



## Nimes and Montpellier bypass

Réseau Ferré de France signs public-private partnership contract with Oc'Via for the construction of France's first mixed freight/passenger high speed line

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# Contents

## NIMES AND MONTPELLIER RAILWAY BYPASS

### Key project figures

#### A “mixed traffic” high-speed line for better quality rail services

- Shorter journey times courtesy of higher speeds
- Improved quality regional services
- More capacity for freight traffic
- A railway project with a European dimension

#### Two new stations for better urban and regional intercity connections

- Montpellier Odysseum
- Nimes Manduel-Redessan

#### Major worksite masterminded by a group of complementary and experienced enterprises

- Worksite characteristics
- The main challenges
- A group of complementary and experienced enterprises

## A RAILWAY PROJECT WITH MAJOR LOCAL IMPLICATIONS

### Economic spin-offs

- Job creation on site
- Work for SME and self-employed contractors
- "Social" clauses
- Contributing, once completed, to boosting the attractions of the region
  - Territorial planning and lifestyles
  - Freight, ports and rail/sea complementarity
  - Service industries and tourism

### An environmentally-friendly project

- Modal shift from road and air to rail
- Environmental protection and damage mitigation
  - Creation of an Environment Observatory
  - Preserving protected indigenous species
  - Green and blue swathes
- Noise: general improvement and compliance with noise thresholds over the full length of the line
- Water
- Archaeological digs: investigations already in progress
- Land acquisition

## PROJECT FUNDING

Decision to opt for a public-private partnership

Respective responsibilities of the partners on signature of the contract

- Responsibilities of the private partner
- Responsibilities of RFF

Funding method for the Nimes and Montpellier bypass

- Public funding for the overall project
- Funds put up by the holder of the public-private partnership contract

Funding distribution for the Nimes and Montpellier bypass

Financial contributions of the partners

## PROJECT TIMELINES

Background to the PPP contract

Next stages

## OC'VIA, A GROUP OF COMPLEMENTARY COMPANIES

Bouygues Construction

Colas

Spie batignolles

Alstom Transport

FIDEPPP

Meridiam

## OTHER RAILWAY PROJECTS IN LANGUEDOC-ROUSSILLON

Other railway projects complementary to the Nimes and Montpellier bypass:

- The Montpellier-Perpignan new line
- Network modernisation in Languedoc-Roussillon

NIMES AND MONTPELLIER RAILWAY BYPASS: 4th high-speed line (HSL)  
launched by RFF

East European HSL - phase two

South-Europe – Atlantic high-speed line

Brittany – Loire Valley high-speed line

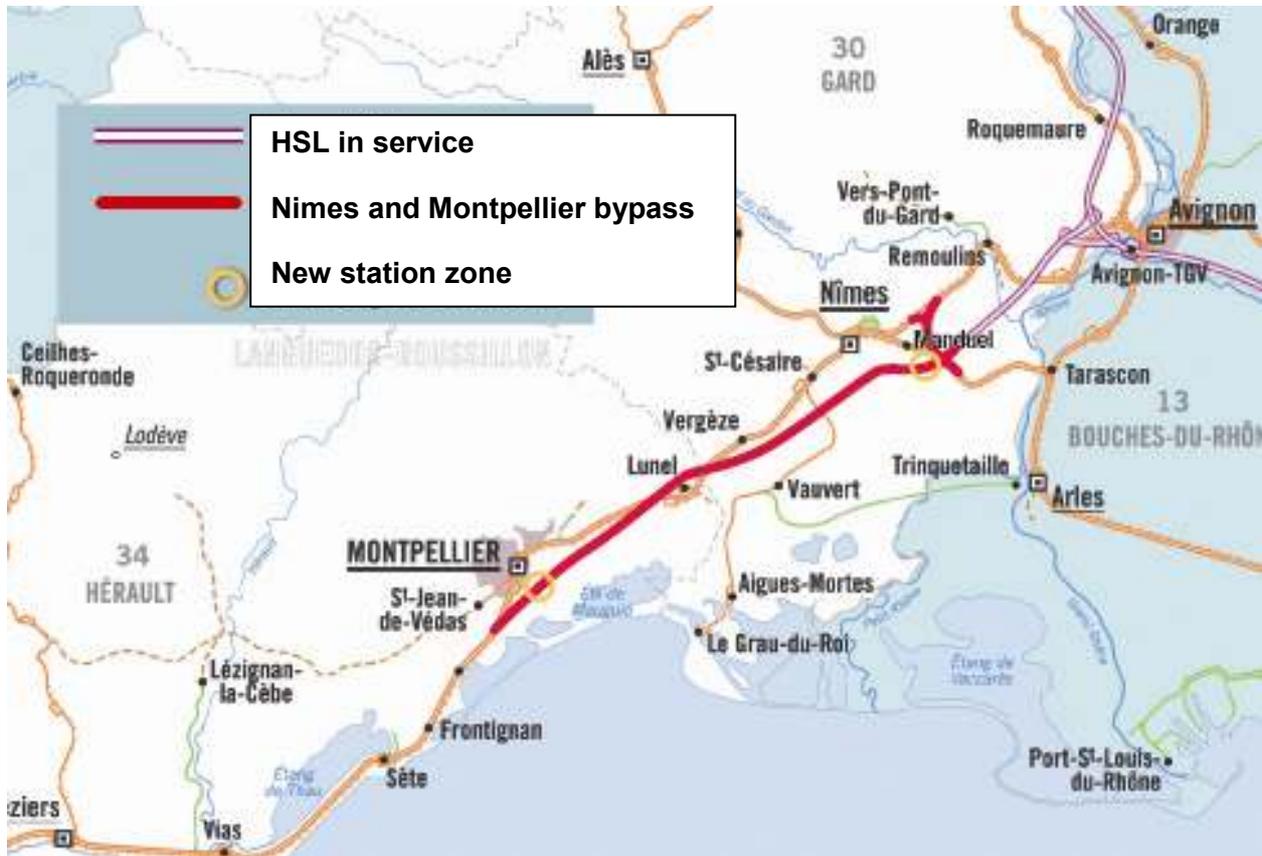
# Nimes and Montpellier railway bypass

## Key project figures

- 80 km of new “mixed” passenger-freight line, comprising:
  - 60 km of hybrid high-speed line between Manduel (to the east of Nimes) and Lattes (to the west of Montpellier), making a total of 750 km of high-speed line between Paris and Montpellier;
  - 10 km of link line on the right bank of the Rhone;
  - 10 km of crossovers between Lattes and Manduel.
- Two new stations:
  - For Nimes, at Manduel-Redessan.
  - For Montpellier, in the Odysseum district.
- Revenue speeds of high-speed trains: 300km/h (ultimately)
- Freight train speeds: from 100 to 120 km/h
- Capacity for 30% more regional trains (TER) on the conventional line
- Montpellier-Paris in under 3 hours
- 3,000 trucks less on the roads each day
- More than one billion euros in economic spin-offs for the Region
- Around 6,000 jobs per year (direct and indirect) (PPP and line modernisation) over the five-year construction period.

