

Essentials

2021
2022



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EDITORIAL

Valérie Vesque-Jeancard

President of VINCI Railways

Our teams carried out yet more amazing work in 2021. They demonstrated great professionalism, continuing to withstand the ongoing health crisis and assuring the continuity of our public services. Thanks to them, as well as our regional partners, we can now focus on the long-term return of mobility, contribute to the economic recovery, and pursue our action plan for the environmental transition. 2021 confirmed the key role of rail in Europe. We became aware of the utility of trains like never before from an environmental, economic and social standpoint. The European Commission's ambitious targets prove that – it aims to double rail passenger traffic by 2030 and freight transport by 2050. Achieving those targets presents an immense challenge from both a financial and operational point of view. At VINCI Railways, we truly believe that the key to accomplishing this feat rests on an alliance of public and private interests. This is particularly true in France, where rail passenger transport is starting to open up to competition and regions are calling on alternative infrastructure managers to get involved in projects to regenerate small local lines. In France, Europe and the rest of the world, we harness our cutting-edge technical skills, expertise in programme management and operations and our financing capacity to help public authorities rise to their grand ambitions for rail. At a time when cities are home to ever-expanding populations, we help them meet their growing needs for urban



“Solutions that contribute to French and European railway ambitions.”

transport (such as metro networks, tramways and reserved lane public transport systems) and work towards the environmental transition. We continue to focus on VINCI Concessions' commitments and will continue to bring about the positive mobility sought after by regions and communities.

Key figures

€285 M

in revenue under management

22 years

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

1st

public-private partnership in railway construction and 1st high-speed line concession in France, the SEA HSL⁽¹⁾

Operational performance

95.5%

regularity on the SEA HSL in 2021

99.9995%

availability rate of Synerail critical sites

€41 M

in consolidated revenue

Over 16,000 km

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

Over 60 M

passengers on the SEA HSL between its commissioning in 2017 and late 2021

Environmental commitments

€3 M

invested by the SEA investment fund for the regional transition between 2021 and 2026

0

glyphosate used to manage vegetation on the SEA HSL

100%

of emissions generated by the construction of the SEA HSL will be completely offset in 2029 by way of modal shift

302 km

of HSL covered by a 50 year concession contract

Responsible employment

243

employees with complimentary areas of expertise (all subsidiaries included)

13,887 hours

of training given by MESEA Académie

(1)South Europe Atlantic High-Speed Rail Line.

An integrated model covering all railway *expertise*

A subsidiary of VINCI Concessions, VINCI Railways designs, finances, builds, operates and maintains rail and urban transport infrastructure, harnessing its pioneering integrated model and cutting-edge expertise to help regions at every step of the value chain.

Serving regions

After managing the construction of the South Europe Atlantic High-Speed Rail Line (SEA HSL), carried out by the VINCI Group, VINCI Railways now operates the second busiest high-speed rail line in France through its subsidiaries: concession company LISEA and operations and maintenance specialist MESEA. What's more, having designed, financed and implemented the GSM-Rail (GSM-R) telecommunications system, VINCI Railways is now responsible for its operation through the Synerail subsidiary. This infrastructure covers over 16,000 km of track across France and is crucial as it ensures the safety of 80% of all national rail traffic. Lastly, through the Caraibus subsidiary, VINCI Railways has, since 2015, managed part of the infrastructure for the reserved lane public transport system in Martinique: a 14-km bus rapid transit route between Fort-de-France and the town of Lamentin. This diversified portfolio, built by combining the skills of VINCI Concessions with those of other companies in the VINCI Group that specialise in the rail sector, demonstrates the benefits of our integrated model.

We aim to provide every region, whether urban or rural, with the most suitable and effective solutions for its mobility needs – whether that

be a conventional railway line, a high-speed line, a metro system, a tramway, a bus rapid transit system, a station, or something else. We carry out financing, design and construction, as well as operation and maintenance. Our position as a leading asset manager enables us to offer the highest levels of performance for the benefit of travellers and regions alike.

