



# PROJECTS FINANCED BY THE GREEN AND SUSTAINABILITY BOND

## INTRODUCTION



**Headquarters of the Île-de-France Regional Council**

In a context marked by an unprecedented health crisis, the Region is mobilising and continuing to invest in ever more sustainable projects.

The €800 million green and sustainable bond issue in 2020 has thus contributed to the financing of the Economic, Ecological and Solidarity Recovery Plan, which helps to support the Region in the face of the crisis. This bond issue is the largest ever carried out by the Region.

Under the exceptional financing by the 2020 loan, measures to combat the COVID-19 pandemic and its effects were added to a new reporting section, specifically "Covid-19 Measures and Recovery Plan". For information, the categories of eligible projects under the Region's green and sustainable operations were updated, on the fringes, in 2020 to allow financing of health and social measures in exceptional crises.

Today, three quarters of the Region's outstanding debts are green and sustainable (against 35% in 2015), a change consistent with the regional commitment made in 2019 to use this type of loan exclusively for the Region's financing requirements.

The Capital Finance International (CFI) prize attributed for the best sustainable bond issuer in France rewards the 2020 bond issue and the commitment by the Region to even more sustainable and greener finance.

This report on the 2020 issue forms part of the Region's transparency approach to the projects it finances, with its constant concern for their inclusion of environmental and social criteria. This attention is found, for example, in the secondary school construction and renovation projects sponsored by the Region, which comply with demanding environmental specifications and a "minimal nuisance worksite" charter monitored by specialist assistants to the contracting authority.

Financing by the Region is also presented under the prism of the seventeen United Nations Sustainable Development Goals (SDG). This year, a graph has been included in the introduction to extend the information to investors. The graph simply shows the amount of financing devoted to each of the main goals.

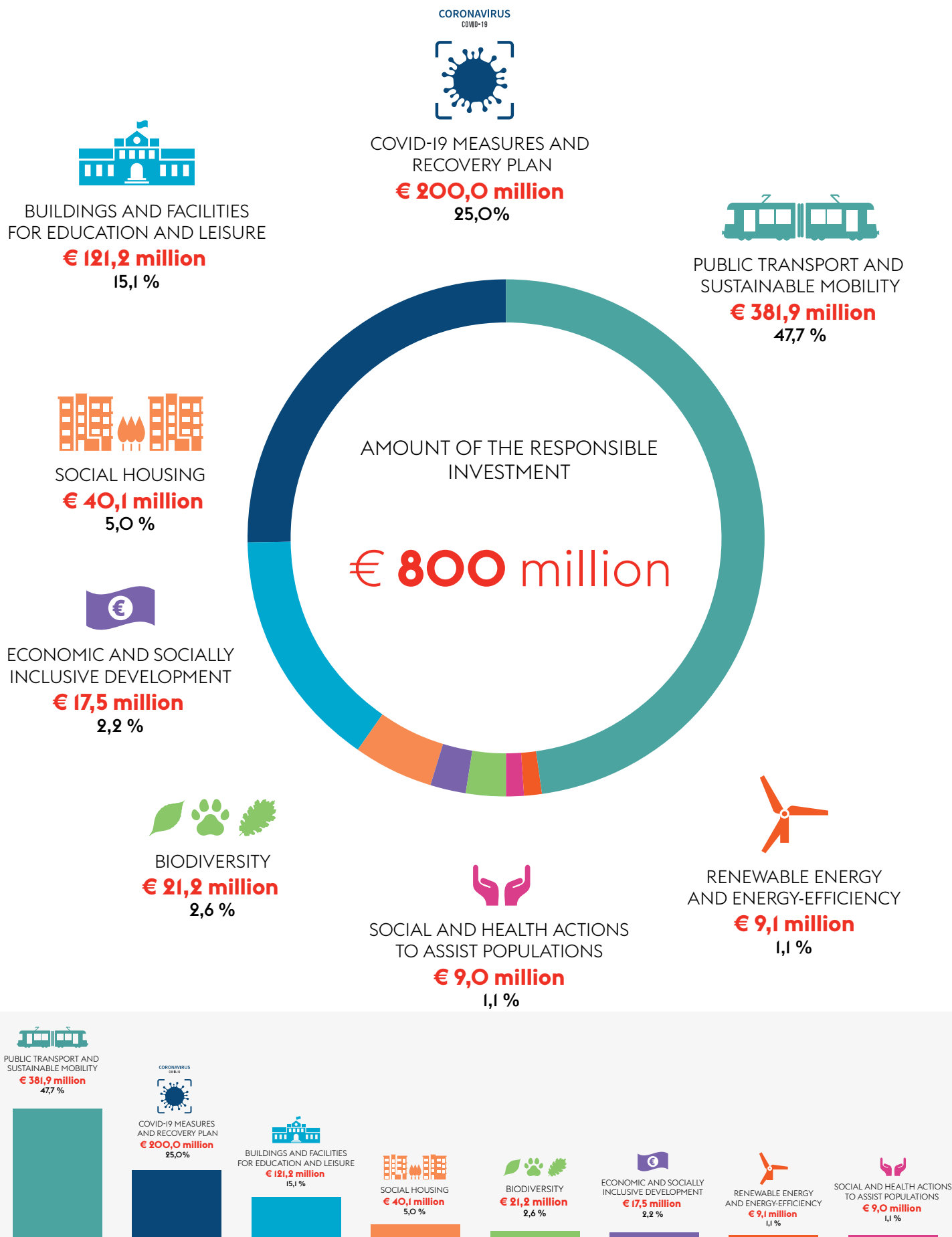
All documents relating to the Region's finances are available on the website :

<https://www.iledefrance.fr/region-funding>

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# 2020 Green and sustainability bond





# Projects financed by the green and sustainability bond 2020

	Amount €M	Allocation rate	
	800,00	100 %	
<b>BUILDINGS AND FACILITIES FOR EDUCATION AND LEISURE</b>	<b>121,2</b>	<b>15,1 %</b>	<b>p.17</b>
<b>New secondary school and boarding school construction projects</b>	<b>2,2</b>	<b>0,3 %</b>	
Gaston Bachelard high school - Chelles	2,2		p.18
<b>Secondary school renovation projects</b>	<b>24,2</b>	<b>3,0 %</b>	
Alexandre Denis high school - Cerny	2,7		p.20
Darius Milhaud high school - Kremlin Bicêtre	8,0		p. 22
Jacques Feyder high school - Epinay sur Seine	9,1		p. 24
<b>Secondary school thermal renovation projects</b>	<b>2,2</b>	<b>0,3 %</b>	
Viollot le Duc high school - Villiers Saint Frédéric	1,1		p. 26
<b>Higher education construction project</b>	<b>45,9</b>	<b>5,7 %</b>	
École des Hautes Études en Sciences Sociales, Campus Condorcet - Aubervilliers	14,4		p.28
Grand Équipement Documentaire, Campus Condorcet - Aubervilliers	28,5		p.30
Bibliothèque de Documentation Internationale Contemporaine, La Contemporaine - Nanterre	3,0		p.32
Conservatoire National des Arts et Métiers (CNAM), Landy 2 - Saint-Denis	0,1		p.34
<b>Sport and leisure space projects</b>	<b>46,6</b>	<b>5,8 %</b>	
Development of Corniche-des-Forts	4,7		p.36
Grand Centre de ressources, d'expertise et de performance sportives d'Île-de-France	3,5		p.38
<b>PUBLIC TRANSPORT AND SUSTAINABLE MOBILITY</b>	<b>381,9</b>	<b>47,7 %</b>	<b>p.41</b>
<b>Metro projects</b>	<b>46,2</b>	<b>5,8 %</b>	
Metro Line 4	27,9		p.42
Metro Line 11	14,7		p.44
Metro Line 14	3,6		p.46
<b>Tramway projects</b>	<b>166,4</b>	<b>20,8 %</b>	
Tramway Line T4	10,5		p.48
Tramway Line T9	52,9		p.50
Tramway Line T12	59,8		p.52
Tramway Line T13 (phase 1)	43,2		p.54
<b>Railway links projects</b>	<b>113,3</b>	<b>14,2 %</b>	
ÉOLE	102,8		p.56
Electrification of Line P (Paris-Troyes)	10,5		p.58
<b>Scheme: development for buses on own sites and layout of roadways</b>	<b>14,6</b>	<b>1,8 %</b>	
T ZEN 4 (de Viry-Châtillon to Corbeil-Essonnes)	1,9		p.60
<b>Scheme: Accessibility Master Plan</b>	<b>41,5</b>	<b>5,2 %</b>	
Saint-Denis station	2,0		p.62
<b>RENEWABLE ENERGIES AND ENERGY EFFICIENCY</b>	<b>9,1</b>	<b>1,1 %</b>	<b>p.65</b>
<b>Scheme: Energy policy and cross-cutting actions</b>	<b>9,1</b>	<b>1,1 %</b>	
Geothermal energy at Arcueil Gentilly	0,4		p.66
<b>BIODIVERSITY</b>	<b>21,2</b>	<b>2,6 %</b>	<b>p.69</b>
<b>Scheme: Green Spaces Agency Programme</b>	<b>18,1</b>	<b>2,3 %</b>	
Opening of the Bois-Saint-Martin to the general public	10,1		p.70
<b>Scheme: Protection of the biodiversity, water policy and cross-cutting actions</b>	<b>3,0</b>	<b>0,3 %</b>	
Banks of the Marne - Thorigny-sur-Marne and Dampmart	0,1		p.72
<b>SOCIAL AND HEALTH ACTIONS TO ASSIST POPULATIONS</b>	<b>9,0</b>	<b>1,1 %</b>	<b>p.75</b>
<b>Dispositif : Action sociale</b>	<b>9,0</b>	<b>1,1%</b>	
Marie Auxiliatrice medical educational Institute at Draveil	1,4		p.76
<b>SOCIAL HOUSING</b>	<b>40,1</b>	<b>5,0 %</b>	<b>p.79</b>
<b>Schemes: Support for social housing</b>	<b>40,1</b>	<b>5,0 %</b>	
Social housing - Le Sycomore eco-neighbourhood in Bussy-Saint-Georges	0,5		p.80
<b>ECONOMIC AND SOCIALLY-INCLUSIVE DEVELOPMENT</b>	<b>17,5</b>	<b>2,2 %</b>	<b>p.83</b>
<b>Schemes: Support for research and innovation</b>	<b>14,2</b>	<b>1,8%</b>	
Support for scientific investment (Major fields of interest and SESAME)	14,2		p.84
<b>Schemes: Support for the social and socially-inclusive economy (Entrepreneur # Leader)</b>	<b>3,3</b>	<b>0,4 %</b>	
Support for the activity of the Association for the Right to Economic Initiative (Adie)	0,7		p.86
<b>COVID-19 MEASURES AND RECOVERY PLAN</b>	<b>200,0</b>	<b>25,0 %</b>	<b>p.89</b>
<b>Economic and socially-inclusive development</b>	<b>153,0</b>	<b>19,1 %</b>	
Support for industry (Solidarity Fund)	153,0		p.90
<b>Health action</b>	<b>1,1</b>	<b>0,1 %</b>	
Health professionals emergency fund	1,1		p.91
<b>Education</b>	<b>45,9</b>	<b>5,7 %</b>	
Manual and digital educational resources	45,9		p.92

## PRESENTATION OF REGION ÎLE-DE-FRANCE

As a leading regional authority, the Île-de-France Region manages a budget of nearly €5 billion, the highest among the French Regions, of which half is devoted to long-term investment encouraging the vitality and attractiveness of the Region.

The Region thus plays a pivotal role in sustainable development. It is the competent authority for defining strategic guidelines for local public action in the Region: development of the Region, transport (with Île-de-France Mobilités), economic development, research and innovation, climate and energy, biodiversity and waste management. Today, the Region sets aside about €2 billion every year for its ecological transformation (47% of the annual budget). Spearheading the foundation of a sustainable regional ecosystem, investment expenditure was more than operating expenses for the first time in 2019.

### Ambitious environmental road map

As part of its actions, the Region has established a cross-cutting environmental roadmap that is resolutely geared towards the territories and permeates all regional policies:

- Transports: environmental objective to reduce greenhouse gas emissions linked to transport and mobility,
- New regional strategy for economic development, innovation and internationalisation, which incorporates the environmental challenge of meeting a dual goal of identifying the potential for economic activity, employment and innovation and of improving the living environment for Île-de-France residents,
- Continued territorialisation of the regional environmental policy, in order to instil new dynamics in favour of the environment within the framework of the development projects of Île-de-France authorities. The "Hundred innovative and ecological districts" scheme launch in 2016 illustrates this change.
- Repositioning support for the themed research networks (major interest areas), mainly by targeting the major challenges in terms of climate, energy and resources,
- High environmental requirement, with the adoption of various plans, strategies, schemes and mechanisms over the last four years, such as the "Changeons d'air" (Let's change the Air) plan and the Regional Waste Prevention and Management plan, the "Energy-Climate" plan, which emphasises innovation and the development of renewable energies, the "Solar", "Hydrogen" and "Methanisation" plans, the "Green", "Anti-jam" and "Bicycle" plans and also the preparation, in consultation with local players, of the Regional Strategy for Biodiversity 2020-2030.
- Support for organic farming in Île-de-France and short supply chains with the adoption of the "Regional Strategy for Forests and Woods" in 2017 and the "Regional Strategy for growth in bio-based materials and products" in 2018.

In addition, regardless of the area of intervention, the Region makes sure that all its guidelines are coherent and that sustainable development and social responsibility are included in the heart of its action. The Region thus aims to be an exemplary authority in terms of operation of the institution.

### Several exemplary actions by the Region.

As part of its active policy for gender equality and combating violence towards women (designated Grande Cause Regionale 2017 (Important Regional Cause), the Region signed a framework agreement with five unions on professional gender equality in 2017.

In October 2017, to encourage union commitment by recognising the skills of union representatives, the Region, with five out of seven union organisations (representing 72% of the Region's staff), signed a Charter of recognition of the union path in career development and professional evolution.