## A “mixed” high-speed line to boost rail service quality

Designed to cater to both passenger and freight trains, the new Nimes and Montpellier bypass will be the first so-called “mixed” high-speed rail line. The line is in keeping with the targets set at the Grenelle Environment Forum, which include the launch of 2,000 km of high-speed line by 2020.



Map of the Nimes and Montpellier bypass

### Shorter trip times courtesy of high-speed rail

Plans for a railway bypass have been designed to **make high-speed rail passenger services more attractive** at the 2017 time horizon for those travelling to the South of France and on towards Spain or on the Nice-Bordeaux corridor.

The new line will be the fourth high-speed section to the South of France following the 389 km Paris-Lyon line commissioned in two stages (1981 and 1983), the 115 km Lyon bypass (1994) and the 221 km Mediterranean high-speed line (2001).

This new high-speed link will be over 60 km in length and, with trains worked at 300 km/h, will slash more than 20 minutes off trip times to give:

- Montpellier – Paris in under 3 hours;
- Montpellier - Lille in under 4 ½ hours;

- Montpellier – Lyon in under 1 ½ hours;
- Montpellier – Marseille in less than 1 hour 10 min.

### Better quality regional services

Regional development will be fostered by the new line, which will release a substantial number of train paths on the conventional network previously reserved for high-speed or freight trains and enable significantly more regional trains to be worked in Languedoc-Roussillon. Today 230 freight and passenger trains are operated daily over an existing line now close to saturation point.

**By building the Nimes and Montpellier bypass, capacity will become available for an extra 30% of TER services on the conventional line.**

The new line will create additional train paths for high-speed and freight trains, taking the pressure off the existing line, now used to full capacity, and bringing a general increase in punctuality, irrespective of the type of train. Regional development stands to gain from the extra TER trains that will, in future, serve the Languedoc-Roussillon region. The target of the Languedoc-Roussillon Regional Council is to offer one regional train every 15 to 20 minutes at daily peak times.

### More freight train capacity

When the bypass is opened to traffic, the rail network will have a duplicate line and transit freight trains will be able to transfer to the new route. The bypass itself will offer sufficient high-quality train paths to handle the extra traffic created by a further modal shift from road to rail.

For freight, the aim of the new line is to facilitate **the development of the European freight corridor** between Spain, Italy, the North and East of Europe.

The Languedoc-Roussillon region is one of the main points of transit for freight en route between North and South. In all, 164 million tonnes of freight are shipped through the region, the vast majority of which goes by road (92.5 %). Freight traffic through the Pyrenees has doubled in volume in less than 10 years. The number of trucks passing through Le Perthus (Spanish border) has gone up fivefold in 20 years to top the three million mark.

## A railway project with a European dimension

As the natural extension to the Mediterranean high-speed line, the rail bypass round Nimes and Montpellier will bridge the gap with the proposed new mixed high-speed line between Montpellier and Perpignan.

This new link will form part of the European high-speed network, offering a point of access to the Spanish network via the Perpignan-Figueras line placed in service under concession at the end of 2010 and, more generally, to the Barcelona-Genoa corridor.

The new line, which will also cater to freight traffic, will boost capacity on the European railway corridor between Spain – Lyon – Ljubljana – Budapest (Corridor D).

Corridor development is part of efforts to promote the notion of a European rail freight network where freight will have priority and where traffic movements will be more reliable and efficient in terms of trip times, reliability and capacity.

One of the flagship measures will be the roll-out of the European Rail Traffic Management System, ERTMS, a European signalling system poised to replace the many different systems currently in use across the continent, and a key system integration factor.

The new Nimes and Montpellier bypass will be equipped with this latest technology.

The project will smooth the flow of both freight and passenger traffic, enhance punctuality and offer faster national and European travel, especially for traffic towards Spain and Italy but also with countries in the North of Europe.

## Two new stations for better urban and regional intercity connections

In Nimes and Montpellier, the local stakeholders have come out in favour of creating two new stations on the new bypass line.

### Montpellier Odysseum station

When the line bypassing Nimes and Montpellier is placed in service, it will include a new station serving the region in and around Montpellier. The station at Odysseum will be a multimodal interchange hub offering a plethora of new urban and inter-city connections to and from the various parts of the town. The land required for the new station has already been earmarked in the urban planning documents. The various studies and consultation procedures necessary for its construction are in progress in association with local stakeholders.

This new urban interchange point should spawn a range of associated economic activities:

- development of retail outlets;
- creation of a business park around the new station.

This railway project is, in fact, part of the bigger “Avenue de la Mer” eco-city project and the developments proposed will be environmentally-friendly and based on the use of renewable energies.



Plans for Montpellier Odysseum station

## Nîmes Manduel-Redessan station

A new station is to be built in the Nîmes urban area between now and the year 2020 on land straddling the boroughs of Manduel and Redessan. RFF has already embarked on the necessary studies in close cooperation with local partners.

Nîmes Métropole is working on an urban development project, part of which will be the new interchange hub.



Plans for Nîmes Manduel-Redessan station

## A group of complementary and experienced enterprises

### Worksite features

The project includes a major earthworks phase, with 5 million m<sup>3</sup> of materials being excavated, 8.5 million m<sup>3</sup> of embankments built, and 3.5 million m<sup>3</sup> recovered near the site to curb environmental impact.

In addition to precautionary measures to be put in place to preserve possibilities for the two future stations described above, the group will be building a number of standard engineering structures:

- 145 regular bridges;
- 7 viaducts;
- 1 covered cutting under a railway junction in Manduel.

In all, the project will comprise one engineering structure every 450 metres, all designed in association with architect Alain Spielmann and landscape artist Daniel Laroche.

Oc'via will also be responsible for building an electrical power sub-station to the South-West of Montpellier (La Castelle) and a cycle track 30 kilometres in length alongside the railway line, in the Gard *département*.