51%

subsidised, compared with 70%-100% for other high-speed lines. The concession-based model of the SEA HSL has therefore proven itself by enabling public authorities to reduce their level of investment

1 month

earlier than the contractual delivery date. Thanks to our integrated model, we were able to deliver the SEA HSL to a shorter deadline



Supporting the rise of rail

This integrated model, along with our diverse array of expertise, empowers us to provide the perfect solution to Europe's rail development needs. In order to ensure the post-Covid recovery of the economy and trade and combat climate change, governments and local authorities everywhere are demonstrating their ambition to reinforce the modal share and competitiveness of trains for passenger and freight transport over both short and long distances. VINCI Railways is helping them achieve that ambition now, while taking action to prepare for the future. On the SEA HSL, for example, we are working to facilitate the arrival of new operators.

That approach is partly made possible by way of the route's capacity to meet high demand for mobility in southwest France. VINCI Railways anticipated that demand by supporting LISEA's project to provide rail operators with a maintenance centre for rolling stock, which is fundamental to their operations. What's more, to meet local mobility requirements, VINCI Railways intends to offer the most adapted solutions for regeneration projects on small local lines. These projects are crucial for local communities and employment.

132

daily slots available on the SEA HSL (70-80 currently used)

A guarantee of performance and safety in rail traffic

Quartered

lost-time workplace accident frequency rate at MESEA since 2017 thanks to the "Tous préventeurs" (all for prevention) programme

99.73%

of GSM-R sites with downtime below the contractual annual limit



Whether reinforcing railway telecommunications or managing the infrastructure upon which the trains travel at 320 km per hour, VINCI Railways always meets the highest standards in terms of safety, regularity, reliability and comfort. That expertise was recognised in December 2021 when MESEA, our subsidiary responsible for maintenance of the SEA HSL, obtained threefold certification for quality (ISO 9001), the environment (ISO 14001) and health and safety (ISO 45001). Our Synerail subsidiary also strives for operational excellence and has guaranteed safety in French rail traffic for over a decade, with astonishing availability and reliability rates on the GSM-R network. Building on the success of this project and the advanced expertise of the VINCI Group, VINCI Railways stands ready to help public authorities tackle other future technical challenges in relation to the national rail network, whether deploying a centralised traffic control system or the European Rail Traffic Management System (ERTMS).



Cutting-edge operations and maintenance technology

Our operational performance is powered by our constant investment in technological innovation. From the MESEA maintenance centre in Villognon in Charente in western France, one of VINCI Concessions' centres of excellence for innovation, VINCI Railways has developed cutting-edge methods and equipment – such as BROOM rail line inspection cars, or the TIME app, launched in 2020, which enables real-time reporting of incidents on the line. TIME was recently enhanced with the addition of new features, such as weather forecasting for strategic sites and data sharing with 4G-connected railway equipment.

What's more, LISEA and MESEA have harnessed artificial intelligence for predictive maintenance by developing the SEACloud data platform, which forecasts changes to track geometry with a 97% reliability rate. Operational staff use this tool on a daily basis; it offers 300 GB of reliable data, which can then be used in 13 applications.

97%

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

Almost 10

incidents avoided in 2021 thanks to SEACloud – i.e., almost 30 train journeys maintained, or 350 minutes of disruption avoided

A catalyst for regional *development*

As a private operator of public-facing infrastructure, VINCI Railways is responsible for using these structures to boost the appeal and development of the regions they serve. This applies for example to the SEA HSL which, after four years of service, has become the second busiest railway line in France and a vital route to the Nouvelle-Aquitaine region in southwest France. Enabling people to travel between Paris and Bordeaux in just two hours, the opening of the line created positive momentum in the departments it covers – and VINCI Railways intends to continue developing that momentum by fully harnessing the route's capacity. The impact of this connection can be seen in the strengthened reach of Bordeaux, which in 2021 was ranked as the third most appealing city in France for the very first time. Despite the pandemic, the route reached the milestone of transporting 60 million passengers in 2021 and is now contributing to the local recovery, with traffic already back to 80% of 2019 levels. Meanwhile, in Martinique, VINCI Railways continues to meet the needs of the Fort-de-France area through its Caraibus subsidiary by carrying out upkeep and maintenance on the reserved lane public transport system. This piece of infrastructure is now deeply rooted in local travel patterns and has eased traffic on roads around the economic centre of Martinique, while continuing to help unlock access to other towns throughout the island.



