINCI Railways' expertise covers every step of its projects. ●



Unique projects, diverse expertise

VINCI Railways' teams are able to take part in varied projects of all sizes, from local networks like the reserved lane public transport system to more complex and large-scale initiatives like the SEA HSL. They aim to satisfy mobility needs in both urban and rural areas through conventional railway lines, high-speed lines, metro systems, tramways, bus rapid transit systems, stations and more. The teams know how to adapt to the requirements of all projects everywhere and come up with bespoke solutions. ●

An open and daring partner

VINCI Railways plays a central role in bringing about new transformations. In a sector undergoing constant change, particularly in France with the arrival of new players and numerous regeneration projects on small local lines, VINCI Railways is bidding on multiple projects and establishing optimal partnerships with the rest of the railway industry – engineering consultants, specialists, railway operators, etc. – in order to carry them out. ●



A driver of regional growth

Railway infrastructure operated by VINCI Railways brings about economic and social momentum for regions.

Creating momentum for regions

The SEA HSL became the second-busiest high-speed line in France very soon after going into service. It has generated positive momentum for the regions along the line since 2017 and significantly contributed to the development of Bordeaux, which was named the third most attractive major city in France by the Arthur Loyd ranking in 2021 and 2022. ●

95 MILLION
passengers transported since 2017

1 HOUR 7 MIN
saved on average travelling to destinations south of Bordeaux since the line went into service

47%
increase in traffic to Bordeaux Saint-Jean between 2015 and 2019

9%
increase in capacity on high-speed trains to Southwest France in 2023



Committing to local stakeholders

Various organisations focusing on doing good in society have been set up by LISEA and MESEA since the line was built, such as the Carbon and Biodiversity foundations and the Sillon Solidaire charitable fund, which made way for the SEA investment fund for the regional transition in 2021. A total of €11 million has been put into 400 local projects since 2012. With a budget of €3 million for 2021-2026, the SEA investment fund is extending this commitment. The first calls for tender launched in 2021 and 2022 and have led to support for 25 projects working to promote sustainable agriculture and construction in the six departments that the line crosses. In 2022, €1 million was allocated to sustainable construction and integration through work. ●

Supporting growing transport services

Ensuring maintenance capacity for rolling stock is crucial to the new railway companies that are looking to launch in France, particularly as part of freely organised transport services (known as *services librement organisés* or SLO). LISEA is therefore working on a project to build a maintenance workshop for high-speed rolling stock on the outskirts of Bordeaux, which would create around 100 direct jobs locally and the same number of indirect jobs. ●



A guarantee of performance and reliability

The quality of operation and maintenance services provided by VINCI Railways teams builds its customers' trust.



Renewed safety accreditation

In March 2022, French railway safety body, Établissement Public de Sécurité Ferroviaire (EPSF), renewed LISEA's safety accreditation. This confirmed the company's ability to achieve regulatory safety objectives and control the risks of managing and operating the South Europe Atlantic HSL until March 2027. ●

96.5%

regularity on the SEA HSL in 2022, or 99% when excluding incidents that cannot be attributed to the maintenance company

99.9984%

availability rate of Synerail critical sites

Triple certification for MESEA

MESEA obtained triple certification for the operation and maintenance of the South Europe Atlantic HSL: ISO 9001 (quality management), ISO 14001 (environmental management) and ISO 45001 (occupational health and safety). This came as recognition of its operational performance and culture of excellence, and a gauge of trust for railway operators that want to offer a new transport service on this route. ●



The GSM-Rail network continues to grow

In 2023, the GSM-Rail network – operated and maintained by Synerail, a VINCI Railways subsidiary – will be extended once more by an additional 398 km. This telecommunications network is key to the safety of railway traffic, focusing on satisfying staff needs and enabling ground-train connections. ●

At the cutting-edge of maintenance technology

VINCI Railways is heavily investing in technological innovations, particularly digital, in order to support its operational performance.