## The main challenges

Oc'via has been commissioned to construct a hybrid railway system able to cater to both freight trains worked at 120 km/h and passenger trains capable of running first at 220 km/h and later at 300 km/h. Gradients on the line must therefore be kept within reasonable limits to allow for freight train movements. The line is also expected to be heavily trafficked.

The signalling system must also be able to cope with the two different types of traffic and with speeds of 300 km/h on the high-speed line.

The worksite will be located in an area with a large number of Mediterranean flood plains. The majority of the line will have to be built on embankments to ensure that the track is consistently at least 1.5 metres above water level. Managing water flow aspects will be vital, since the line must not be allowed to constitute a barrier nor enable water pockets to form.

The site will also be very close to the route of the new motorway bypass round Montpellier, where work will be in progress at the same time. Since the two sites will run side by side over 6 kilometres, work will need to be coordinated between the two construction companies.

## A group of complementary and experienced enterprises

Oc'via is a group made up of companies specialising in all the different aspects of railway line development: earthworks, civil engineering, signalling, etc. associated with a number of major financial investors (see presentation of the group on page 24).

Group members are all recognised for their rail sector experience, with numerous references in France and abroad.

Project management includes Systra, Setec and SGTE, all leading engineering consultants that form part of the construction group.

## A railway project with major local implications

### Economic spin-offs of the project

### A construction site conducive to job creation

The various jobs involved in the different stages of constructing a new railway line offer a welcome boost to any local economy.

The site will be operational over a period of five years, in which time it will directly and indirectly create an average of around 6,000 jobs per year (PPP and line modernisation):

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

The proportion of jobs on the site earmarked for the chronic unemployed (long-term or young first-time jobseekers, etc.) represents around 7% of the total workforce that will be needed to complete the requisite works.

## SME and self-employed contractors

A substantial proportion of work will be conducted by SME and self-employed contractors. These will represent in the region of 20% for the PPP contract, i.e. around €300 million worth of business contracted out to SME.

## "Social" clauses

Réseau Ferré de France has added an extra social clause to the PPP contract whereby the companies working on the project have to earmark 7% of all working hours for people living on the economic borderline: those on minimum benefits, the chronic unemployed, jobseekers of over 50 years of age or young people with no formal training.

## Contributing, once completed, to boosting the region's attractions

The area crossed by the new line will enjoy economic spin-offs worth over one billion euros. Sectors such as logistics, transport, tourism and leisure will be the principal beneficiaries.

### - Territorial planning and living conditions

By improving transport and service standards, the Nimes and Montpellier bypass will have a positive effect on the everyday lives of local residents, commuters in particular, who will have access to more frequent TER services between Nimes and Montpellier (up by approx. 30%): shorter trip times between home and work through a wider choice of trains, and shorter waiting times between successive trains.

More generally, the bypass will be the opportunity better to coordinate the schedules of all the various public transport modes (trains, buses, trams, coaches).

It will also contribute towards increasing ridership on TGV trains between the Greater Paris area, Montpellier and the southern part of the region.

People working in conurbations such as Lyon or Paris will be able to acquire property in the region for its lifestyle advantages and split their time between two places of residence.

### - Freight, ports and complementarity between rail and sea

Spin-offs are expected to extend way beyond just the Languedoc-Roussillon region, since the project is both an essential feature of trans-European links between the Iberian Peninsula and the rest of Europe and a key section of Corridor D.

The main freight transit ports in Languedoc-Roussillon (Sète, Port-la-Nouvelle and Port-Vendres) that are rail-linked will be able to make use of the new capacity released by the project.

The Port of Barcelona will derive maximum benefit from the line, once the bypass around Nimes and Montpellier has been built. The capacity generated by the new line can be used to handle the extra traffic to be expected from the opening of the Perpignan-Figueras section and the forthcoming commissioning of the Barcelona-Figueras line directly connecting the port of Barcelona with the French and European networks.

The line will therefore be an excellent opportunity for logistics companies to develop their business.

Companies offering full trainload, wagonload, container or swap body shipment services will be particularly well placed to take advantage of the new infrastructure. Multimodal hubs and firms already working with the rail mode will be especially favoured. Logistics operators in general have everything to gain, directly or indirectly, from regional enhancement of rail's competitive edge.

### - Service industries and tourism

For the service sector and for the tourist industry, the greater accessibility afforded by the Mediterranean high-speed line will be further enhanced by the creation of the Nimes and Montpellier bypass, which will, for example, boost efforts to develop upmarket tourism or short and medium off-season breaks.

Extra TER services should also encourage local residents to choose the rail option for their leisure and cultural activities and prove a boon for business travellers.

## **An environmentally-friendly project**

The proposed bypass round Nimes and Montpellier takes on board the objectives emerging from the Grenelle Environment Forum in the Languedoc-Roussillon region.

### Modal shift from road and air to rail

Rail transport is not only safer than the roads but it also has four to five times less environmental impact. Trains can carry 10% more passengers and freight yet

consume far less energy in the process. In fact, rail only represents 1.7% of total transport sector energy consumption. It is also substantially less polluting (78% of trains are electrically propelled), yet another factor indicative of the many ecological advantages of the rail mode.

The Nimes and Montpellier bypass will double rail capacity and offer an alternative to road haulage in the region. If more than 10 million tonnes of freight were shifted from road to rail, this would be the equivalent of taking 3,000 trucks per day off the A9 motorway

From the first year of operations, the bypass will reduce CO2 by a total of some 250,000 tonnes.

The Nimes and Montpellier bypass will also considerably boost the attractions of TER services on a major travel corridor (Nimes-Montpellier) by offering three to four regional trains an hour at daily peak times.

Last but not least, the shorter trip times afforded by high speeds should encourage air travellers to reconsider their options in favour of the rail mode. It will take less than 3 hours to reach Paris from Montpellier and 4 ½ hours to complete the journey as far as Lille.

## Environmental protection and damage mitigation

### – Creation of an Environment Observatory

An Environment Observatory is to be set up before the start of work on the line and for a period through to at least 5 years after the line has been commissioned. This observatory will provide input for the environmental part of the LOTI inventory (circular letter dated 15 December 1992 on major national infrastructure project requirements). It will therefore have the role of evaluating the environmental impact of the project and tracking the application and efficiency of the environmental measures adopted.

### - Preserving protected indigenous species

Réseau Ferré de France has been engaged in cutting edge environmental research since 2000. In so doing, it has helped to develop scientific knowledge of some of the at times lesser known species. RFF contributes towards protecting endangered indigenous species in the vicinity of the line by studying their behaviour and finding the best possible solutions to guarantee their long-term survival.