30%

of revenue from operation and maintenance subcontracted by Caraibus to SMEs and local professionals, exceeding the contractual target of 20%

€121,000

invested by the SEA investment fund for the regional transition in projects promoting professional integration in 2021 (out of a total of €500,000 allocated)



Preparation for the future of *rail transport*

LISEA is contributing to developing the sector and promoting railway excellence as part of the Ferrocampus association, working alongside the Nouvelle-Aquitaine regional council and French rail operator SNCF. By building a regional railway industry, the initiative aims to assist with the emergence of suitable training in the new professions and technology associated with rail systems. MESEA has also risen to the challenge with its own training centre, MESEA Académie, which aims to ensure MESEA employees continue to maintain and develop their skills. The company,

which is responsible for maintaining the SEA HSL, is also working to promote railway professions. The MESEA maintenance base in Villognon therefore hosted a visit by 14-15 year old students in November 2021 as part of a partnership with the Academy of Poitiers. Classes took place at the company with lessons linked to MESEA activities, visits to its departments and worksites, and careers discussions held with the teams. The aim of the programme is to ensure the long-term future of our expertise by encouraging the next generation to get into the profession.

An *environmental* example in all our operations

At all its infrastructure, VINCI Railways strives for the ambitious objectives of VINCI Concessions to protect natural habitats, harness the circular economy to optimise resources, and reduce the carbon footprint. On the SEA HSL, LISEA launched CompenSEA, an app that 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 the 3,800 hectares covered. Moreover, in early 2021, LISEA and MESEA set up the new SEA investment fund for the regional transition – an endowment fund with a €3 million budget for the 2021-2026 period to support local projects focusing on the environmental transition as well as social and professional integration. Following an initial call for expressions of interest titled “Supporting sustainable local agriculture” in April 2021, 15 projects were selected – led by farmers, organisations helping people get back into work, professional agricultural networks, companies and educational establishments. The ISO 14001 certification awarded to MESEA in December 2021 demonstrates what the teams have achieved in environmental terms, such as the

eradication of glyphosate in plant control along the high-speed line and the gradual electric conversion of the fleet of service vehicles, along with the installation of charging points at all maintenance bases. VINCI Railways intends to maintain that commitment in projects to regenerate, modernise and develop rail and urban transport infrastructure, with the aim of obtaining ISO 14001 certification for each location. The company plans to achieve that ambitious goal by deploying virtuous methods not only at design and construction, such as through ecodesign for infrastructure or the reuse of materials, but also during operations and maintenance – via energy efficiency, use of solar power, pesticide-free plant control, low-carbon mobility, intermodal travel and more.

223

species protected by environmental measures and monitoring in the 6 departments that the SEA HSL passes through

395

projects supported by the different funds provided by LISEA and MESEA since 2012

500

on-the-ground stakeholders (such as conservation associations and farmers) involved with LISEA's environmental initiatives



Hydrogen powered trains, the future of railways

€15 bn

endowment in the world's largest investment fund for clean hydrogen, launched in 2021 by VINCI, TotalEnergies and Air Liquide

VINCI Concessions is breaking new ground by investing in green hydrogen, a decisive source of energy that will, over time, take carbon out of mobility as well as all of our operations. With hydrogen representing a virtuous alternative to non-electrified sections of French and European networks, VINCI Railways is pursuing a twofold strategy. Firstly, by working with local authorities and industrial partners to prepare for the future roll-out of production and distribution of low-carbon hydrogen at strategic sites for the network and the needs of local stakeholders, with a view to facilitate the sharing of resources. And secondly, by developing VINCI Railways' capacity to produce renewable energy on land belonging to its infrastructure – particularly photovoltaic, which is crucial for the production of green hydrogen.

Rail and urban transport concessions

| Structures | Network concessions | Countries | Stake held | End of contract |
|--|--|-----------|------------|-----------------|
| RAIL INFRASTRUCTURE | | | | |
| GSM-Rail | Radio communication system for 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 (BRT) (Caraibus) | Bus rapid transit (BRT) system in Martinique | France | 100% | 2035 |

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All photos of people not wearing masks were taken prior to the Covid-19 pandemic.



VINCI Concessions
L'Archipel
1973, Bd de la Défense
92757 Nanterre - France

www.vinci-concessions.com

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