In March 2019, the Region also adopted a framework agreement to improve public service effectiveness through the quality of life at work, autonomy and responsibility. Thus, by continuing to modernise, the Region has committed through several schemes to encourage freedom in the organisation of work (working from home, flexible working hours), whilst remaining attentive to protect its staff and by becoming a pioneering administration in recognising the right to disconnect.

Beyond that, to make public procurement contracts more sustainable and accessible, the Region wished to overhaul its purchasing policy as early as 2016, having taken part in creating the Maximilien platform assembling all Île-de-France public procurement contracts. In 2018, the Region had already signed a "Supplier relations and sustainable purchases" Charter as part of a process of progress with regard to its suppliers, particularly companies in the social and socially-inclusive economy.

### **Commitment confirmed by outside assessments**

The Region enjoys excellent credit quality equivalent to that of the French State, meaning that it can intervene in the long term in its Region in the best possible conditions. It is currently rated Aa2, with stable outlook, by Moody's and AA, negative outlook, by Fitch.



















The extra-financial environmental, social and governance (ESG) performance of the Île-de-France Region is also recognised. The Vigeo Eiris agency, which has been assessing the Region since 2009, scored the Region's performances of 61/100 overall in 2020, which are qualified as "advanced". The agency is thus acknowledging the sustainable performance of the Île-de-France Region by placing it third in the 29 European local authorities assessed.

## **REGULAR PLAYER IN THE GREEN AND SUSTAINABLE BOND MARKET**

The Île-de-France Region is a frequent and regular issuer in the green bond market. It raised more than 4 billion euros with its green and sustainable issues between 2012 and 2020 through nine financing operations including six benchmark public issues. Green and sustainable financing accounts for 75% of the total regional debt outstanding at the end of 2020.

The green and sustainable operations launched by the Region are consistent with the Sustainability Bond Guidelines and thus are governed by both the Green Bond Principles and the Social Bond Principles. They are targeting best practices, for example through recourse to a third party opinion on the 2015 report or by requesting that the second party opinion is updated on the Region's commitments under its 2020 operations. The framework established by the Region on the green and sustainable issues is described on the page 9.

## HISTORY OF GREEN AND SUSTAINABLE BORROWING BY THE REGION AND THE COMMITMENTS MADE

	2012	2014	2015	2016	2017	2018	2020
	€ 350 million (2012-2024)	€ 600 million (2014-2026)	€ 625 million	€ 650 million <sup>(1)</sup> (2016-2025)	€ 500 million (2017-2029)	€ 500 million (2018-2033)	€ 800 million (2020-2030&2040)
Compliance with  The Green Bond Principles	 Predating the creation of the Green Bond principles						 <sup>(2)</sup>
Commitment to report on the use of funds	 Published on the anniversary date	 Published on the anniversary date	 Published on the anniversary date	 Published on the anniversary date	 Published on the anniversary date	 Published on the anniversary date	 Published on the anniversary date
« Second opinion »	—		Renewal of 2014 opinion		Renewal of 2016 opinion	Renewal of 2016 opinion	2016 second opinion update
External and independent certificate	—	—		—	—	—	—

<sup>(1)</sup> Aggregated amount

<sup>(2)</sup> Aligned to the Green Bond Principles and the Social Bond Principles

### Recent awards:

The Île-de-France Region has been awarded several trophies in recent years for its green and sustainable financial strategy, in particular:

- **Prize for the "best sustainable bond issuer in France"**

In April 2021, Capital Finance International (CFI) awarded the Île-de-France Region the prize for "best sustainable bond issuer in France" in connection with the €800 million bond issue in 2020. This prize salutes the Region's pioneering spirit in sustainable development and underlines that "half the budgeted regional expenses have contributed to the Region's ecological ambitions".

- **Gold trophy of public finance leaders**

This prize, received in April 2019, rewards the everyday commitment by all the Region's staff to serve cost-saving and ambitious management. The jury highlighted especially:

- the desire of the Region to make Île-de-France a leading European authority for green and sustainable bond issues. Indeed, it is the first regional authority in Europe to have launched bond issues combined with exemplary annual reporting;
- sharp decline in regional expenses. In 2019, savings of more than €1 billion had been accumulated since 2015 in operating expenses (€2.0 billion cumulative savings in 2021), thereby enabling new investments to be financed. From 2019 onwards, investment expenses have now exceeded operating expenses in volume;
- the ambitious, proactive "purchasing" policy, most recently shown by the new regional purchasing centre that pools purchasing resources and expertise for the benefit of its stakeholders (secondary schools, associated bodies, other authorities, etc.).

- **Annual Environmental Finance award for the best sustainable development bond issue by a regional authority**

In March 2019, the Île-de-France Region received the annual Environmental Finance award for its most recent green and sustainable bond issue as a regional authority.

- **Award for the most impressive local public issuer**

In September 2018, the Île-de-France Region received the award for the most impressive local public issuer in the financial markets in terms of green and sustainable borrowing (Most Impressive Local Government Green/SRI Bond Issuer) during the sustainable capital markets forum in Amsterdam.



## THE REGION'S GREEN AND SUSTAINABILITY BOND FRAMEWORK

Green and sustainable operations launched by the Île-de-France Region comply with the major Green Bond Principles and Social Bond Principles; they aim to implement the best practices in place.

### Allocation of funds to seven categories of emblematic regional action projects

<b>Buildings and facilities for education and leisure</b>	Construction and renovation of buildings according to a sustainable development approach, contributing to respect for the environment and accessible to persons with reduced mobility.
<b>Public transport and sustainable transportation</b>	Developing the public transport services as an alternative to the use of cars, thereby contributing to sustainable mobility and combating climate change, and projects aimed at improving the comfort, accessibility and security of the individuals who use the transport systems and of the individuals living near the infrastructure.
<b>Renewable Energy and Energy Efficiency</b>	Projects that contribute to the development of renewable energy and energy efficiency
<b>Biodiversity</b>	Projects that contribute to protecting biodiversity, natural environments and landscapes and to developing green spaces.
<b>Social initiatives aimed at assisting vulnerable population groups</b>	Increasing the accommodation capacity and projects aimed at improving access to buildings and infrastructure for vulnerable population groups (persons with reduced mobility, the elderly and people in a precarious situation). Projects that contribute to the development of health infrastructures and the purchase of sanitary equipment, to Research and Development and the setting up of any emergency infrastructures needed in an exceptional crisis (health crisis, natural disaster, etc.).
<b>Social Housing</b>	Projects aimed at developing and renovating the social housing stock, which fulfil environmental and social requirements and contribute to access to housing and improving comfort.
<b>Economic and socially inclusive development</b>	Projects that contribute to creating or maintaining local jobs, through supporting regional SME, and projects in the social and socially-inclusive economy; assisting research and innovation by SME that promote the ecological and social transition and the attractiveness of the Region

### Nine eligibility criteria on the purpose and management of projects

<b>The projects' environmental responsibility</b>	<ol style="list-style-type: none"> <li>1. Environmental management and eco-design of the projects</li> <li>2. Combating climate change and promoting the Region's environmental transition</li> </ol>
<b>The projects' social and societal responsibility</b>	<ol style="list-style-type: none"> <li>3. Sustainable regional planning and improving quality of life</li> <li>4. Socially inclusive development, combating inequality, and promoting the safety of individuals</li> <li>5. Respect for fundamental rights</li> </ol>
<b>The projects' economic responsibility</b>	<ol style="list-style-type: none"> <li>6. Responsible regional development</li> <li>7. regional economic development</li> <li>8. Fair practices, responsible purchasing and responsible supplier relations</li> </ol>
<b>Governance</b>	<ol style="list-style-type: none"> <li>9. Consultation with stakeholders</li> </ol>

In some cases, especially for projects for emergency measures in a crisis, not all the eligibility criteria may be fully covered.

## Publication of a report on the use of funds (on anniversary of the operation)

Reports published by the Region illustrate compliance with commitments made at the time of issue relating to the allocation of funds, compliance with the eligibility criteria for each project/scheme financed and the presentation of cross-cutting impact indicators for the projects. Schemes involving a multitude of small projects are reported on one or two project examples which are presented for each scheme funded.

## Transparency on management of funds and the allocation and selection process

### 1/Management of funds:

In terms of financial flows, the funds from the borrowing are fungible in the regional treasury. French authorities are obliged to deposit their cash balance in a single account at the French Treasury.

From a budgetary and accounting viewpoint, borrowings are entered as investment earnings and cover the investment expenses for the year. This principle of budgetary annuality guarantees investors that the funds raised by the green and sustainable loans will be used in the year the loan is raised to finance the Region's investment projects.

### 2/Project allocation and selection process:

This process starts after the end of the year in which the loan in question was raised, when the Region has a perfect view of the level of investment expenditure for each project.

The Finance Division, which coordinates the preparation of the report, requires each operational division in the Region to select a certain number of investment projects:

- Firstly, the operational divisions must identify projects corresponding to an amount of expenses recorded in the year and which meet the eligibility criteria for green and sustainability loans from the most exemplary in this respect. In some cases, especially for projects for emergency measures in a crisis, some eligibility criteria may not be fully covered. The Region's divisions that sponsor the projects are the best placed to select the most emblematic projects in their portfolio.
- Secondly, the management control and financial decision department verifies the amount of expenses for each project in conjunction with the division in question. The finance division then distributes the funds raised by the loan on the basis of the proposed projects

Once this step has been completed, each division prepares the report on the projects retained. The information obtained by each division is then centralised within the finance division, which consolidates the document and verifies the overall consistency. The document is then sent to the communications division for design and printing.

The Île-de-France Region has a "reasonable" insurance level (the best) from Viegeo-Eiris on the credibility of the sustainable development framework (SPO of 8 June 2020: [https://www.iledefrance.fr/sites/default/files/medias/2020/06/20200609\\_ViegeoEiris\\_SPO\\_RegionIDF.pdf](https://www.iledefrance.fr/sites/default/files/medias/2020/06/20200609_ViegeoEiris_SPO_RegionIDF.pdf)).

## INTRODUCTORY ASPECTS OF THE 2020 REPORT

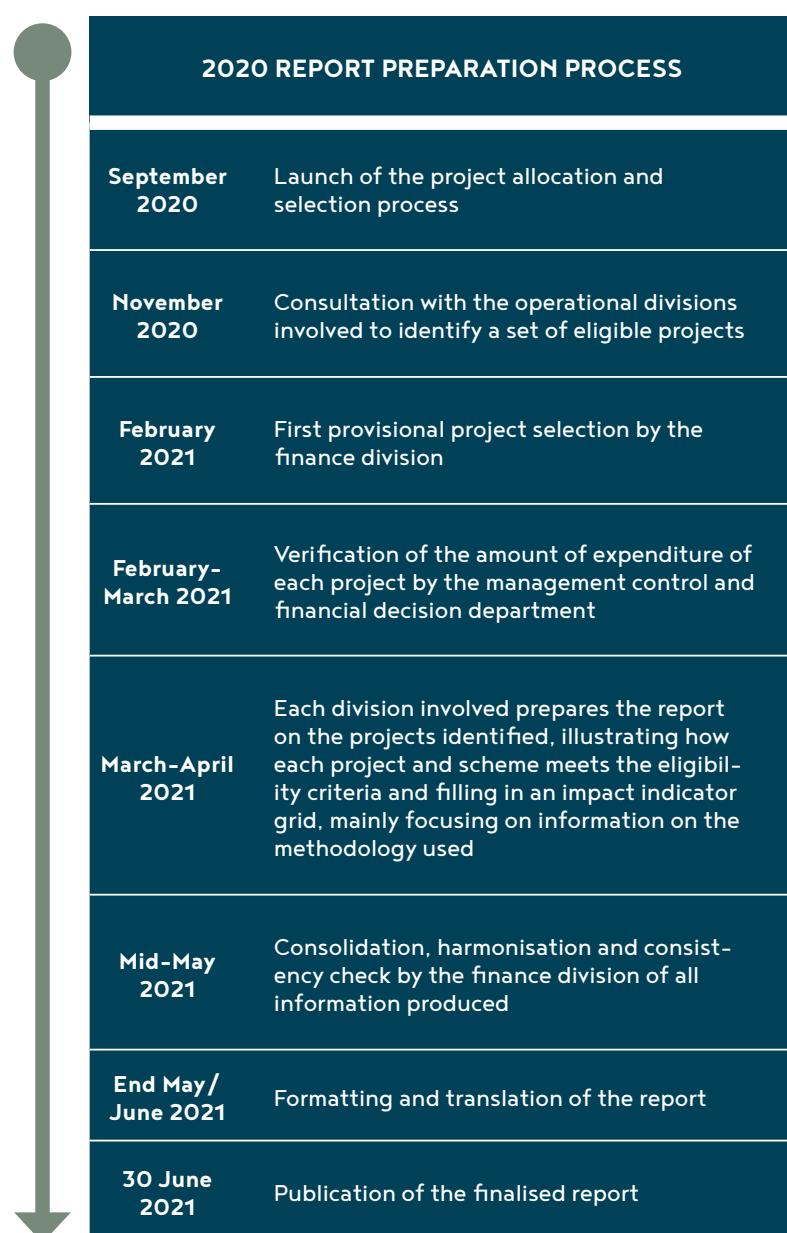
The report submitted this year on the projects financed by the 2020 green and sustainable bond issue contains a same level of information as the 2018 report (last one published). It thus includes:

- A table summarising the allocation of funds to projects/schemes submitted;
- A table summarising the three potentially cross-cutting project impact indicators identified: jobs supported by the project (in worksite and operating phases), CO2 emissions avoided by the project, number of project beneficiaries, incorporating a methods notice setting out each method used to calculate the impact indicators;
- A sheet on each project/scheme submitted describing the purpose of the project and updating its lifecycle, if necessary; a summary table illustrates with evidence how each project meets each eligibility criterion; every sheet header gives the essential project information and recalls, if necessary, the amounts allocated to the project from previous green and sustainable borrowing by the Region since 2014;

Like last year, a project example is submitted for each scheme financed, for schemes involving a multitude of small projects.