## Protection of the *Lythrum thesioides*

Particular care is being given to the *Lythrum thesioides* during the bypass project. This flowering plant was first discovered during the ecological inventory procedures carried out by RFF in July 2010. It is only the second known occurrence of the plant in the world. *Lythrum thesioides* is therefore extremely rare and protected by both French law and the Bern Convention. Given the importance of this discovery, RFF has been conferring with government departments and environmental protection agencies over the best technical solutions to prevent the Nimes and Montpellier bypass from impacting negatively on the plant's natural habitat.



## Protection of the Little Bustard (*tetrax tetrax*)

The Little Bustard is a species of bird listed among those found in the "Costière Nîmoise" Special Protection Area (SPA) (Natura 2000) by virtue of a Ministerial order dated 6 April 2006. It is also an emblematic species for which environmental measures have been in force since 2007.

As land has been increasingly annexed for farming, the Little Bustard population in Europe has been shrinking, which is why the authorities have seen fit to include it on the list of protected species under European and French legislation. A 15-year action programme, produced with input from government departments, was put forward by RFF in November 2009 to counter any potential repercussions of the Nimes and Montpellier bypass on the bird and its natural habitats: legume crops (alfalfa), long rotation fallow land, pastures, uncultivated grassland, etc.

The mitigating measures proposed by Réseau Ferré de France are based on two key ideas, the first being that of suitably adapted management of agricultural land, the second a series of contractually-agreed agri-environmental measures.

More specifically, RFF has undertaken to:

- acquire 500 hectares of land to mitigate the effects of the project, reconstitute the sites affected and instigate a system of farmland management conducive to the survival of the Little Bustard;
- sign agricultural land management contracts using practices favourable to the species with a number of volunteer farmers over an area of 640 hectares.

To date, RFF has acquired 22 hectares and a further approximately 80 hectares are under negotiation. In addition, contracts have been signed for more than 500 hectares in the Costière Nîmoise over a five-year period with regard to agri-environmental measures.

Checks will be made every year or every two years into the status of the Little Bustard population, before, during and after the construction phases (under actual new line operating conditions).



A monitoring committee for the Costière Nîmoise SPA has also been set up with members from RFF, the partner contracting authority, the MEDDTL (Ministry for Ecology, Sustainable Development, Transport and Housing) and its central, regional and local departments, together with a number of experienced biologists and zoologists, etc.

This committee is to meet once a year to assess the effectiveness of the protective measures taken and adapt them if and where necessary.

## - Green and blue swathes

One of the outcomes of the Grenelle Environment Forum was the decision to include “green” and “blue” swathes in future development projects. Consequently, in 2010, RFF embarked on a study into the “green” and “blue” swathes for the Nimes and Montpellier bypass project. This revealed a number of biodiversity centres and ecological corridors, mainly water-based, corresponding to the “blue swathe” definition. These areas and their conservation will be treated with particular care in the final project design and works phases.

## Noise: overall improvement and compliance with noise thresholds over the full length of the line

With the Nimes and Montpellier bypass and the transfer of traffic, freight in particular, from the old line to the new, noise levels in urban areas should be substantially attenuated. For the rest, anti-noise protection (including screens) will be provided over most of the length of the Nimes and Montpellier bypass to ensure compliance with statutory requirements.

## Water

Since 2002, and with the assistance of a committee of experts, RFF has been planning ahead with regard to its knowledge of the hydrological and hydrogeological features of region, in order to establish the most suitable measures to prevent the Nimes and Montpellier bypass from impacting on water flow, preserve water resources and protect the natural aquatic environment.

Through the various “State obligations”, RFF has undertaken to play its part in meeting sustainability targets. A so-called “LOTI” inventory will therefore be drawn up to check and evaluate compliance with the various environmental, social and economic undertakings.

## Archaeological digs: investigations in progress

As with all major work sites, the Nimes and Montpellier bypass is an opportunity to conduct archaeological digs and, since 2009, the National Institute for Preventive Archaeological Research (INRAP) has been combing through the area to pinpoint any potential finds (more than 565 of the scheduled 680 hectares had been checked out at end 2011).

## Land acquisition

For the archaeological digs between 2009 and 2012 and for future work in preparation for the line, the property department for the Nimes and Montpellier bypass project has been working to acquire the land to accommodate the line. Through individual contacts with local residents and public hearings staged in June 2010 (in cooperation with the Chambers of Agriculture, France Domaine, INRAP and DRAC) and in September-October 2011, the team has engaged in discussions with the owners concerned to inform them of their various options when making their land available to RFF.

Close cooperation with local farmers has also culminated in a specific MOU being signed over compensation for the requirements of the archaeological digs on a parallel to those already existing for land acquisition and works damages. Of the 710 hectares necessary for the construction of the new line, RFF has already acquired 68% on the bases of the valuations made by France Domaine. A further 150 hectares have been released under temporary occupation contracts.

Land adaptation procedures are also in progress in the two *départements* affected by the project to find ways of reorganising the agricultural fabric and mitigating the divisive effects of the line.

# Project funding

## Decision to opt for a public-private partnership

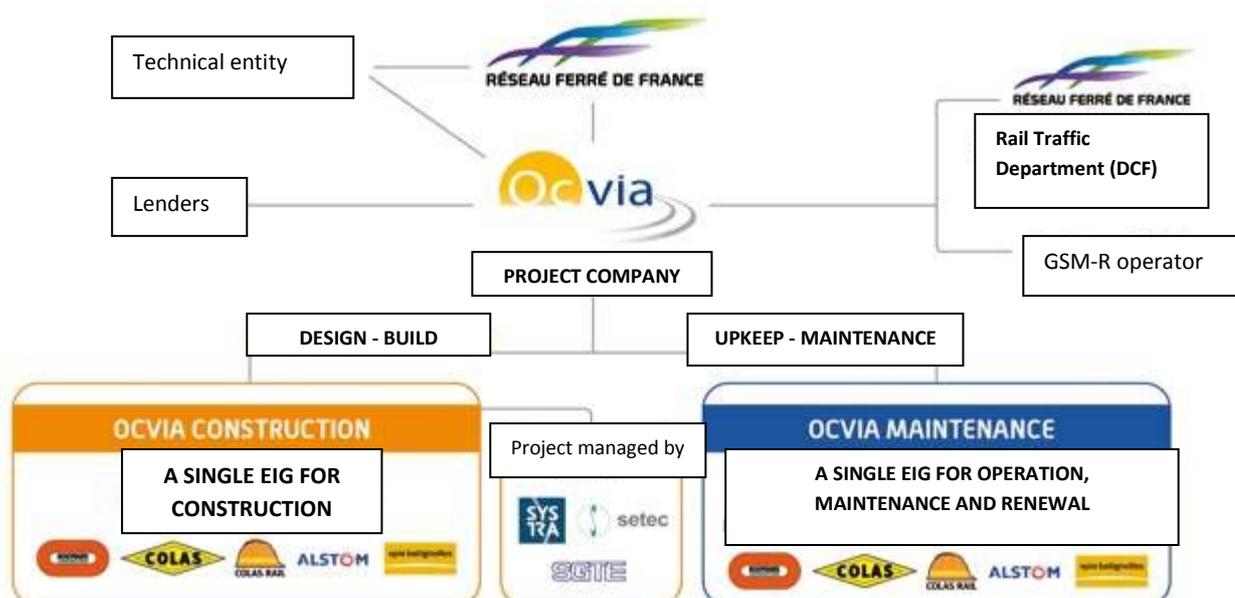
Public-private partnerships afford an opportunity to speed up the process of national rail network development by enabling a larger number of projects to be carried out in a shorter amount of time.