Innovation at the heart of processes

VINCI Railways harnesses innovation to enhance performance, whether by transforming equipment or maintenance methods. MESEA updates its longstanding tools by incorporating new features. It has, for example, upgraded its DRING wagon, a tow vehicle for inspecting track geometry that now includes a 2D LiDAR sensor, which can be used to take measurements when the train is travelling at 60 km per hour for a minimum cost, while saving previous measurements. This approach to innovation has also been illustrated by the SEACloud platform created in collaboration with LISEA, which is based on a large network of sensors collecting data related to the state of the track and artificial intelligence. And after enabling teams to monitor the state of the infrastructure extremely closely and optimise track geometry, in 2023 SEACloud will also ensure that teams can monitor the insulation of electrical circuits for signage systems. The aim is to better detect weak points and improve performance and safety at the facilities. ●



98%

reliability in forecasts of changes to track geometry over 18 months using SEACloud

Environmental management that leads the way

VINCI Concessions has set ambitious environmental targets that VINCI Railways is applying in its operations.

Special focus on biodiversity

With 223 species protected as part of environmental measures and ecological monitoring in the six departments along the line, along with offsetting measures in place across 3,800 hectares of land in order to achieve zero net loss of biodiversity, the SEA HSL is a unique project. LISEA is responsible for the management and monitoring of offsetting measures and made its actions even more transparent in 2021 by implementing CompenSEA. This app enables government and nature conservation agencies to monitor the management and effectiveness of environmental offsetting measures by sharing data about the environment, land and cartography of each site. Results will be published in 2023 as part of the “Bianco” environmental review. MESEA has also committed to using zero pesticides for plant control along the line, as well as environmentally friendly grazing strategies on almost 53 hectares of land. ●





Shifting towards energy saving and carbon emissions reduction

In line with the Group's environmental policy, MESEA is striving to reduce the direct carbon footprint of its business. After having reduced its set-point temperatures and timers for heating and air conditioning, the company converted its lighting to LED at all facilities and structures. This reduced MESEA's electricity consumption by almost 7% between 2021 and 2022. MESEA has also upgraded its fleet of vehicles by converting to electric or hybrid options and installing 15 charging stations (i.e., 30 charging points) at all its sites. The company also called on SunMind, a specialised subsidiary of VINCI Concessions, to install and manage a number of photovoltaic plants (on car park canopies and shade structures). The energy they generate will be injected into the network. These facilities, which will be rolled out at the Villognon (Charente), Clérac (Charente-Maritime) and Nouâtre (Indre-et-Loire) sites, will supply clean electricity to three departments. It's a major project, as the facilities represent a total power capacity of 4.7 MWp, generating 5,500 MWh per year – the equivalent of the annual electricity consumption of a town of 2,500 people. ●



Resilience: understanding in order to adapt

LISEA managed a study on the resilience of the SEA HSL from September 2021 to July 2022. The aim of the study was to better understand the impact of climate change on the route and identify areas of physical and functional vulnerability, in order to draw up an adaptation plan. ●

8%

reduction by MESEA of its GHG emissions between 2020 and 2022 (Scopes 1 and 2)

4.7 MWp

maximum electricity generation from photovoltaics that will soon be installed at MESEA sites with the help of SunMind

30

electric charging points at all MESEA sites

An active role in developing the railway industry

By recruiting diverse profiles and training new generations, VINCI Railways' commitments are resolutely focused on the future.

At the heart of an ecosystem of railway excellence

Alongside the Nouvelle-Aquitaine region and SNCF, LISEA is one of the ten founding members of Ferrocampus, an association that works to meet the training, research and trial needs of the railway sector, along with other major industry players and regional universities. ●



Training from MESEA Académie in railway maintenance and operation

Set up in 2019 to give MESEA teams training in HSL maintenance and railway safety, MESEA Académie – certified by French railway safety body, Établissement Public de Sécurité Ferroviaire (EPSF) – provided 11,500 hours of training in 2022. ●

11,500
hours of training provided
by MESEA Académie in 2022


Awareness raising and education on the role of women in railway mobility professions

In partnership with the Elles bougent association, MESEA took action in 2022 by welcoming 24 female high school students at its site in Villognon for a half-day of discussions with our female employees. MESEA also took part in the ELLES job fair in Angoulême, an event created to help women looking for work, and invited local employment organisations to present opportunities in railway careers. ●



Rail and urban transport concessions

Structures	Network concessions	Countries	Stake held	End of contract
RAIL INFRASTRUCTURE				
GSM-Rail	Radio communication system on over 16,000 km of railway lines	France	70%	2025
SEA HSL	High-speed rail line between Tours and Bordeaux (302 km)	France	33.4%	2061
URBAN TRANSPORT INFRASTRUCTURE				
Reserved lane public transport system in Martinique (Cairabus)	Bus rapid transit (BRT) system (14 km)	France	100%	2035

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