- Review of projects financed by the 2020 green and sustainable borrowing from the angle of the Sustainable Development Goals established by the United Nations:

- The Sustainable Development Goals to which each project responds are identified as such in the header of each project sheet;
- A summary table is presented to provide an overview of the contribution of each project to each of the goals; the approach used to construct this table is presented in the methodological notice. The table also links to the impact indicators mentioned in the project sheets.
- This approach shows that, on average, each project makes a direct and positive contribution to 8.3 UN Sustainable Development Goals compared with a subset of twelve Sustainable Development Goals that can potentially be applied directly to investment projects financed by the 2020 green and sustainable borrowing. This year, a graph in the introduction gives a simple view of the amount of funding devoted to each of the Goals.



29

Projects and schemes benefiting from funds mobilised in 2020

64 %

Proportion of projects and schemes rolled over this year from last year

11

New projects and schemes benefiting from funds mobilised in 2020

8,3

Average number of UN Sustainable Development Goals to which each project or scheme financed is contributing directly

<sup>1</sup> See methodological notice.

# Summary of impacts of projects and footprint of the 2020 green and sustainable bond excluding COVID measures





	Project purpose
<b>BUILDINGS AND FACILITIES FOR EDUCATION AND LEISURE</b> <i>New secondary school and boarding school construction projects</i> Gaston Bachelard high school - Chel <b>NEW PROJECT</b> <i>Secondary school renovation projects</i> Alexandre Denis high school - Cerny Darius Milhaud high school - Kremlin-Bicêtre <b>NEW PROJECT</b> Jacques Feyder high school - Epinay-sur-Seine <b>NEW PROJECT</b> <i>Secondary school thermal renovation projects</i> Viollet le Duc high school - Villiers-Saint-Frédéric <b>NEW PROJECT</b> <i>Higher education construction projects</i> Ecole des Hautes Etudes en Sciences Sociales, Campus Condorcet - Aubervilliers Grand Équipement Documentaire, Campus Condorcet - Aubervilliers Bibliothèque de documentation Internationale Contemporaine - Nanterre Conservatoire National des Arts et Métiers (CNAM), Landy 2 - Saint-Denis <i>Sport and leisure space projects</i> Development of Corniche-des-Fort <b>NEW PROJECT</b> Grand Centre de ressources, d'expertise et de performance sportives d'Île-de-France <b>NEW PROJECT</b>	Construction of a boarding school  School restructuring and extension School restructuring and extension School restructuring and extension  Secondary school thermal renovation  New build New build New build New build  Outdoor layout of an educational trail New construction and restructuring
<b>PUBLIC TRANSPORT AND SUSTAINABLE MOBILITY</b> <i>Metro projects</i> Metro Line 4 Metro Line 11 Metro Line 14 <i>Tramway projects</i> Tramway Line T4 Tramway Line T9 Tramway Line T12 Tramway line T13 (phase 1) <b>NEW PROJECT</b> <i>Railway links projects</i> EOLE Electrification of Line P (Paris-Troyes) <i>Scheme: development for buses on own sites and layout of roadways</i> T ZEN 4 (Viry-Châtillon to Corbeil-Essonnes) <i>Scheme: Accessibility Master Plan</i> Saint-Denis station	Extension to Bagneux (phase 2) Extension to Rosny-Bois-Perrier Extension of Saint-Ouen Town Hall  New branch between Bondy and Montfermeil New line between Paris and Orly ville New line between Massy-Palaiseau and Evry Courcouronnes New line between Saint Cyr and Saint-Germain-en-Laye (ph. 1)  Extension of the RER E westwards Electrification of the train line between Paris and Troyes  New bus line between Viry-Châtillon and Corbeil-Essonnes  Making station accessible
<b>RENEWABLE ENERGIES AND ENERGY EFFICIENCY</b> <i>Scheme: Energy policy and cross-cutting actions</i> Geothermal energy at Arcueil Gentilly <b>NEW PROJECT</b>	Geothermal doublet at the dogger
<b>BIODIVERSITY</b> <i>Scheme: Green Spaces Agency Programme</i> Opening of the Bois-Saint-Martin to the general public <b>NEW PROJECT</b> <i>Scheme: Protection of the biodiversity, water policy and cross-cutting actions</i> Banks of the Marne - Thorigny-sur-Marne and Dampmart	Acquisition, development and accessibility of the Bois-Saint-Martin  Reconstitution of the ecological continuity of the banks of the Marne
<b>SOCIAL AND HEALTH ACTIONS TO ASSIST POPULATIONS</b> <i>Scheme: Social action</i> Reconstruction of the Marie Auxiliatrice medical educational Institute at Draveil <b>NEW PROJECT</b>	Reconstruction of a 120-space Medical Teaching Institution
<b>SOCIAL HOUSING</b> <i>Schemes: Support for social housing</i> Social housing - Le Sycomore eco-neighbourhood in Bussy-Saint-Georges <b>NEW PROJECT</b>	Construction of 109 PLUS and PLAI housing units
<b>ECONOMIC AND SOCIALLY-INCLUSIVE DEVELOPMENT</b> <i>Schemes: Support for research and innovation</i> Support for scientific investment (Major fields of interest and SESAME) <i>Schemes: Support for the social and socially-inclusive economy (Entrepreneur # Leader)</i> Support for the activity of the Association for the Right to Economic Initiative (Adie)	Support strategic investment in innovative research projects  Loan on trust and guarantee funds France Active/Adie



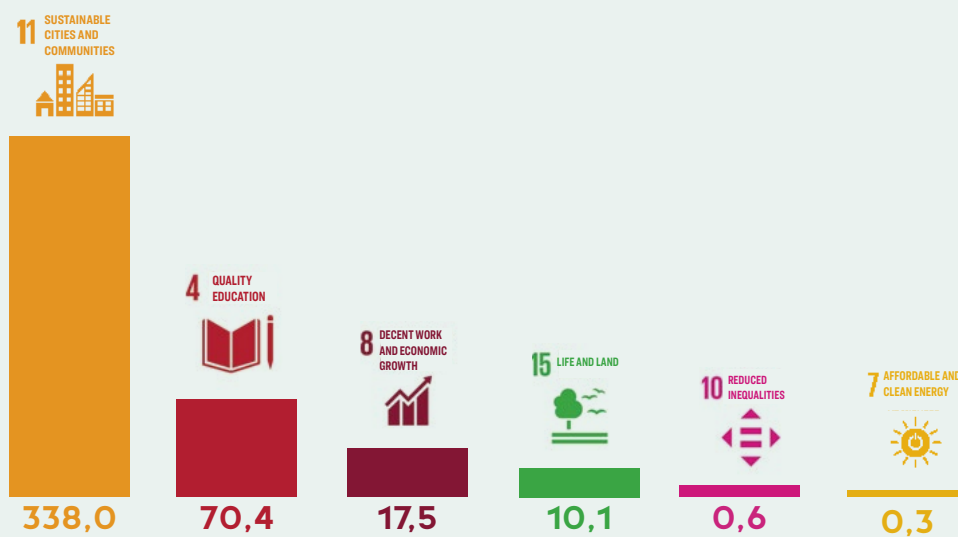
Impact of projects and schemes submitted				Footprint of the 2020 green and sustainable bond (project impact weighted by the weight of the loan in the project financing)				
Total project cost en M€ (1)	CO2 emissions (teq/year) avoided by the project	FTE supported by the project*	Number of project beneficiaries	Amount of 2020 green and sustainable borrowing allocated to the project in € million (2)	Weight(2)/(1)	CO2 emissions (teq/year) avoided by the project	FTE supported	Scope covered by the indicators (Amount carried forward / Amount scheme)
13,1	38	1	150	2,2	16,9 %	6	0,2	100 %
41,8	117	10	1 179	2,7	6,4 %	8	1	11%
44,3	61	10	1 860	8,0	18,1 %	11	2	33%
45,4	123	14	1 960	9,1	20,1 %	25	3	38 %
0.9	35	-	1 141	1,1	122,2 %	43	-	50 %
38,8	24	107	16 966	14,4	37,1 %	9	40	100 %
102,3	285	262	30 950	28,5	27,8 %	79	73	100 %
29,5	113	87	25 000	3,0	10,2 %	11	9	100 %
35,1	10	101	801	0,1	0.3 %	0	0,3	100 %
14,7	-	2	147 565	4,7	31,8 %	-	1	10 %
32,0	-	5	320	3,5	10,9 %	-	1	8 %
307,1	570	2 180	755 800	27,9	9,1 %	52	198	100 %
1 298,0	3 255	9 216	331 000	14,7	1,1 %	37	104	100 %
1 380,0	7 310	9 798	176 000	3,6	0,3 %	19	25	100 %
255,8	-	1 816	62 000	10,5	4,1 %	-	75	100 %
403,3	1 338	2 863	70 000	52,9	13,1 %	176	376	100 %
576,7	2 534	4 095	40 000	59,8	10,4 %	263	425	100 %
306,7	1 116	2 178	21 000	43,2	14,1 %	157	306	100 %
3 740,9	8 040	26 554	1 400 000	102,8	2,7 %	221	729	100 %
320,0	50 000	2 272	4 400 000	10,5	3,3 %	1 646	75	100 %
124,0	-	880	47 000	1,9	1,5 %	-	13	13 %
65,5	-	413	90 000	2,0	3,1 %	-	13	5 %
15,9	15 000	-	10 000	0,4	2,3 %	347	-	4 %
14,4	1 190	-	1 500 000	10,1	70,0 %	833	-	56 %
4,3	-	-	102 090	0,1	1,6 %	-	-	2 %
15,4	-	6	120	1,4	9,1 %	-	1	10 %
16,5	-	116	254	0,5	3,0 %	-	4	1 %
14,2	-	-	74	14,2	100 %	-	-	100 %
0,7	-	-	1 450	0,7	100 %	-	-	21 %

# Reading funded projects from the point of view of UN Sustainable Development Goals

- The next table compiles the contribution made by each project to the United Nations Sustainable Development Goals (SDG). This is assessed individually based on the specific features of each project as described in the sheets accompanying this report.
- For each project, the main Sustainable Development Goal is identified by a double circle: Ⓢ
- The projects have been assessed with respect to twelve goals out of seventeen (see Appendix 1.2 of this report [page 96]).
- The graph opposite indicates the scale of financing the main SDG by projects presented within in this report. It also highlights that financing allocated to SDG 11 "Sustainable cities and communities" dominates, which is consistent with both the nature of the Île-de-France Region as a regional authority and its predominantly urban character.

	1 NO POVERTY 	3 GOOD HEALTH AND WELL-BEING 	4 QUALITY EDUCATION 	6 CLEAN WATER AND SANITATION 
Gaston Bachelard high school - Chelles	•		Ⓢ	
Alexandre Denis high school - Cerny	•		Ⓢ	•
Darius Milhaud high school - Kremlin Bicêtre	•		Ⓢ	•
Jacques Feyder high school - Epinay sur Seine	•		Ⓢ	•
Viollet le Duc high school - Villiers Saint Frédéric			Ⓢ	
École des Hautes Études en Sciences Sociales - Campus Condorcet	•		Ⓢ	
Grand Équipement Documentaire - Campus Condorcet	•		Ⓢ	
Bibliothèque de Documentation Internationale Contemporaine	•		Ⓢ	•
Conservatoire National des Arts et Métiers (CNAM) - Landy 2	•		Ⓢ	•
Development of Corniche-des-Forts	•			•
Grand Centre de ressources, d'expertise et de performance sportives d'Île-de-France	•			•
Metro Line 4	•			•
Metro Line 11	•			
Metro Line 14	•			
Tramway Line T4	•			
Tramway Line T9	•			
Tramway Line T12	•			•
Tramway line T13	•			
EOLE	•			
Electrification of Line P (Paris - Troyes)	•			
T ZEN 4 (Viry-Châtillon - Corbeil-Essonnes)	•			
Saint-Denis station	•			
Geothermal energy at Arcueil Gentilly				•
Opening of the Bois-Saint-Martin to the general public			•	•
Banks of the Marne - Thorigny-sur-Marne and Dampmart				•
Reconstruction of the Marie Auxiliatrice medical educational Institute at Draveil	•	•	Ⓢ	•
Social housing - Le Sycomore eco-neighbourhood in Bussy-Saint-Georges	•			•
Support for scientific investment (Major fields of interest and SESAME)	•	•		•
Support for the activity of the Association for the Right to Economic Initiative (Adie)	•			

## FUNDING OF MAIN SDGS (€M)



7 AFFORDABLE AND CLEAN ENERGY	8 DECENT WORK AND ECONOMIC GROWTH	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE	10 REDUCED INEQUALITIES	11 SUSTAINABLE CITIES AND COMMUNITIES	12 RESPONSIBLE CONSUMPTION AND PRODUCTION	13 CLIMATE ACTION	15 LIFE AND LAND	IMPACT INDICATOR OF THE MAIN SDG	
•	•		•	•	•	•		Number of beneficiaries	page 18
•	•		•	•	•	•		Number of beneficiaries	page 20
•	•		•	•	•	•		Number of beneficiaries	page 22
•	•		•	•	•	•		Number of beneficiaries	page 24
•	•		•	•	•	•		Number of beneficiaries	page 26
•	•		•	•	•	•		Number of beneficiaries	page 28
•	•		•	•	•	•		Number of beneficiaries	page 30
•	•		•	•	•	•		Number of beneficiaries	page 32
•	•		•	•	•	•		Number of beneficiaries	page 34
			•	⊙	•	•	•	Number of beneficiaries	page 36
•		•	•	⊙	•	•		Number of beneficiaries	page 38
•	•	•	•	⊙	•	•		CO2 emissions avoided by the project	page 42
•	•	•	•	⊙	•	•		CO2 emissions avoided by the project	page 44
•	•	•	•	⊙	•	•		CO2 emissions avoided by the project	page 46
•	•	•	•	⊙	•	•	•	CO2 emissions avoided by the project	page 48
•	•	•	•	⊙	•	•		CO2 emissions avoided by the project	page 50
•	•	•	•	⊙	•	•		CO2 emissions avoided by the project	page 52
•	•	•	•	⊙	•	•	•	CO2 emissions avoided by the project	page 54
•	•	•	•	⊙	•	•		CO2 emissions avoided by the project	page 56
•	•	•	•	⊙	•	•	•	CO2 emissions avoided by the project	page 58
•	•	•	•	⊙	•	•	•	Number of beneficiaries	page 60
•	•	•	•	⊙	•	•		Accessibility	page 62
⊙			•	•	•	•	•	CO2 emissions avoided by the project	page 66
	•		•	•	•	•	⊙	Number of beneficiaries	page 70
	•		•	•	•	•	⊙	Number of beneficiaries	page 72
•	•		•	•	•	•		Number of beneficiaries	page 76
•	•		⊙	•	•	•		Number of beneficiaries	page 80
•	⊙	•	•	•	•	•		Number of beneficiaries	page 84
	⊙		•	•	•			Number of beneficiaries	page 86







## BUILDINGS AND FACILITIES FOR EDUCATION AND LEISURE

Construction and renovation of buildings according to a sustainable development approach, contributing to respect for the environment and accessibility to persons with reduced mobility.