As the owner and manager of the national rail network, RFF has to juggle with several 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 increasingly becoming a fairly standard, if not systematic, way of funding major RFF projects by favouring cost optimisation, shortening lead times and 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, the main feature of which is the comprehensive nature of the contracts for the design, building, maintenance and long-term funding, on the basis of a balanced distribution of risks between public sector and private operator.

RFF remains in charge of rail traffic control.



## Respective responsibilities of the partners on signature of the contract

### Responsibilities of the private partner

The contract holder will be entrusted by RFF with responsibility for managing the new line project. In line with community and national legislation, the chosen bidder will have to take charge of line design, building, and maintenance (including renewal operations) and project funding for the full 25 years of the contract. It will have the status of infrastructure manager.

In compliance with the stipulations of the partnership contract, the party concerned 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.
- conduct studies into precautionary measures to be put in place to preserve the possibilities for the new Nimes and Montpellier stations.

The PPP contract is to be for a period of 25 years from the date of signature with the chosen bidder, this being made up of 5 years for the construction phase and 20 years for actual operations.

### Responsibilities of RFF

As the contract awarding authority, RFF will be 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 signed by the Prime Minister on 16 May 2005) and the Document on State Obligations (March 2006).

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

RFF will remain responsible for:

- the junctions between the Nimes and Montpellier bypass and the existing national rail network;
- the central control systems for railway operations and electricity power supplies;
- modernisation of the existing line between Montpellier and Perpignan;

- the new stations in Nimes and Montpellier, where a decision on the principles for their development should be made this year.

## **Funding arrangements for the Nimes and Montpellier bypass**

Overall, the Nimes and Montpellier bypass project comprises both public sector operations (RFF responsibilities) and private sector operations (PPP contract).

### **- Public funding for the overall project**

The public funds for the Nimes and Montpellier bypass are being put up by the State, the Languedoc Roussillon Regional Council, the municipal authorities of Nimes and Montpellier, the Gard General Council, the European Union and RFF.

The arrangements are based on the funding agreement signed among all the partners, the total cost of the project being estimated at 2 billion euros (at current rates), not counting the new stations.

Leaving aside the contributions from the European Union and RFF, those of the other partners are as follows:

- State:	65%
- Languedoc Roussillon Regional Council:	25%
- Gard General Council:	2.5%
- Montpellier municipal authorities:	5%
- Nimes municipal authorities:	2.5%

The overall cost of the new stations at Nimes Manduel and Montpellier Odysseum has been estimated at €280 million (at current rates).

The contributions of the different partners are as follows:

- State:	33.3%
- Regional and local authorities:	33.3%
- RFF:	33.3%

### **- Funds to be put up by the private partner (contract holder)**

The private partner awarded the contract is responsible for managing the project and for providing the funds for its development, other than those put up by the authorities and RFF in the construction phase. The public sector contribution to the PPP in the line construction phase represents about 37% of the cost of the new line.

The State's contribution towards funding the new line will take the form of an investment grant during the operating phase, following the commissioning of the new line.

The contract holder will also receive an allowance towards the cost of maintaining and renewing the line in the operating phase, the money coming in this case from RFF.

## **Funding distribution for the Nimes and Montpellier bypass**

The overall amount required to fund the Nimes and Montpellier bypass is €2.280 billion in today's euros, including:

- €1.500 billion for the part to be developed under the public-private partnership, spearheaded by the Bouygues TP Group;
- €0.500 billion for the part developed under public sector authority (studies and land acquisitions already completed, work on junctions with the national rail network, modernisation of the line between Montpellier and Perpignan) ;
- €0.280 billion for the new stations of Montpellier Odysseum and Nimes TGV.

## **Financial contributions from the partners**

Under the funding agreements signed with the local authorities, the State and RFF for the overall project:

- French State and European Union: 50% ;
- Local authorities: 30% ;
- RFF: 20%.

# Project timelines

## Background to the PPP contract

16 May 2005: Nimes and Montpellier railway bypass declared in the public interest

June 2008: signature of the MOU on funding by the State, local/regional authorities and RFF

September 2008: first call for bidders by RFF

December 2009: signature of the funding agreement between the State, the Languedoc-Roussillon Region, the Gard General Council, Montpellier Agglomération, Nimes Métropole and RFF.

December 2009: start of the first round of the tender process by RFF

May 2010: receipt of first bids from candidates for the public-private partnership

July 2010: selection by RFF of the 3 candidates with whom to pursue competitive bidding negotiations

February 2011: signature of the interim MOU between the State, the Languedoc-Roussillon Region, the Gard General Council, Montpellier Agglomération, Nimes Métropole and RFF.

February 2011: start of in-depth competitive negotiations with the 3 candidates shortlisted for the PPP contract

February 2011: inclusion of the two new stations of Montpellier Odysseum and Nimes Manduel-Redessan

July 2011: start of the second round of the tender process in the light of the outcome of negotiations with the 3 candidates

October 2011: receipt of 2 final bids

January 2012: choice of preferred bidder for the PPP contract, the Oc'via group

March 2012: choice of the Oc'via group to be designated contract holder

28 June 2012: signature of the PPP contract

## Next stages

2012: Archaeological digs and diversions of networks/preparatory work

July 2012 to October 2013: Detailed studies and administrative documents

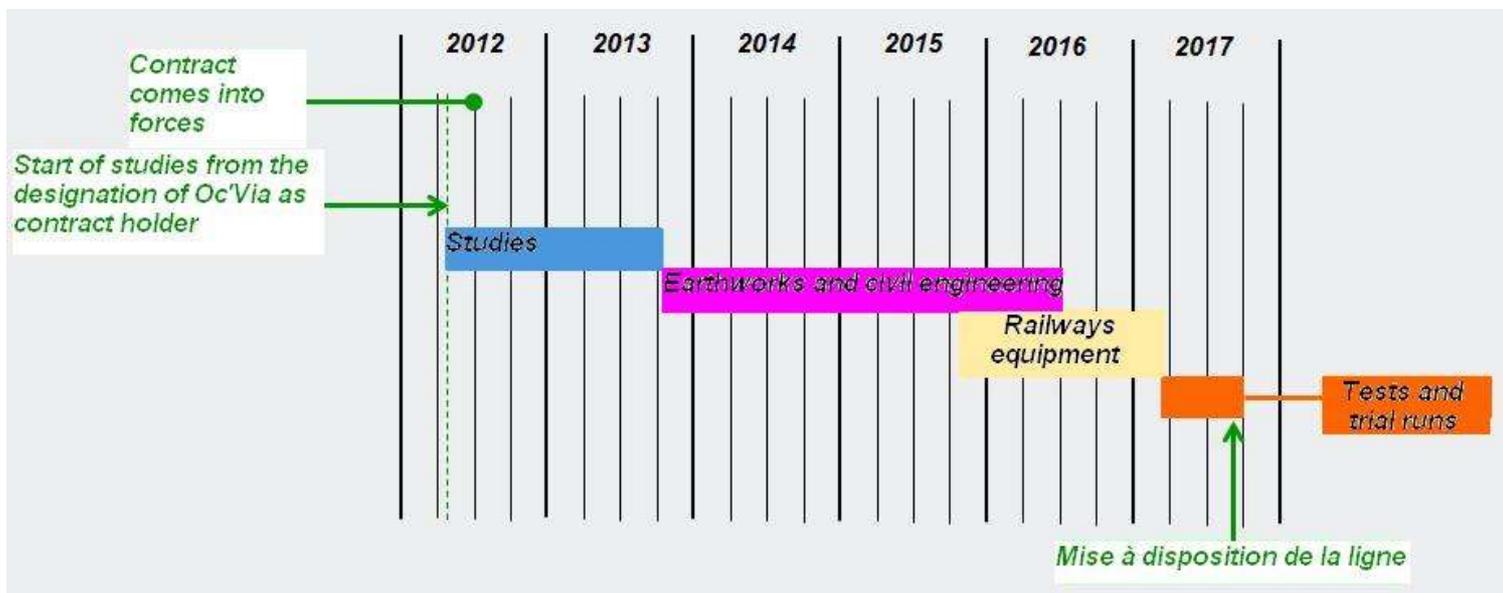
End 2013: Start of infrastructure work

End 2015: Start of railway work

2017: Commissioning of the new line and the new Montpellier Odysseum station

2019: Commissioning of the new Nimes Manduel-Redessan station

2037: End of the partnership contract



# Oc'via, a group of complementary companies



## Bouygues Construction

Bouygues Construction is one of the world's leaders in the building, civil works, electrical contracting and service sectors and can intervene throughout the project added value chain: financing, design, construction, operation and maintenance. On the 5 continents, its 52,000 employees design and implement solutions to improve environmental and lifestyle standards on a daily basis. In 2011, Bouygues Construction generated € 9.8 billion in sales.

Several Bouygues Construction companies are among the members of the Oc'via group:

- Bouygues Travaux Publics: the authorised representative of the Oc'via group. This subsidiary specialises in underground works, civil engineering projects and transport infrastructures. It is also well versed in large-scale, complex project management focusing primarily on high added value operations
- DTP Terrassements specialises in earthworks and high added-value surface infrastructure. Operating in France and numerous other countries, this Bouygues Construction subsidiary offers a wide range of skills applied to a variety of highly technical projects, from small-scale local sites to the design and construction of roads, motorways, high-speed rail links and opencast mining operations.



## Colas

The Colas Group is a leader in the construction and maintenance of transport infrastructure and urban development projects. With its 66,000 employees, a network of 800 works centres and 1,400 materials production units (aggregates, emulsions, bitumen, asphalt mixes), the Group is established in 50 countries on five continents and carries out 110,000 projects each year.

In 2011, Colas posted €12.4 billion of consolidated revenue (42% outside France). The Group share of net profit amounted to € 336 million.

Two Colas subsidiaries form part of the Oc'via group:

- Colas Rail, is a leader in the design, construction, upkeep and maintenance of rail transport infrastructure (conventional and high-speed lines, trams, metros) in France and abroad. The company runs the gamut of rail-sector competences: consultancy and management of complex projects, track laying and renewal, electrification (sub-

stations, OHL), signalling and safety systems, etc. Colas Rail is also a rail freight operator.

- Colas Midi-Méditerranée, is a road subsidiary established in the Midi-Pyrénées, Languedoc-Roussillon, Provence-Alpes-Côte d'Azur regions and in Corsica. Its network extends over 14 *départements* via a total of 23 works units and 120 materials production sites. Each year the subsidiary conducts works in a wide variety of fields: roads, earthworks, airport runways, motor circuits, industrial hubs and foundations, roadways and urban development, civil engineering, etc.



## Spie batignolles

Spie batignolles is a major player in the building and public works sectors. In 2011 it had a turnover of €2.17 billion and an operating profit of over 3%, essentially achieved in France.

Spie batignolles (8,300-strong workforce) operates in five major fields of activity that together represent the whole range of building and public works activities: construction of private and public-sector buildings, civil engineering and foundations, public works, energy and development, property projects and concessions.

The group has developed a series of innovative brands, each committed to a number of undertakings to reflect its strong partnership culture. Via Concertance<sup>®</sup>, Performance<sup>®</sup> and Présance<sup>®</sup>, Spie batignolles has emerged as the leader for client relations in its sphere of business.

It has also developed its skills and organised its services to meet new and emerging market needs, in particular with regard to renovation and rehabilitation, improvement of energy performance, major infrastructure projects, partnership projects (PPP, design-build, property and concessions).

In 2009 Spie batignolles was granted AAA+ status for its sustainable development policies.