The Region has adopted a new programme of investment for high schools, in consultation with the local education authorities and communities in the Île-de-France Region. Resources devoted to secondary education have doubled in order to reflect demographic changes and new school dynamics: 90,000 additional high school students are expected in Île-de-France between 2012 and 2030, reflecting the dynamics of the territory.

The priority environmental objectives for new upcoming construction projects will focus on bioclimatic design and energy management; site biodiversity and water resources; air quality and acoustics; construction methods and optimised site impacts; specific maintenance and waste management.

- **Development of sectorial guidelines for sustainable management**, which are regional guides to include concerns in matters of sustainable development in the projects.
- **Region's jurisdiction**: mandatory for the high schools; projects in the framework of State-Region relations in the field of higher education.
- **Forms of intervention**:
  - **High schools**: procurement contracts for contracting authority,
  - **Higher education**: subsidy or direct contracting work,
  - **Leisure islands**: direct contracting work (regional properties).
- **Target audience**: pupils, students, teachers, researchers / amateur and professional athletes.

# GASTON BACHELARD HIGH SCHOOL - CHELLES

NEW PROJECT

Construction project for new secondary schools and boarding schools



Purpose	Constructing a boarding school
Locations	Chelles
Key dates	Project management competition in 2015 and 2016, studies in 2016 and 2017, call for work bids in 2017 and 2018, worksite finalised in April 2020.
Total project cost	€13.1 million
Financing by the Region in the total amount of the project	100,0%
2020 financing by the green and sustainability bond	€2.2 million

## ► QUALITATIVE PRESENTATION OF THE PROJECT

- The new boarding school of the Gaston Bachelard secondary school can house 150 pupils (74 minor children and 76 adults). Both parts (specific to adults and minor children) are totally autonomous from a functional viewpoint but can be pooled if necessary. It covers an area of 3,150 m<sup>2</sup>.
- It is located immediately next to two establishments. Firstly, the Gaston Bachelard general technological and professional secondary school which counted 1,300 pupils in 2013 at the onset of the project. It provides general and technological training. Secondly, the Louis Lumière multi-purpose secondary school, which counted 680 pupils in 2013, including 57% from families in disadvantaged professions and socio-professional categories. It provides training in electrical and commercial professions.
- Architecturally, the desire to preserve and enhance the landscape context of the site and to use it for the benefit of the boarding school dictated the shape and layout of the new boarding school. The buildings are laid out to allow plenty of light into all the bedrooms and common areas. The majority of bedrooms open onto surrounding wooded spaces.

## ► PROJECT LIFECYCLE

- The worksite commenced in May 2018.
- It was delivered in April 2020 after two years of work.

## ► IMPACT INDICATORS RELATED TO THE PROJECT

Indicator	Impact	Methodological notice
Inclusion FTE supported by the project	1 FTE	B
Number of project beneficiaries	150	D-1
CO <sub>2</sub> emissions avoided by the project	38 teq CO <sub>2</sub> /year	E-1





► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design of projects</b>	<ul style="list-style-type: none"> <li>• Specification defining the environmental requirements for the investment in the secondary schools.</li> <li>• "Minimal nuisance worksite" charter</li> <li>• Environmental monitoring of each phase by a specialist assistant to the contracting authority</li> </ul>
<b>Contributing to combating climate change and to the ecological transition of the Region</b>	<ul style="list-style-type: none"> <li>• Rainwater management via a retention basin (187 m<sup>3</sup>) that limits the discharge into the mains water to 21/ha/s maximum.</li> <li>• Soil sealing coefficient of 22%.</li> <li>• Passive heat recovery system in the boarding school's grey water.</li> <li>• Low consumption objective thanks to the way the building faces, the insulation used and the solar shading systems.</li> </ul>
<b>Contributing to the sustainable development of the Region and the improvement in quality of life</b>	<ul style="list-style-type: none"> <li>• Green roofs.</li> <li>• Maintaining existing green spaces and installing green spaces in open ground over more than 20% of the project area.</li> <li>• The majority of bedrooms open onto wooded spaces.</li> </ul>
<b>Contributing to socially-inclusive development, combating inequality and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Accessibility to disabled people to all establishments open to the public.</li> <li>• Access to professional training in sectors with high employability.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Combating social, school and territorial inequalities.</li> </ul>
<b>Responsible development of the Region</b>	<ul style="list-style-type: none"> <li>• Building a boarding school with 150 beds to improve living conditions for certain populations from disadvantaged professions and socio-professional categories.</li> </ul>
<b>Economic development of the Region</b>	<ul style="list-style-type: none"> <li>• Support for employment during the worksite, support for integration employment and recruitment of reception, maintenance, catering and accommodation staff within the school.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Application of the public procurement contract code by the project representative.</li> <li>• Requirements for the choice of construction products (saving on natural resources, etc.).</li> </ul>
<b>Promoting suitable consultation with internal and external stakeholders</b>	<ul style="list-style-type: none"> <li>• Information and consultation procedure expanded to the entire school community.</li> <li>• Public meetings during the major phases of the operation.</li> </ul>

## ALEXANDRE DENIS HIGH SCHOOL

Projects: renovation of high schools



Purpose	Restructuring and expansion of the high school
Locations	Cerny
Key dates	Competitive tender for project management: 2014; Surveys : 2015-2016; Public tender for worksite : 2017; Worksite in progress
Total project cost	€ 41.8 million
Financing by the Region in the total amount of the project	100,0%
2020 financing by the green and sustainability bond	€ 2.7million
History of project financing by previous green and responsible regional borrowing	



## ► QUALITATIVE PRESENTATION OF THE PROJECT

- Establishment located in a small rural Essonne town, on a large 17 acre site bordering the wooded Montmirault Park. It mainly hosts vocational courses in automotive maintenance and logistics, but also in aeronautics, which benefit from the proximity of the La Ferté-Alais airfield.
- The operation consists of completely renovating the vocational training buildings, rebuilding the staff housing, and creating general education facilities to upgrade the training to a multi-purpose facility.
- Considering the size of the site and its heavy vegetation, a landscape revaluation will also be implemented on most of the property.
- Creation of a biomass boiler, which will supply all buildings on the site with renewable energy. It will also be supplied by the local production of wood located in the Gâtinais regional Park.

## ► PROJECT LIFECYCLE

- The staff housing has been completed and was delivered by the end of 2018.
- The work of the first phase for the restructuring and extension of the high school is underway and will be completed in September 2019 : opening of teaching and sports rooms and half-board.
- Work on the second construction phase of the secondary school (building E and link A) has been in progress since February 2020 and should be completed for the return to school in 2021.

## ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological notice
Integration FTEs supported by the project	10 FTEs	B
Number of beneficiaries of the project	1 179	D-1
CO <sub>2</sub> avoided by the project	117 CO <sub>2</sub> teq/year	E-1





► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• Specifications defining the environmental requirements for investment in the high schools.</li> <li>• "Worksite with minimal environmental disturbances" charter with all waste traceability objectives and a minimum recovery requirement of 70%.</li> <li>• Environmental monitoring of each phase by a specialist contracting authority assistant.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• Production of domestic hot water for the houses by installation of solar thermal panels on the roof (supplemented by the gas boiler).</li> <li>• Low consumption goal.</li> <li>• Recovery of rainwater on the roof, for local watering, cleaning outdoor areas, as well as the sanitary block of the new building. These uses will reduce the consumption of city water, and contribute to the slowing rainwater runoff.</li> <li>• Creation of a wood boiler for the benefit of the entire site, including for existing high school buildings that were not rebuilt.</li> <li>• Recommending a short circuit biomass supply by local industry, in coordination with the Gâtinais regional Park, which supports this platform.</li> <li>• Alternative water management with a goal of zero discharge of rainwater to the mains, thus maximum delivery and retention on site.</li> <li>• Parking in honeycombed slabs with grass and gravel filling to limit water proofing.</li> <li>• Runoff directed to ditches to naturally purify residual hydrocarbons.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• Roofs entirely covered in vegetation (except workshops and part residential), in order to integrate as much as possible in the vegetation. The roofs of the new building will have semi-intensive vegetation, while the greening of the restructured buildings will be extensive, to limit the overload on the existing structure. This is to ensure the overall qualitative treatment of the whole, while having reasonable maintenance.</li> <li>• Take into account the different levels on the site.</li> <li>• Use of the earth as insulation, especially at the north ground level next to the gym.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Access for disabled people.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Combating social, educational and regional inequalities.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• Streams contributing to provide diversified and quality training in the Region</li> <li>• High school focused on professional courses, with a strong specialisation in the aeronautics trades, in connection with the nearby La Ferté-Alais airfield.</li> <li>• This will allow for general second cycle courses ensuring the institution's range of choices, as well as the redeployment of the aeronautical stream with the creation of a specialized BTS technical diploma.</li> <li>• Availability of a boarding school on the site ensures wide geographical recruitment of students.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Supporting employment during construction, supporting integration employment and recruiting welcoming, maintenance, catering and accommodation staff within the school.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Application of the Public Procurement Code by the project officer.</li> <li>• Requirements on the choice of construction products (to save on natural resources).</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Information and consultation procedure extended to the entire school community.</li> <li>• Public meetings during the major phases of the operation.</li> </ul>

# DARIUS MILHAUD HIGH SCHOOL AT KREMLIN-BICÊTRE

Secondary school renovation project

NEW PROJECT



Purpose	Global restructuring and extension
Locations	Kremlin-Bicêtre
Key dates	Project management competition in 2012-2013. Studies in 2014 to 2016. Call for work bids in 2016. Worksite in progress.
Total project cost	€44.3 million
Financing by the Region in the total amount of the project	100,0%
2020 financing by the green and sustainability bond	€8.0 million

## ► QUALITATIVE PRESENTATION OF THE PROJECT

- Increased capacity of the establishment from 1,530 pupils (2009 sources) split into 57 divisions to 1,857 pupils split into 59 divisions.
- Creation of coherent teaching clusters for core subjects, health and social, scientific, artistic and tertiary and improvement of living and reception areas.
- Major rehabilitation of the building stock and response to the numerous functional dysfunctions of the entire establishment by carrying out renovation work on the building stock (façade, heating/ventilation, etc.) for approximately 12,200 m<sup>2</sup> net floor area, by constructing a new building to improve the operation of 3,500 m<sup>2</sup> net floor area, by demolishing two blocks (i.e., 2,659 m<sup>2</sup> net floor area) and by creating a new entrance by redeveloping a forecourt and outdoor spaces.

## ► PROJECT LIFECYCLE

Work commenced in September 2017 after contractors were appointed. The work is being carried out in several phases:

- Phase 1 and 2 completed (buildings A and B in 2019, buildings 3 and 5 in 2020)
- Phase 3: The phase 3 work commenced on 1 September 2020 and is currently in progress for a planned delivery in Summer 2021 and in operation for the 2021 return to school
- Phase 4: Phase 4, the last phase, involves demolishing buildings that are no longer used and creating outdoor spaces. This phase will be carried out after delivery of Phase 3 over a six month period approximately.

## ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological notice
Inclusion FTE supported by the project	10 FTE	B
Number of project beneficiaries	1,860	D-1
CO <sub>2</sub> avoided by the project	61 teq CO <sub>2</sub> /year	E-1



► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design of projects</b>	<ul style="list-style-type: none"> <li>• Specification defining the environmental requirements for the investment in the secondary schools.</li> <li>• "Minimal nuisance worksite" charter: many goals for limiting nuisances in the environment, with in particular waste traceability and a minimum recovery requirement of 70% by mass (demolition + construction).</li> <li>• Environmental monitoring of each phase by a specialist assistant to the contracting authority.</li> </ul>
<b>Contributing to combating climate change and to the ecological transition of the Region</b>	<ul style="list-style-type: none"> <li>• Low consumption objective.</li> <li>• Alternative water management with the goal of discharging less than 2 L/s/ha of rainwater into the mains and thus maximum infiltration and retention on the plot. Creation of a retention basin and landscaped ditches.</li> </ul>
<b>Contributing to the sustainable development of the Region and the improvement in quality of life</b>	<ul style="list-style-type: none"> <li>• Creating quality landscaped layouts with many educational gardens.</li> </ul>
<b>Contributing to socially-inclusive development, combating inequality and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Accessibility to disabled people to all establishments open to the public.</li> <li>• Access to professional training in sectors with high employability.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Combating social, school and territorial inequalities.</li> </ul>
<b>Responsible development of the Region</b>	<ul style="list-style-type: none"> <li>• Creation of coherent teaching clusters for core subjects, health and social, scientific, artistic and tertiary and improvement of living and reception areas.</li> </ul>
<b>Economic development of the Region</b>	<ul style="list-style-type: none"> <li>• Support for employment during the worksite, support for integration employment and recruitment of reception, maintenance, catering and accommodation staff within the school.</li> <li>• Contribution to the dynamics of the Region (personnel, teachers, students).</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Application of the public procurement contract code by the project representative.</li> <li>• Requirements for the choice of construction products (saving on natural resources, etc.).</li> </ul>
<b>Promoting suitable consultation with internal and external stakeholders</b>	<ul style="list-style-type: none"> <li>• Information and consultation procedure expanded to the entire school community.</li> <li>• Public meetings during the major phases of the operation.</li> </ul>



# JACQUES FEYDER HIGH SCHOOL AT EPINAY-SUR-SEINE

## Secondary school renovation project

NEW PROJECT



Purpose	Global restructuring and extension
Locations	Epinay-sur-Seine
Key dates	Project management competition in 2013-2014. Studies in 2015 to 2017. Call for work bids in 2018. Worksite in progress since 2018.
Total project cost	€45.4 million
Financing by the Region in the total amount of the project	100,0%
2020 financing by the green and sustainability bond	€9.1 million

### ► QUALITATIVE PRESENTATION OF THE PROJECT

- Total restructuring of the heavy prefab buildings over a surface area of approximately 11,300 m<sup>2</sup>, including reworking the façades to meet thermal requirements, reducing the demountable buildings by building a 2,000 m<sup>2</sup> extension which will also house the reception areas (hall, multi-purpose room) and redeveloping the entire site to accommodate people with reduced mobility.
- Creating a sports hall of approximately 200 m<sup>2</sup> with a climbing wall, requalifying a documentation and information centre for the whole school, creating a 150-seat amphitheatre, developing school life premises of approximately 250 m<sup>2</sup> for teachers and 200 m<sup>2</sup> for pupils, to which will be added two large duty rooms, reuse of the administrative centre and complete restructuring of the catering service.
- The school will also have a boarding facility with 75 beds (new building of 2,250 m<sup>2</sup>). The mainly single or double rooms are designed to house the post-bac students and a local boarding school.

### ► PROJECT LIFECYCLE

- The multi-phase worksite commenced in May 2018 and should be completed in February 2022.
- Several phases are now completed with buildings C and F already delivered.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological notice
Inclusion FTE supported by the project	14 FTE	B
Number of beneficiaries of the project	1,960 pupils	D-1
CO <sub>2</sub> avoided by the project	123 teq CO <sub>2</sub> /year	E-1



► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design of projects</b>	<ul style="list-style-type: none"> <li>• Specification defining the environmental requirements for the investment in the secondary schools.</li> <li>• "Minimal nuisance worksite" charter: many goals for limiting nuisances in the environment, with in particular waste traceability and a minimum recovery requirement of 70% by mass (demolition + construction).</li> <li>• Environmental monitoring of each phase by a specialist assistant to the contracting authority.</li> </ul>
<b>Contributing to combating climate change and to the ecological transition of the Region</b>	<ul style="list-style-type: none"> <li>• Improvement in the soil sealing coefficient which has dropped from 65% to 55%. (Installation of draining asphalt on sports surfaces and parking spaces with sand-jointed paving stones in car parks).</li> <li>• Rainwater recovered from the roofs for local watering, cleaning outdoor spaces and the sanitary block in the new building. These on site uses will reduce mains water consumption and help with the timing of rainwater discharges.</li> <li>• The extensions are the result of a satisfactory compromise between the built footprint limitation and optimised building compactness.</li> <li>• Low consumption objective (less than 50 kWh/m<sup>2</sup> net floor area/year and 80 kWh/m<sup>2</sup> net floor area/year for the new and renovated buildings respectively).</li> <li>• Wastewater heat recovery system installed in the collector of all shower outlets in the boarding school.</li> </ul>
<b>Contributing to the sustainable development of the Region and the improvement in quality of life</b>	<ul style="list-style-type: none"> <li>• Green roofs to blend as much as possible into the highly planted context, in order to ensure a quality treatment of the whole overall whilst keeping it reasonable in terms of maintenance.</li> <li>• Summer comfort guaranteed by metal mesh cladding and night-time ventilation.</li> <li>• Air quality ensured by low emission materials.</li> </ul>
<b>Contributing to socially-inclusive development, combating inequality and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Accessibility to disabled people to all establishments open to the public.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Combating social, school and territorial inequalities.</li> </ul>
<b>Responsible development of the Region</b>	<ul style="list-style-type: none"> <li>• Both general and technological sectors.</li> <li>• An on-site boarding school ensures wide geographical recruitment of pupils.</li> </ul>
<b>Economic development of the Region</b>	<ul style="list-style-type: none"> <li>• Support for employment during the worksite, support for integration employment and recruitment of reception, maintenance, catering and accommodation staff within the school.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Application of the public procurement contract code by the project representative.</li> <li>• Requirements for the choice of construction products (saving on natural resources, etc.).</li> </ul>
<b>Promoting suitable consultation with internal and external stakeholders</b>	<ul style="list-style-type: none"> <li>• Information and consultation procedure expanded to the entire school community.</li> <li>• Public meetings during the major phases of the operation.</li> </ul>

# VIOLLET LE DUC HIGH SCHOOL - VILLIERS SAINT FRÉDÉRIC

NEW PROJECT

## Secondary school thermal renovation project



Purpose	Heating system renovations
Locations	Villiers-Saint-Frédéric
Key dates	Start of operation: 27 July 2020 End of worksite: 23 March 2021
Total project cost	€1.1 million
Financing by the Region in the total amount of the project	100,0%
2020 financing by the green and sustainability bond	€1.1 million

### ► QUALITATIVE PRESENTATION OF THE PROJECT

- The work is part of a complete renovation of the school's heating, ventilation and air-conditioning equipment (HVAC), in at least three phases. This first work phase covers the heating in five buildings built in the 1960s and involves renovating and optimising the heating distribution network starting from the boiler room by creating a single primary system for the rest of the buildings.
- This project is a chance to review the entire heating hydraulic system of the boiler rooms, replace the horizontal ducting in the utility tunnel, channel or underground, create a sub-station for each building or desludge the basement radiators and the building network balanced from the rising main valves.

### ► PROJECT LIFECYCLE

- Operation won by the company S3M after a competitive bidding process within the framework of the subsequent contract and monitored as project manager by PCI Thermique through (other players: Qualiconsult - cobat-coprev.).
- The intervention took place in an occupied area and work could only commence after the end of the school term. The timetable was respected.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological notice
Number of beneficiaries of the project	1141	D-1
CO <sub>2</sub> avoided by the project	35 teq CO <sub>2</sub> /year	E-1





► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design of projects</b>	<ul style="list-style-type: none"> <li>• Setting up an environmental plan under the operation.</li> <li>• Waste Elimination Monitoring Organisation Plan (SOSED) (Waste) - Worksite Respect for Air Organisation Plan (SORAC) (Air) - company (SOGEC) (Water) - Worksite Insertion in Site Compliance Organisation Plan (SORIC) (Biodiversity) - Sound Emissions Compliance Organisation Plan (SOES) (Acoustics).</li> </ul>
<b>Contributing to combating climate change and to the ecological transition of the Region</b>	<ul style="list-style-type: none"> <li>• Energy efficiency objective.</li> <li>• Improving control and distribution outputs (less consumption for more comfort).</li> </ul>
<b>Contributing to the sustainable development of the Region and the improvement in quality of life</b>	<ul style="list-style-type: none"> <li>• Improving the continuity of service through possible permutation of equipment.</li> <li>• Durability of engineered structures.</li> </ul>
<b>Contributing to socially-inclusive development, combating inequality and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Monitoring the operation by a Safety and Health Protection Coordinator (CSPS) through a General Coordination Plan (PGC) and a Special Safety and Health Protection Plan (PPSPS).</li> <li>• With the support of the CSPS, pooling prevention resources and integrating into the structure design provisions intended to facilitate and secure future interventions.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Respect for fundamental rights established under public procurement contracts.</li> <li>• Living quarters mandatory as part of the operation.</li> </ul>
<b>Responsible development of the Region</b>	<ul style="list-style-type: none"> <li>• Participating in perpetuating and improving the education on offer in the Region.</li> </ul>
<b>Economic development of the Region</b>	<ul style="list-style-type: none"> <li>• The operation was entrusted to two Île-de-France SME (PCI Thermique and S3M).</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Operation management under a framework agreement.</li> </ul>
<b>Promoting suitable consultation with internal and external stakeholders</b>	<ul style="list-style-type: none"> <li>• Tripartite user meetings EPLE/REGION/Company.</li> </ul>

# ÉCOLE DES HAUTES ÉTUDES EN SCIENCES SOCIALES - CAMPUS CONDORCET

Projects: construction for higher education



Purpose	New construction
Locations	Campus Condorcet – Aubervilliers
Key dates	Work in Progress – Delivery planned in the 2nd semester of 2021
Total project cost	€ 38.8 million
Financing by the Region in the total amount of the project	100,0%
2020 financing by the green and sustainability bond	€ 14.4 million
History of project financing by previous green and responsible regional borrowing	



## ► QUALITATIVE PRESENTATION OF THE PROJECT

- The construction of the EHESS (Ecole des Hautes Etudes en Sciences Sociales) research building is carried out by the Ile de France Region, which is responsible for project management and 100% financing. Like the GED library (Grand Espace Documentaire), this work is an integral part of the Condorcet Campus development project, led by the Public Institution for Scientific Cooperation.
- The Pierre-Louis Faloci architectural firm has been appointed the prime contractor for the carrying out surveys and monitoring this work. The building, with 8,760 m<sup>2</sup> of floor space, is on seven levels. It has a triangular shape, which follows the contours of the ground and goes around a tiered patio.

- The project accommodates eight research centres, including, for example, the Centre for India and South Asia Studies, and the China-Korea-Japan Research Centre. The building will house more than 900 people, researchers, PhD students and administrative staff.

## ► PROJECT LIFECYCLE

- At this stage: The work is being finished and the pre-acceptance operations are underway.
- To come: acceptance in May 2021, EPCC made available in May 2021.

## ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	101 FTEs	A-1
Integration FTEs supported by the project	6 FTEs	B
Number of beneficiaries of the project	16,966	D-11
CO <sub>2</sub> avoided by the project	24 teq CO <sub>2</sub> /year	E-2



► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• Assistance to the contracting authority for the development and monitoring of the environmental program since the scheduling until 2 years after the building's delivery.</li> <li>• Extended environmental commitment: grey energy, indoor air quality, autonomy in natural lighting, bio-sourced materials.</li> <li>• Green worksite charter limiting the nuisances.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• Ambition in the energy field beyond regulatory obligations, i.e. the search for the "Effnergie+" level, which represents a 20% reduction in consumption.</li> <li>• Non-polluting and low-emitting materials used in VOC (volatile organic compounds), high use of wood from sustainably managed forests (126,000 dm<sup>3</sup> or 13 dm<sup>3</sup> / m<sup>2</sup>).</li> <li>• No air conditioning but natural night ventilation.</li> <li>• Heavy presence of vegetation with the development of 700 m<sup>2</sup> of green spaces, 1000 m<sup>2</sup> of green roofs on 30 cm of earth, to effectively combat heat islands.</li> <li>• Project located near the "Front Populaire" underground station.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• Regional rebalancing in the field of higher education and research.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Achievement of 17,000 hours of insertion (equivalent to 6 full-time jobs).</li> <li>• Allocation of works contracts to facilitate access to public procurement for SMEs.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Improving the working conditions of doctoral students by offering them dedicated space.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• Implementation of integration jobs..</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Creation of 101 FTEs for the construction phase.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Requirements on the choice of construction products (to save on natural resources, on CO<sub>2</sub> emissions).</li> <li>• Requirements concerning the origin of materials (limitation on grey energy).</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Permanent consultation with future users (EHESS) and local authorities.</li> <li>• Information for residents on the development of the Campus, via local authorities and the Campus Condorcet Public Institution.</li> </ul>

# GRAND ESPACE DOCUMENTAIRE (LIBRARY) - CAMPUS CONDORCET

Projects: construction for higher education



Purpose	New construction
Locations	Campus Condorcet – Aubervilliers
Key dates	Work in Progress – Delivery planned on March, 8th 2021
Total project cost	€ 102.3 million
Financing by the Region in the total amount of the project	100,0%
2020 financing by the green and sustainability bond	€ 28.5 million
History of project financing by previous green and responsible regional borrowing	



## ► QUALITATIVE PRESENTATION OF THE PROJECT

- The construction of the GED library (Grand Espace Documentaire) is carried out by the Ile de France Region, which is responsible for project management and 100% financing. Like the EHESS, this is an integral part of the development project of the Condorcet Campus, led by the Public Institution for Scientific Cooperation.
- The Elisabeth de Portzamparc architectural firm has been appointed as lead contractor to carry out the surveys and monitoring of this work. The building, with an area of 23,020 m<sup>2</sup> of floor space, is on six levels plus a basement. The H-shaped building is built around an atrium.

- The GED library, at the heart of the future university campus, will bring together collections currently distributed among forty-five separate libraries and will constitute a first-rate scientific centre for Île-de-France LSSH researchers (Letters, Social Sciences and Humanities), and beyond for all national research in the humanities and social sciences.

## ► PROJECT LIFECYCLE

- Acceptance of work on 8 March 2021. Moving in of the GED library teams and installation of the document collections.
- To come: opening to the public in fourth quarter 2021.

## ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	245 FTEs	A-1
Integration FTEs supported by the project	17 FTEs	B
Number of beneficiaries of the project	30,950	D-11
CO <sub>2</sub> avoided by the project	285 teq CO <sub>2</sub> /year	E-3





► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• Assistance to the contracting authority for the development and monitoring of the environmental program since the scheduling until 1 year after the building's delivery.</li> <li>• Extended environmental commitment: grey energy, indoor air quality, autonomy in natural lighting, bio-sourced materials.</li> <li>• Green worksite charter limiting the nuisances.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• Optimisation of the bio-climatic design, such as: BBIO ≤ BBIOMAX</li> <li>• Non-polluting and low-emitting materials used in volatile organic compounds (VOCs).</li> <li>• No air conditioning and natural night ventilation.</li> <li>• Heavy vegetation with greening of the terraces and the presence of gardens north and south of the building, to effectively combat heat islands.</li> <li>• Project located near the "Front Populaire" underground station.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• Regional rebalancing in the field of higher education and research.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Achievement of 44,200 hours of insertion (equivalent to 16.5 full-time jobs).</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Combating social, educational and regional inequalities</li> <li>• Improvement of the working conditions of PhD students and researchers by offering them dedicated documentation areas.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• Implementation of integration jobs</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Creation of 245 FTEs for the construction phase.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Requirements on the choice of construction products (to save on natural resources, on CO<sub>2</sub> emissions).</li> <li>• Requirements concerning the origin of materials (limitation on grey energy).</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Permanent consultation with future users (EPCS) and local authorities.</li> <li>• Information for residents on the development of the Campus, via local authorities and the Campus Condorcet Public Institution.</li> </ul>

# BIBLIOTHÈQUE DE DOCUMENTATION INTERNATIONALE CONTEMPORAINE (LIBRARY) - LA CONTEMPORAINE

Projects: construction for higher education



Purpose	New construction
Locations	Nanterre
Key dates	Work in progress – Reception of works scheduled in 2021
Total project cost	€ 29.5 million
Financing by the Region in the total amount of the project	34,0%
2020 financing by the green and sustainability bond	€ 3.0 million
History of project financing by previous green and responsible regional borrowing	



## ► QUALITATIVE PRESENTATION OF THE PROJECT

- The construction of the Bibliothèque de Documentation Internationale Contemporaine (library) (BDIC) is carried by the State (with the support of the Rectorate of Versailles), which ensures the project management. The estimated budget amounts to € 29.5m all expenses included. Funding under the State Region Plan Contract is borne by the State (€ 15.8 million), the Region (€ 10 million), the University (€ 2.3 million) and the CDC (€ 1.4 million). The BDIC is an interuniversity library administratively attached to the Paris Ouest Nanterre La Défense University.
- The jury in charge of selecting the project manager, met in April 2016 and selected architect Bruno Gaudin as project manager for the completion of the studies and the follow-up of the operation. This new building, totalling 5,031 useful square meters, will be built next to the Nanterre Université RER station. It will bring together all the services of the BDIC, particularly those intended for the public, and will ensure preservation conditions adapted to heritage collections (museum works and archives).

- La Contemporaine will host collections currently spread over the 2 existing sites located at the Paris Ouest Nanterre La Défense University and the Musée de l'Armée at Invalides. This will improve the readability and enhance the openness of the BDIC to the general public. A permanent exhibition area will also be created.

## ► PROJECT LIFECYCLE

- Work in progress: start of construction site preparation since 26 October 2018.
- At this stage : work being completed.

## ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	87 FTEs	A-1
Number of beneficiaries of the project	25,000	D-11
CO <sub>2</sub> avoided by the project	113 teqCO <sub>2</sub> /year	E-4





► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• Assistance to the project owner for the elaboration and follow-up of the environmental program integrating the sustainable development expertise, project management specialising in sustainable development.</li> <li>• Management board of environmental requirements, derived from a regional guide to sustainable development and construction, updated at each phase of the project: design, completion and operation.</li> <li>• Broader environmental approach: energy, indoor air quality, natural lighting in corridors, approach in terms of overall cost and overall assessment at the end of operation, waste management.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• Optimization of the bioclimatic design.</li> <li>• Adapted ventilation with flow higher than applicable regulations, A+ category materials in contact with the indoor.</li> <li>• Effnergie+ certification level targeted: RT 2012-30%.</li> <li>• Reduction of grey energy, CO2 emissions are calculated to compare different construction variants.</li> <li>• Analysis of the building's lifecycle as a whole carried out in the project phase.</li> <li>• Green construction site charter limiting sources of nuisance and overall assessment at the end of construction.</li> <li>• Use of geothermal energy.</li> <li>• Limitation of the urban heat island.</li> <li>• Project located near the "Nanterre Université" RER station.</li> <li>• Alternative management of rainwater.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• Territorial rebalancing of supply in the field of higher education and research.</li> <li>• Possibility of walking across the plot and priority to pedestrian paths.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Opening of the BDIC to all audiences including the local population with specific actions for such audience.</li> <li>• Some of the materials for the design project may come from recycling depots such as the Réserve des Arts.</li> <li>• The museum scheduling team has a disability specialist.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Improvement of the working conditions of PhD students and researchers by offering them dedicated documentation areas.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• Implementation of integration jobs (during the operation phase) (not quantified).</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• The operation represents 87 jobs for the construction phase.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Requirements governing the choice of construction materials (saving on natural resources, CO<sub>2</sub> emissions, etc.).</li> <li>• Requirements regarding the source of materials (limitation of grey energy).</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Permanent consultation with future users (BDIC) and Paris Ouest Nanterre La Défense Université.</li> <li>• Logbook, user awareness.</li> </ul>

# CONSERVATOIRE NATIONAL DES ARTS ET MÉTIERS (CNAM) - LANDY 2

Projects: construction for higher education



Purpose	New construction
Locations	Saint-Denis - Aubervilliers
Key dates	Worksite phase commenced in March 2021 Delivery planned in the 4th quarter of 2022
Total project cost	€ 35.1 million
Financing by the Region in the total amount of the project	85,0%
2020 financing by the green and sustainability bond	€ 0.1 million
History of project financing by previous green and responsible regional borrowing	



## ► QUALITATIVE PRESENTATION OF THE PROJECT

- The construction of the building is carried by the Île de France Region, which is responsible for the project management and 85% of the financing.
- The architectural firm TANK has been appointed as the prime contractor to conduct the studies and the follow-up of this operation. The building, with a mixed wood-concrete frame, has three levels. An interior garden is created, as well as two vegetated connections to the existing building.

- The project makes it possible to develop the existing CFA (apprentice training center) of which it will be an extension, to welcome more than 1,000 apprentices in the long term. In addition to the educational areas, there is a library-documentation centre, dining for 400 people, administrative premises, and waiter accommodation.

## ► PROJECT LIFECYCLE

- At this stage: Worksite launched on 22 March 2021
- To come: foundations and structural work.

## ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	89 FTEs	A-1
Integration FTEs supported by the project	12 FTEs	B
Number of beneficiaries of the project	801	D-11
CO <sub>2</sub> avoided by the project	10 teq CO <sub>2</sub> /year	E-2



► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• Assistance to the project owner for the development and monitoring of the environmental program from planning until six months after the delivery of the building.</li> <li>• Environmental program prioritizing energy efficiency, maintenance and sustainability of structures.</li> <li>• Green worksite charter limiting the nuisances.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• Ambition in the energy field beyond regulatory obligations, i.e. a 30% reduction in consumption.</li> <li>• No air conditioning and natural night ventilation.</li> <li>• Heavy vegetation with the development of an indoor garden and a green roof to effectively fight against heat islands.</li> <li>• Four parking spaces are reserved for electric vehicles, with charging stations.</li> <li>• A covered and secure bicycle shelter is set up.</li> <li>• Alternative management of rainwater, via pits and a retention pond. Collection for the watering of green areas.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• Regional rebalancing in the field of higher education.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Achievement of insertion hours.</li> <li>• Award of works contracts to facilitate access to public procurement by SMEs.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Improvement of apprentices' working conditions by offering them dedicated areas.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• The project will enable the development of the CFA of the CNAM, both in terms of student capacity and new curriculums proposed. Given the institution's strong local roots, local populations, in particular young people, will be the initial beneficiaries of this project.</li> <li>• The project is therefore intended to reinforce the qualifications of the Region's populations. It also meets the skills requirements of local businesses.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• The operation represents 89 jobs for the construction phase.</li> <li>• Implementation of integration jobs.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Requirements governing the choice of construction materials (saving on natural resources, CO<sub>2</sub> emissions, etc.).</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Permanent consultation with future users (CNAM) and local authorities.</li> </ul>



## DEVELOPMENT OF THE CORNICHE-DES-FORTS LEISURE ISLAND

NEW PROJECT

## Sport and leisure space projects



Purpose	Outdoor development of an educational trail
Locations	Romainville
Key dates	Site start-up October 2019, open to the public June 2021
Total project cost	€ 14.7 million
Financing by the Region in the total amount of the project	100 %
2020 financing by the green and sustainability bond	€ 4.7 million

## ► QUALITATIVE PRESENTATION OF THE PROJECT

- The Corniche des Forts is made up of several parks in the municipalities of Lilas, Romainville, Pantin and Noisy le Sec. Within this area, only the central part, at Romainville, has remained closed to the public for reasons of safety linked to the presence of old underground quarries. It is this central part that is the focus of the current work.
- The development of the Corniche des Forts is intended to provide Eastern Paris with a green lung in an area that is especially deprived of this.
- In 2016, the new regional executive wished to reorientate the previous project by reducing its scope and thus limit its impact on the environment and especially reduce the deforested area, deploy financial resources on qualitative surface developments and create a looped walking route which would serve to discover the site and provide a link to the town centre. The project also provides for compensatory measures with more than 7,000 trees replanted, measures to protect the wild life and flowers and dealing with invasive species by eco-grazing.

It also allows for the creation of structuring activities (tree climbing, pony club, etc.), including 1.3 km of sports trail accessible to all, thereby making the site attractive and offering development opportunities.

## ► PROJECT LIFECYCLE

- Commencement of worksite in 2019.
- The project was inaugurated on 21 May 2021 and will be opened to the public subsequently.

## ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Inclusion FTE supported by the project	2 FTEs	B
Number of beneficiaries of the project	147,565	D-6



<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• A demanding specification, prepared by ecologists to prepare and implement the various work phases.</li> <li>• On-going ecological monitoring before, during and after the work to ensure the protection of plant and animal species.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• New tree plantings (123 trees measured 2 to 2.50 metres when planted; 7137 stem seedlings 1 to 1.25 metres), new edges and afforestation (enrichment of biodiversity, reconstitution of a future oak-hornbeam woodland).</li> <li>• 32,697 plantings of undergrowth perennials, perennials for ponds and ditches or climbing plants.</li> <li>• Rehabilitation of a 15 ha wood on the Vaires-Torcy leisure island to encourage the biodiversity. Forestry compensations on 15 ha on the Île-de-France forests near the site (93 and 77).</li> <li>• Rainwater drainage by creating landscaped ditches.</li> <li>• Creation of an ecological walk, a genuine trail of discovery of the natural environment with random lookout points to encourage watching nature, especially birds, and raise user awareness to the question of biodiversity in an urban environment.</li> <li>• Combating invasive species (Japanese knotweed) by introducing eco-grazing.</li> <li>• Preserving the wildlife and create substitute habitats (nesting boxes for birds, hedgehog hotels, bat shelters, etc.).</li> <li>• Preserving the wild flowers and recreating open environments (meadows) propitious to enriching the biodiversity.</li> </ul>
<b>Contributing to the sustainable development of the Region and the improvement in quality of life</b>	<ul style="list-style-type: none"> <li>• An area of undeveloped and wooded land, which is very important for the inner suburbs of the Île-de-France Region, part of which can be opened to the public, but with the vast majority of the spontaneous natural space left inaccessible.</li> <li>• The immediate proximity to residential areas (Romainville town centre to the south, apartment buildings to the south-east and suburban areas to the north), thus guaranteeing a close link between the neighbourhood and preserved nature.</li> </ul>
<b>Contributing to socially-inclusive development, combating inequality and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• The development of the Corniche des Forts is intended to provide Eastern Paris with a green lung in an area that is especially deprived of this. The Region currently has about 6 m<sup>2</sup> of green spaces accessible to the public per inhabitant against 15.6 m<sup>2</sup> per inhabitant for Greater Paris. This project aims to improve the equality of treatment between the inhabitants of the Region.</li> <li>• Phasing of work with a first step to make the place safe ( filling in quarries and stabilising the soils) before the site is developed.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Can compensate partly for the lack of green space in this Eastern Paris Region.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• A core area of 20 hectares of woodland at a young stage of development will be protected. Closed to the public, it will be able to develop and become a spontaneous mature woodland.</li> <li>• 4.5 hectares open to the public respecting the biodiversity, with developments limited to the edges of the protected existing natural woodland.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• The project also allows ultimately to create structuring activities (tree climbing, pony club, etc.), thereby making the site attractive and offering development opportunities for projects that are vectors of economic development.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Application of the public procurement contract code.</li> <li>• In addition to the landscape project manager, the Region has appointed an ecologist to guarantee this service and produce and monitor a green site charter.</li> </ul>
<b>Promoting suitable consultation with internal and external stakeholders</b>  	<ul style="list-style-type: none"> <li>• Two presentations made in a meeting of the Syndicat Mixte d'études et de gestion de la base Regionale de plein air et de loisirs de la Corniche des Forts (Joint Association for studies and management of the regional outdoor and leisure base of Corniche des Forts): in October 2017 and on 22 January 2018. The main issues, relayed by a desire from the entire East, covered the continuation of the development of the Corniche des Forts beyond the current phase.</li> <li>• Regular dialogue with local environmental associations from 2018 onwards. Site meetings and inspections planned as the project moves forward.</li> <li>• Ecologists mobilised at each project phase and local players made aware of the environmental issue for equipment choices and site management.</li> <li>• Extensive communication started at end September 2018: publication of a leaflet, information to local residents (letterboxes), creation of a website specific to the project <a href="https://www.lacornichedesforts.fr/">https://www.lacornichedesforts.fr/</a> and communication on progress of the worksite (presentation panels, videos, etc.). An interview with the ecologist in charge of monitoring the ecological aspects of the worksite is already online on the site (see QR code below).</li> <li>• Mediation set up between the Region and the Environnement 93 and ANCA associations.</li> <li>• Agreement protocol with the associations and the Romainville municipal authorities instigated by the Region in April 2021.</li> </ul>

GRAND CENTRE DE RESSOURCES, D'EXPERTISE ET DE PERFORMANCE  
SPORTIVES D'ÎLE-DE-FRANCE (CREPS)

NEW PROJECT

Sport and leisure space projects



Purpose	New build and restructuring
Locations	Chatenay Malabry (92)
Key dates	Procedure launched in 2020 Delivery mid-2023
Total project cost	€ 32 million
Financing by the Region in the total amount of the project	100 %
2020 financing by the green and sustainability bond	€ 3.5 million

► QUALITATIVE PRESENTATION OF THE PROJECT

- This operation is part of an overall project initiative for this site and has the following objectives: development of the CREPS under the Olympic and Paralympic Games in Paris in 2024, welcoming the sports delegations and making the different site functions consistent, re-working the CREPS limits which involves three buildings at the East of the site being released from all activity and transferred to the West of the site (reception, administration, catering and training department rooms) and hosting additional sports centres, in addition to the six top-level sports centres and the ten Espoirs centres currently located on the Île-de-France CREPS site.
- The project also provides for producing additional sports facilities, creating a small community of eight housing units and redeveloping outdoor spaces following the structuring of the site's functions.