## ALSTOM Alstom Transport

Alstom Transport develops and markets the fullest possible range of rail sector systems, equipment and services in the interests of sustainable mobility. Alstom Transport is able to manage complete transport systems including rolling stock, signalling and infrastructure, and can offer its clients turnkey solutions. In the 2011-2012 financial year, Alstom Transport had a turnover of €5.2 billion. The company is established in more than 60 countries and employs 24,700 people.



## FIDEPPP

The Public-Private Partnership Investment and Development Funds (FIDEPPP) is an investment structure set up by the BPCE Group to handle all forms of public-private partnership (PPP) in which private companies fund, build or operate public equipment or infrastructures in France.

FIDEPPP is fully underwritten by the Caisses d'Epargne, Crédit Foncier, Natixis and BPCE International et Outre-mer.

The fund, which was set up in October 2005 and is worth €200 million, is managed and represented by an AMF-approved (Financial Markets Authority) management company, Natixis Environnement & Infrastructures. FIDEPPP currently manages a portfolio of 14 holdings, 7 of which are already operational. All the projects in which FIDEPPP has invested to date have been delivered on time and on budget.



## Meridiam

Founded in 2006, Meridiam Infrastructure is an independent investment company specialising in the development, funding and management of very long-term public infrastructure projects. With offices in Paris, New York and Toronto, Meridiam is currently the leading private investor in public infrastructure in Europe and North America. With nearly 2.5 billion euros of assets under its management, the company has invested to date in 21 transport, building and public services projects and was named global investor of the year in 2011. Since January 2012 it has also headed the first ISO 9001 certified fund. Meridiam is the majority shareholder in the Oc'via group set up to implement the Nimes and Montpellier bypass project.

## Other railway projects in Languedoc Roussillon

The Nimes and Montpellier bypass is part of a bigger regional, national and European project, designed to extend high speeds to the whole Languedoc-Roussillon region, with the new Montpellier-Perpignan line and the link between France and Spain opened to traffic at end 2011.

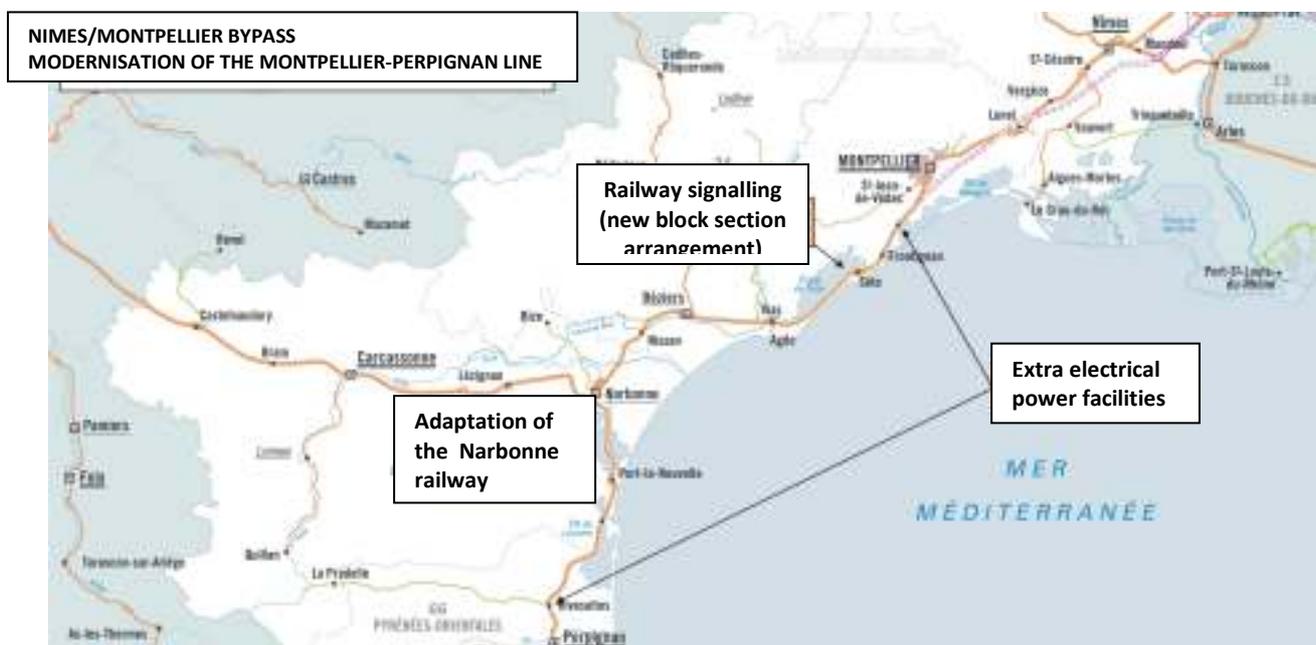
### Railway projects complementary to the Nimes and Montpellier bypass

The Nimes and Montpellier bypass project also includes plans for modernisation of the existing line between Montpellier and Perpignan.

These plans consist of:

- Improving operating conditions at the Narbonne railway junction by adapting the interchange with the Perpignan-Toulouse line and station track layout.
- Smoothing the flow of traffic in Béziers by altering station track layout

- Enhancing network reliability between Montpellier and Perpignan by adding extra electrical power facilities
- Improving line throughput by modernising the signalling system between Montpellier and Perpignan.



## Montpellier-Perpignan new line

The new Montpellier-Perpignan line is consistent with the declared intentions of the State and the European Union, which are keen to develop a high performance backbone high-speed passenger and freight network at the 2020 time horizon. The new Montpellier-Perpignan line progressed further on 14 December 2011 when a Ministerial decision confirmed the choice of a strip of land approx. 1,000 metres wide as the site for the proposed route alignment. It is within this strip of land that the best possible alignment will be selected for submission to public hearings at the 2015 time horizon.

Réseau Ferré de France is now making arrangements for the necessary studies and local consultations in close contact with the territorial authorities and with local politicians, associations and residents.

## Modernisation of the network Languedoc-Roussillon

Réseau Ferré de France and the local/regional authorities regularly invest in network modernisation, in particular through the central-regional government project contracts.

Work at the Nimes railway junction is designed to:

- Improve train reliability and punctuality

- Shorten trip times and boost urban transport
- Increase the number of trains

Renewal work at Nimes already comprises:

- Construction of the Courbessac Viaduct, to enhance services on the Nimes-Alès line, a strategic investment forming the kingpin of railway development in the Gard: €37.3 million (State, Languedoc-Roussillon Region, Gard General Council, RFF);
- Renewal of the two signal boxes at Nimes: €35.6 million (RFF);
- Installation of an automatic signalling system on the Nimes-Alès line: €10.4 million (State, Languedoc-Roussillon Region, RFF);
- Adaptation of the junction point from St Césaire to Nimes: €15.2 million (State, Languedoc-Roussillon Region, RFF);
- Adaptation of the Observance rail bridge in Nimes for the Courbessac Viaduct and the future East-West public transport service with dedicated right-of-way: €3.4 million (State, Languedoc-Roussillon Region, Gard General Council, Nimes Métropole, RFF).

## Nimes and Montpellier railway bypass: the 4<sup>th</sup> HSL project launched by RFF

### East European HSL - phase two

The first phase of the East European HSL between Paris and Baudrecourt in Moselle was inaugurated in 2007 slashing trip times between Paris and Strasbourg from 4 hours to 2 hr 20 min..

The work currently in hand on the 106 kilometres of the second phase of the HSL between Baudrecourt and Vendenheim (Bas-Rhin) under direct RFF authority will cut a further 30 minutes (1 hr 50 min instead of 2 hr 20 min) off Paris-Strasbourg and reduce Luxembourg-Strasbourg to 1 hr 25 min (as against the present 2 hr 10 min). Commissioning is scheduled for 2017.

The 2<sup>nd</sup> phase of the East European HSL for the sum of €2,010 million is being funded under an agreement signed on 1 September 2009 between the French State, 16 local/regional authorities, the European Union and the Grand Duchy of Luxembourg.

The East European HSL is a part of the “Magistrale for Europe”, a 1,501 km corridor that will ultimately provide a high-speed link from Paris to Bratislava and to Budapest.

## South Europe-Atlantic high-speed line

A **concession contract** for the future 340-km high-speed line between Tours and Bordeaux was signed on Thursday, 16 June 2011 between Hubert du Mesnil, Chairman and CEO of RFF and the chosen bidder LISEA, represented by Xavier Huillard, Chairman and CEO of VINCI. The contract was let at the end of a competitive bidding procedure launched in 2007 by RFF. It was the first time in France that a public-private partnership of this kind had been proposed for a high-speed line construction project and is Europe's biggest infrastructure concession. The total price tag amounts to nearly €8 billion. The line is scheduled for commissioning in 2017 and will put Bordeaux at 2 hr 5 min from Paris.

## The Brittany – Loire Valley high-speed line

The **public-private partnership contract** for the future 214-km high-speed line between Le Mans and Rennes was signed on 28 July 2011 between Hubert du Mesnil, Chairman and CEO of Réseau Ferré de France and the company Eiffage Rail Express represented by its CEO, Pierre Berger, following an invitation to tender issued by RFF in December 2008. The total price tag amounts to nearly €3.4 billion and the line is to be commissioned in 2017. Rennes will then be at 1 hr 36 min from Paris.

The funding arrangements are similar to those for the GSM-Rail project and the Nimes and Montpellier bypass.

In addition to these HSL projects, RFF is also conducting the GSM-Rail project (Global System for Mobile Communications for Railways), the modern digital telecommunications system that signalled its first foray into the arena of rail-sector public-private partnerships with the signature on 18 February 2010 of a contract with SYNERAIL (comprising VINCI, SFR, AXA Private Equity and TDF). Dedicated to the needs of rail sector professionals, the €1 billion PPP contract targets the modernisation of the existing system for telecommunications between trains and points to further opportunities for a European railway network.



## PROJETS EN PARTENARIAT PUBLIC-PRIVÉ

DOCUMENT NON CONTRACTUEL

### PPP projects:

- High-speed line projects
- GSM Rail project

### Backbone network features:

- Non-electrified lines
- Electrified lines
- High-speed lines
- High-speed lines under construction
- Main stations

- lignes à grande vitesse
- lignes à grande vitesse en construction
- Principales gares

Données actualisées au novembre 2010  
© RFF - Réseau de France - Développement - Service documents  
Données sources: RFF, SNCF, 2010/10/10 et 11/06 Développement  
et Infrastructure - Direction des Grands Projets





### **About the European Investment Bank**

The European Investment Bank (EIB) is the long-term lending institution of the European Union owned by its Member States. It makes long-term finance available for sound investment in order to contribute towards EU policy goals.

Financing large-scale projects to upgrade and extend the trans-European transport networks and corridors (TEN-T) is one of the operational priorities of the EIB, which decided to dedicate more than EUR 75 billion to this objective Europe-wide over the period 2004-2013. In France, in 2011 alone the EIB devoted EUR 2.3 billion (of a total EUR 5 billion) to financing large-scale infrastructure projects with the aim of promoting sustainable and safer transport, giving a boost to isolated areas, and further opening up the trans-European networks and corridors. The Sud Europe Atlantique high-speed line (LGV SEA) is one of the flagship projects financed by the EIB in France in 2011, with an unprecedented EUR 1.2 billion loan.

[www.eib.org](http://www.eib.org)

### **GRUPE About the Caisse des Dépôts**



The Caisse des Dépôts and its subsidiaries form a public group that makes long-term investments in the public interest and to promote regional economic development. Its mission was reaffirmed by the law on the modernisation of the economy of 4 August 2008: “the Caisse des Dépôts and its subsidiaries are a state-owned group that acts in the public interest and to promote the country’s economic development. It performs its missions in the public interest in support of the public policies conducted by the State and regional authorities, and can engage in competitive activities.”

It should be noted that loans from savings funds, which use resources from regulated savings (*Livret A*, Sustainable Development (LDD) and Popular Savings (LEP) accounts), make it possible to provide long-term loans at preferential rates for public interest purposes.



### **About Réseau Ferré de France**

As the pivot of the French railway system, Réseau Ferré de France develops, modernises and markets access to the rail network in accordance with the principles of regional, national and European territorial solidarity. RFF is France's second biggest investor and has a 1,400-strong workforce for a turnover of nearby 5 billion euros in 2011. Over the 2008 – 2013 period, it is forging ahead with unprecedented programme of network modernisation, to the tune of 15 billion euros. In the aftermath of the Grenelle Environment Forum, RFF has the task of enforcing national new line development policy. Over its 30,000 km of lines, RFF is responsible for providing fair and equal access to the French railway network for all its rail passenger and freight transport customers.



and



In partnership with:



GRUPE



For more information on RFF: [www.rff.fr](http://www.rff.fr)

For further details of the project: <http://contournement-nimes-montpellier.com>

For illustrations: [www.mediatheque-rff.fr](http://www.mediatheque-rff.fr)

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