► PROJECT LIFECYCLE

- The overall budget for the operation was voted in by the regional Council on 20 November 2019 and 21 January 2021.
- The procedure was launched by publishing a competitive bidding opinion sent on 4 December 2019.
- The first selection panel met on 26 February and 11 March 2020 and the proposed winner panel met on 22 March 2021. The contract was allocated at the Tenders Commission meeting on 9 April 2021.
- Commencement of work: beginning 2022.
- End of work: mid-2023.

► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Inclusion FTE supported by the project	5 FTEs	B
Number of beneficiaries of the project	320	D-B





<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• The group includes the company INCET for environment- and energy-related tasks.</li> <li>• The candidate committed to energy consumption performances and obligations of means and results for air quality and summer comfort.</li> <li>• A commissioning process is planned for the project (a commissioning agent is involved in the project in the operating phase).</li> <li>• The energy performance contract is twofold, through an intrinsic energy performance guarantee up to acceptance of the buildings and the definition and monitoring of actual energy targets in operating phase, by setting up a Measurement and Verification Plan.</li> </ul>
<b>Contributing to combating climate change and to the ecological transition of the Region</b>	<ul style="list-style-type: none"> <li>• Limiting energy consumptions by achieving level E3 overall (achievable by using 23 kWp of photovoltaic solar panels) and by controlling consumption in operation (energy performance commitment).</li> <li>• Limiting carbon emissions by achieving level C1 overall and using bio-based materials (18 kg/m<sup>2</sup>sdp achieved thanks to the wooden framework of the sports building in particular).</li> <li>• Limiting water consumption via rainwater recovery for watering.</li> <li>• Limiting the sealing/enhancing the biodiversity/combating the effect of urban heat by using permeable parking spaces (grassed or gravelled concrete hollow-core slabs) and planting 36% of the roofs.</li> </ul>
<b>Contributing to the sustainable development of the Region and the improvement in quality of life</b>	<ul style="list-style-type: none"> <li>• Performance-related objectives relating to indoor air quality, summer comfort and expected service levels. Requirements on the materials (limiting the carbon impact, bio-related sector).</li> <li>• The CREPS Île-de-France offers the sports world, local and regional authorities and associations in the Region the opportunity to host stays, seminars, colloquia, training courses, conferences and events.</li> <li>• With its sport facilities, specialist rooms, restaurant and accommodation for more than 320 people, the Île-de-France CREPS offers a single location in Île-de-France giving customised reception service to individuals and groups.</li> </ul>
<b>Contributing to socially-inclusive development, combating inequality and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Bringing the site up to standard for disabled access.</li> <li>• Preventing health risks for the site personnel, who will be provided with appropriate personal protection (ear and eye protection, helmets, gloves, protective trousers and shoes, etc.) listed in the company's PPSPS.</li> <li>• Mandatory insertion hours for the group of companies retained for the work.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• In a space that is both educational and sport-based, the internal regulations aim to contribute to the safety and respect of people and property in a spirit of "living together" and by considering the values of sustainable development.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• Project encouraging access by soft modes (pedestrians, bicycles and public transport with a tram stop in front of the site).</li> <li>• Landscape redevelopment of part of the site into a pedestrian area.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• As a training operator, the Île-de-France CREPS offers curriculums appropriate to the regional needs for jobs in sport and entertainment.</li> <li>• Deployment of training courses throughout the Region. Compliance with the principle of sandwich training and enabling short-term professionalisation, the training on offer is implemented in conjunction with partners committed to the integration of trainees.</li> <li>• Receiving international sporting delegations.</li> <li>• Promoting French sports teams worldwide.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Application of the public procurement contract code..</li> <li>• Environmental quality of the project, in accordance with the objectives of the Region, and which is covered by a specific specification.</li> </ul>
<b>Promoting suitable consultation with internal and external stakeholders</b>	<ul style="list-style-type: none"> <li>• Consultation of all project stakeholders (management, teachers, service personnel, sports movement, associations, etc.) on the various definition phases of the development project and throughout execution.</li> </ul>

Dedicated website: <http://www-creps-idf.fr/creps.presentation-missions>









# PUBLIC TRANSPORT AND SUSTAINABLE TRANSPORTATION

Development of the public transport supply as an alternative to using the automobile, contributing to sustainable mobility, to the fight against climate change, and projects to improve the comfort, accessibility and safety of public transport users and of people living nearby the infrastructures.

■ **Leading transport policies in Île-de-France**, Region Île-de-France participates in defining the transport organisation schemes with Île-de-France Mobilités, which is the authority that organises public transport in the Île-de-France. It co-finances large investment projects with its partners (such as State and General Councils).

■ **The extension of a line 14 to the north towards Saint-Ouen**, financed by the green and sustainability bonds, is part of the network Greater Paris Express project.

■ **Another emblematic major project, the extension of the line EOLE to extend the RER E to the west of Île-de-France**, allowing for a new east-west connection for the Region, passing through Magenta station in Paris.

■ **The Region will also finance the electrification of the Paris-Troyes line**, one of the last 2 major Paris-provinces radial lines not electrified to date.

■ **Region's jurisdiction:** mandatory.

■ **Form of intervention:** subsidies to the contracting authorities (Île-de-France Mobilités, RATP, SNCF, General Councils).

■ **Target:** all of the Île-de-France inhabitants.

## SUBWAY LINE 4

### Projects: subways



Purpose	Extension to Bagneux (phase 2)
Locations	Montrouge and Bagneux
Key dates	Commencement of civil engineering work: 8 July 2015; Projected commissioning: end 2021
Total project cost	€ 307.1 million (phase 2)
Financing by the Region in the total amount of the project	60,0%
2020 financing by the green and sustainability bond	€ 27.9 million
History of project financing by previous green and responsible regional borrowing	



### ► QUALITATIVE PRESENTATION OF THE PROJECT

- The extension of line 4 to Bagneux is a major issue for the mobility of Île-de-France inhabitants to the south of Paris: it involves the second busiest Paris metro line in terms of ridership, used daily by 674,000 passengers, with 27 stations and a length of 10.6 km. It connects with all the other metro and RER [suburban train] lines (except 3bis and 7bis).
- Project that is part of an overall vision for development of the territories served by allowing the modal shift, the opening up of the territories and better access to mobility.
- Eco-design of the project when choosing the construction materials and techniques, and construction of new metro stations with a particular emphasis on energy management and savings (low consumption, recovery, renewables), the management and consumption of drinking water and the recovery of seepage water.
- Project falls within the State-Region Plan Contract (CPER).

- Partners involved: the contracting authority (RATP) and the other financing partners, (State and the Department of Hauts-de-Seine).

### ► PROJECT LIFECYCLE

- Finalising the civil engineering work and laying the track.
- Demolishing the Train Repair Centre (CDT) at Montrouge following the temporary halting of rail traffic (ITC) in March 2020 and development work of the new Train Repair Centre.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	2,180 FTEs	A-2
Number of beneficiaries of the project	755,800	D-4
CO <sub>2</sub> avoided by the project	570 teq CO <sub>2</sub> /year	E-3
Internal project profitability rate	10,8 %	F



## ► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• Preference for sustainable equipment and materials and for low energy consumption systems or that optimizes them: low consumption technologies, rainwater recovery.</li> <li>• Objective of using devices that can support subsequent adjustments.</li> <li>• Provisions that limit waste production during the work phase and optimize their management for reuse and recycling: The contractors working on the site will follow the specifications establishing the rules for the collection, storage, recycling and disposal of construction waste. They will raise their staff's awareness concerning proper waste management and the cleanliness of the site and its surroundings.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• An expected carryover from users of private cars to the subway, of about 4.5 million fewer vehicle-kilometres.</li> <li>• Project that will reduce the costs related to the effects of pollution and the greenhouse gases of about 570 CO<sub>2</sub>eq/year (CO<sub>2</sub> ton equivalents).</li> <li>• Use of electrical energy for the project that will not contribute to air pollution and the greenhouse gases effect.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• 81,800 trips will be made on the extension of line 4 to the South of Paris (including 37,600 in phase 1), representing 22 million annual trips (10 million in phase 1).</li> <li>• 41,400 inhabitants and jobs less than 600 meters from the future extension, of which 85% weren't previously served by any heavy mode of transit.</li> <li>• The current users of public transportation will gain 10 minutes on average, and the carry-over for cars will be 5 minutes.</li> <li>• The ridership will be made up of: <ul style="list-style-type: none"> <li>- 89 % of riders who previously used public transit,</li> <li>- 6 % of riders who previously used private cars (modal carryover),</li> <li>- 5 % of new trips or riders previously making their trip on foot (induced ridership).</li> </ul> </li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Accessibility of stations for persons with reduced mobility (PRM) from the roadways to the platforms by widened motorized passages or equivalent equipment as the future New Validation Passage (NPV) 90; elevators serving the roadway level, the platform level and, where appropriate, an intermediate level called "mezzanine".</li> <li>• The project is in line with the fare structure in force for Île-de-France, which is fixed by Île-de-France Mobilités and which incorporates social fares financed by the Region to ensure access to mobility and public transport for the neediest.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Respect for fundamental rights of workers who worked on the construction site by addressing their safety and complying with health protection laws and regulations.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• The municipality of Bagneux wishes to implement a high-quality urban planning project throughout the site to rehabilitate the entrance to the city, reinvigorate the economic and commercial functions and meet the needs of the inhabitants for equipment, housing and improvements to the living environment. The extension of line 4 to Bagneux (at the location called "the Subway Island") will also strongly reinforce the site's attractiveness.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Based on current estimates, the project is expected to create 2,180.4 FTEs on the worksite for phase 2 of the extension of line 4.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Subsidies from the Region granted to the contracting authorities that are themselves subject to the Public Procurement Code (Approval in financing agreement - Law No. 85-704 of 12 July 1985 as amended on the public contracting authority and its relationship with the private prime contractor).</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Prior consultation held in June/July 2001; public survey from 9 January to 10 February 2012.</li> <li>• Establishment of information tools for neighbouring residents, shopkeepers and to monitor the work: brochures and information flyers, dedicated website.</li> <li>• A community representative dedicated to dialogue with shopkeepers and residents during the construction phase.</li> </ul>

Dedicated website: <http://www.prolongement-m4.fr/>





SUBWAY LINE 11

Projects: subways



Purpose	Extension to Rosny-Bois-Perrier
Locations	Paris, Les Lilas, Romainville, Noisy-le-Sec, Rosny-sous-Bois
Key dates	Commencement of preliminary work: 2016; Projected commissioning: 2023
Total project cost	€ 1,298.0 million
Financing by the Region in the total amount of the project	42,9%
2020 financing by the green and sustainability bond	€ 14.7 million
History of project financing by previous green and responsible regional borrowing	



► QUALITATIVE PRESENTATION OF THE PROJECT

- The eastern extension of the metro line 11 includes the completion of 6 km of railways and the creation of 6 stations through to the station of Rosny-Bois-Perrier.
- The number of users switching from private cars to the line 11 is estimated at around 7%, or 1.33 million fewer private car journeys per year. The project will thus help to relieve road congestion and reduce pollution caused by private car transport.
- The project is part of a global vision of the development of the territories served and allows users to choose a more environmentally friendly mode of public transport.
- Partners involved: joint owners (RATP and Île-de-France Mobilités) and other funders (State, Société du Grand Paris, City of Paris and Department of Seine-Saint-Denis).

► PROJECT LIFECYCLE

- A lot of construction sites are currently open between Châtelet and Rosny-Bois-Perrier, both for the adaptation of existing stations, and for extension work.
- The RATP has issued an official communication on commissioning the Line 11 extension by 2023, with nevertheless uncertainty over the impact, over time, of health measures which leave the project little room for manoeuvre.
- On 4 December 2020, the new access to the "Hôtel de Ville" station on rue du Temple was opened and put into service.

► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	9,216 FTEs	A-2
Number of beneficiaries of the project	331,000	D-4
CO <sub>2</sub> avoided by the project	3 255 teq CO <sub>2</sub> /year	E-3
Internal project profitability rate	7.9 %	F



► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• RATP, the project owner, is involved in its sustainable development policy by managing the environmental risks of its industrial sites (e.g. on the future site of maintenance and storage: treatment of polluted land) and the infrastructure it operates, through the eco-design of the infrastructure, systems, and equipment, which it specifies or designs, and through the purchases it makes.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• The number of users switching transport modes from private cars to the line 11 is estimated at around 7%, or 1.33 million fewer private car journeys per year. The project will thus help to relieve road congestion.</li> <li>• Expected reduction of greenhouse gases of 3,255 CO<sub>2</sub> teq/year</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• General average time saved for current transit users estimated at 10 minutes per trip, representing a total time savings of 3.6 million hours per year.</li> <li>• In total, taking into account the time saved by other users and that due to the better station accessibility, the annual time savings amount to 4 million hours per year.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• New stations accessible to people with disabilities: the paths in the station between the roads and the platforms will be accessible by elevators for the main access route. The platforms will always be in aligned for easy access to the trains.</li> <li>• Integration of the project with the pricing in force in Île-de-France, set by Île-de-France Mobilités and involving a social rate financed by the Region to guarantee the poorest have access to mobility and public transport.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Respect for the fundamental rights of workers who work on the site, in particular by ensuring their safety and by respecting the legislation for the health protection.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• The project will serve 68,000 inhabitants and 14,500 jobs.</li> <li>• The project supports several development sectors (ZAC Boissière-Acacia in Montreuil, ZAC Centre-Ville in Lilas, ANRU sectors).</li> <li>• Communities and developers are involved throughout the project's development and implementation in order to ensure its consistency and relevance in terms of economic development and the areas to be served in priority.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Estimated creation of 9,216 FTEs on-site.</li> <li>• Around the metro stations, the new services represent an opportunity for businesses and economic activities.</li> <li>• The project will make it easier to access jobs in the sector and, for the residents near the stations, access to jobs and places of study in Île-de-France.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Within the framework of the projects supported by the Region, the grants awarded to the contracting authorities (the RATP for this project) are subject to the Public Procurement Code.</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Regular information given to residents on the evolution of the stages of the site.</li> <li>• Specific information campaigns will also be put in place among elected representatives, associations, residents near the building site and passengers of the metro and bus networks.</li> <li>• Local agents accompany the construction site on the field, liaising between residents, elected representatives and construction companies (office hours in a dedicated space, "site info" phone number).</li> <li>• A dedicated online portal will be put in place.</li> </ul>

Dedicated website <http://prolongementligne11est.fr/>



## SUBWAY LINE 14

### Projects: subways



Purpose	Extension to mairie de Saint-Ouen
Locations	Paris, Clichy and Saint-Ouen
Key dates	Commencement of work: July 2013; Partially commissioned: 14 December 2020 - Fully commissioned: 28 January 2021
Total project cost	€ 1,380.0 million
Financing by the Region in the total amount of the project	13,62%
2020 financing by the green and sustainability bond	€ 3.6 million
History of project financing by previous green and responsible regional borrowing	



#### ► QUALITATIVE PRESENTATION OF THE PROJECT

- First link in the Grand Paris Express network.
- Project integrated into a comprehensive vision of the development of the territories served.
- Goal of desaturating line 13: the ridership studies have shown that the rate of discharge from line 13 thanks to the extension of Line 14 is greater than 23% on the common core and more than 19% on the branches, which will improve the riding conditions for users of public transportation.
- The completion of project for the extension of Line 14 will induce a carryover of users of cars or motorcycles to public transportation of 33,686,400 veh.km/year. This carryover will reduce the production of GHG induced by transportation by individual cars.
- Project falls under the State-Region Plan Contract (CPER), contractual document.
- Partners involved: joint contracting authorities (RATP and Île-de-France Mobilités) and the other financiers (State, Société du Grand Paris, City of Paris and Departments of Hauts-de-Seine and Seine-Saint-Denis).

#### ► PROJECT LIFECYCLE

- The project was commissioned on 14 December 2020 except for the Porte de Clichy station and was fully commissioned on 28 January 2021.
- This is the first section of the Grand Paris Express to enter into service, heralding the radial axis crossing Paris and ultimately linking Saint-Denis Pleyel to Orly airport.
- This new section is opened in the middle of a health crisis, which sadly means that it cannot yet be fully assessed (mainly lessening the Line 13 traffic). For all that, today's user are fully enjoying savings in time and the extra comfort provided by this new connection, which helps make the Île-de-France public transport attractive.

#### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	9,798 FTEs	A-2
Number of beneficiaries of the project	176,000	D-4
Emission de CO <sub>2</sub> évitées par le projet	7 310 teq CO <sub>2</sub> /year	E-3
Internal project profitability rate	10,0%	F





## ► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>The RATP is mobilizing its sustainable development policy around commitment No.4 "exemplary professional practices" by the management of the environmental risks from its industrial sites (e.g. on the future maintenance and storage site: treatment of polluted soil (asbestos, hydrocarbons, etc.) And of the infrastructure that it operates, through the eco-design of the infrastructure, systems, equipment, which it specifies or designs, by the purchases that it makes.</li> <li>Since 2001, the RATP has been using a continuous improvement approach by controlling and anticipating all the aspects that are within its responsibilities in terms of resource use or impact on the natural environment and on the local residents. This initiative has resulted in the ISO 14001 certification of several metro lines (ex. 1, 8, 14) and various maintenance workshops.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>Expected modal shift by the users of cars or motorcycles towards public transit of 33,686,400 veh.km/year which will be assessed in the medium term, after the health crisis.</li> <li>Expected reduction in greenhouse gas emissions of 7,310 t eq.CO<sub>2</sub>/year.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>Average general time saving for current users of public transportation is estimated at 6 minutes per trip due to the extension of Line 14, which for a total of 162,000 trips per day, corresponds to a total time savings of 4.7 million hours per year.</li> <li>The time savings for current car users who will now use line 14 is considered equal to half of the gain for the former users of public transportation, i.e. 3 minutes per trip.</li> <li>Improved comfort for the users of line 13, the project provides an estimated discharge rate from line 13 greater than 23% on the core and over 19% on the branches (according to the ridership studies).</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>New stations accessible to People with Reduced Mobility (PRM) the pathways in the station between the roadway and platforms accessible by elevators to the main access route; the platforms will always be in a straight line to allow easy access to the trains.</li> <li>The project is in line with the fare structure in force for Île-de-France, which is fixed by the Île-de-France Mobilités (Île-de-France Transport Association) and which incorporates social fares financed by the Region to ensure access to mobility and public transport for the neediest.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>Respect for fundamental rights of workers who worked on the construction site by addressing their safety and complying with health protection laws and regulations.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>Positive economic impact by facilitating access to industry and jobs for residents from the stations to facilitate access to jobs and study locations in Île-de-France: the project will ultimately serve 96,100 residents and 72,000 jobs.</li> <li>Project accompanying the development of the sector under development (ZAC des Docks, ZAC Victor Hugo, etc. in Saint-Ouen; ZAC Morel-Sanzillon, etc. in Clichy; Batignolles sector, ZAC Clichy-Batignolles, etc. in Paris).</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>Estimated creation of 9,798 FTEs on the construction site.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>Subsidies from the Region granted to the contracting authorities that are themselves subject to the Public Procurement Code (Approval in financing agreement - Law No. 85-704 of 12 July 1985 as amended on the public contracting authority and its relationship with the private prime contractor).</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>Public survey from January to February 2012 and DUP in October 2012.</li> <li>Information provided regularly to nearby residents on the progress of the stages of the project, holding of public information meetings, signage and targeted information letters.</li> <li>Community representatives to liaise between the residents, elected officials and contractors, with hotlines in a dedicated location near the worksite are provided by the community representative. It can also be reached on a "site info" phone number.</li> <li>A special internet portal will be set up.</li> <li>Municipalities and related developers throughout the development and implementation of the metro project in the context of specific meetings (technical committee, monitoring commissions).</li> </ul>

Dedicated website: <http://www.prolongerligne14-mairie-saint-ouen.fr/>





## TRAMWAY LINE T4

Projects: tramways



Purpose	New branch between Bondy and Montfermeil																
Locations	Pavillons-sous-Bois, Livry-Gargan, Clichy-sous-Bois and Montfermeil																
Key dates	Commencement of work: 2015; Commissioning: August 2020																
Total project cost	€ 255.8 million																
Financing by the Region in the total amount of the project	49,0%																
2020 financing by the green and sustainability bond	€ 10,5 million																
History of project financing by previous green and responsible regional borrowing																	
<table border="1"> <thead> <tr> <th>Year</th> <th>Financing (M)</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>-</td> </tr> <tr> <td>2015</td> <td>-</td> </tr> <tr> <td>2016</td> <td>€ 6,2 M</td> </tr> <tr> <td>2017</td> <td>€ 9,3 M</td> </tr> <tr> <td>2018</td> <td>€ 13,1 M</td> </tr> <tr> <td>2019</td> <td>-</td> </tr> <tr> <td>2020</td> <td>€ 10,5 M</td> </tr> </tbody> </table>		Year	Financing (M)	2014	-	2015	-	2016	€ 6,2 M	2017	€ 9,3 M	2018	€ 13,1 M	2019	-	2020	€ 10,5 M
Year	Financing (M)																
2014	-																
2015	-																
2016	€ 6,2 M																
2017	€ 9,3 M																
2018	€ 13,1 M																
2019	-																
2020	€ 10,5 M																

### ► QUALITATIVE PRESENTATION OF THE PROJECT

- The project seeks to create a new tramway link between Bondy and Montfermeil. The new branch created off Gargan station will include 11 new stations.
- The project will make journeys easier for the 45,000 residents and workers located in a strip of 400 metres on either side of the T4 tramway branch project.
- The project is part of a global vision of the development of the territories served and allows users to choose a more environmentally friendly mode of public transport in total confidence. It gives more public space to non-motorised transport methods (pedestrians, bicycles).
- Partners involved: The project owners (Île-de-France Mobilités and SNCF) and the other co-financiers (State).

### ► PROJECT LIFECYCLE

- The new T4 line was commissioned in August 2020 up to Montfermeil Hospital. This line symbolises the action by the Île-de-France Region, in partnership with the State and contracting authorities, to open up the municipalities of Clichy-sous-Bois and Montfermeil which have been particularly poorly served by public transport until now. Its opening has, therefore, given inhabitants a direct line to the RER B and RER E lines and thus the possibility of travelling throughout the entire Île-de-France.
- The end of the line was originally planned as a loop, via Montfermeil town centre. Only the southern section has been commissioned and completing it via the northern section is being studied.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	1,816 FTEs	A-2
Number of beneficiaries of the project	62,000	D-5
Internal project profitability rate	8,7%	F



## ► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• The work of the project is organised in such a way as to optimise their duration and reduce the nuisance to residents.</li> <li>• On most sections of the new branch, the project plans to plant as many new trees as possible.</li> <li>• The clearing of the Bosquet du Chêne Pointu will be compensated for at least 200% on a 6,000 m<sup>2</sup> plot.</li> <li>• The project is an occasion to create a "green ribbon" to dress up the tramway platform.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• The project will create favourable conditions for a modal shift from the passenger car to the new tram line.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• Average journey time reduction at the morning rush hour: 10 minutes for those already traveling by public transport, 5 min. for new users.</li> <li>• The project, included in the "Espoir Banlieues" Plan, will support the urban redevelopment of a landlocked territory in great social difficulty by financing and undertaking the complete redevelopment of the public spaces served by the tramway.</li> <li>• The project will restructure and beautify the living environment of local residents.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• The tram stations meet the safety and accessibility criteria for all categories of users (emergency call terminals, CCTV cameras and remote signalling equipment).</li> <li>• In terms of solidarity, the project will open up cities on a plateau that is currently separated from the structuring public transport lines in the Île-de-France Region.</li> <li>• The project is integrated with the pricing in force in Île-de-France, set by Île-de-France Mobilités and involving a social rate financed by the Region to guarantee the poorest have access to mobility and public transport.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• The project will meet users' mobility needs.</li> <li>• The project will respect the fundamental rights of workers who will be working on the site, in particular by ensuring their safety and by respecting the legislation for the health protection.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• The project will enhance the attractiveness of the territory in an area marked by a high density of landlocked population.</li> <li>• It will meet the new travel needs generated by urban and transport projects in the sector: Urban Renewal project, Bas Clichy project, ZAC Cœur de Ville in Montfermeil, Clichy-Montfermeil train station on line 16 of the Grand Paris Express, and the Tour Médicis project in Clichy.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Estimated creation of 1,816 FTEs on-site.</li> <li>• Social clauses are inserted in works contracts to promote the local employment of people in difficulty.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• In the framework of this project, the Region allocated subsidies to project owners Île-de-France Mobilités and SNCF, who are subject to the Public Procurement Code.</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• The preliminary consultation was organised from 1st September to 31 October 2009.</li> <li>• The public inquiry was held from 10 December to 24 January 2013 and the Public Interest Order was issued on 12 September 2013.</li> <li>• Information tools for neighbours, residents and shopkeepers have been set up for the follow-up of the work: information brochures, a dedicated website, T4 Infos team with facilities to receive the public.</li> <li>• For shopkeepers, a commercial mediator informs them, advises them and accompanies them throughout the period of the works.</li> </ul>

Dedicated website: <http://www.tramway-t4.fr/>



## TRAMWAY LINE T9

### Projects: tramways



Purpose	New line between Paris and Orly ville
Locations	Paris, Ivry-sur-Seine, Vitry-sur-Seine, Choisy-le-Roi, Thiais, Orly
Key dates	Commencement of work: 2015; Projected commissioning: end of 2021
Total project cost	€ 403.3 million
Financing by the Region in the total amount of the project	53,3%
2020 financing by the green and sustainability bond	€ 52,9 million
History of project financing by previous green and responsible regional borrowing	



### ► QUALITATIVE PRESENTATION OF THE PROJECT

- The Tram 9 will connect Porte de Choisy in Paris to the city centre of Orly in 30 minutes.  
Its 19 stations will serve 6 cities: Paris 13th, Ivry-sur-Seine, Vitry-sur-Seine, Choisy-le-Roi, Thiais and Orly city.
- The project will make journeys easier for the 140,000 residents and 65,000 workers located on either side of the tramway line.
- The project is integrated into a global planning vision for the communities concerned: The Department of Val-de-Marne, the Association Seine Amont Développement (ASAD), the cities of Ivry-sur-Seine, Vitry-sur-Seine, Thiais, Choisy-le-Roi, Orly, the EPA ORSA, Île-de-France Mobilités, and the Region are committed to carrying out the urban planning-transport charter. It must allow a good match between the tramway project and the various urban projects under way and to come. The themes studied were defined in consultation with all the local actors.

- Partners involved: the project owner (Île-de-France Mobilités) and the other co-financiers (the State, Val-de-Marne Departmental Council, City of Paris and Grand-Orly Seine Bièvre Territorial Public Authority).

### ► PROJECT LIFECYCLE

- Following the preparatory work, the infrastructure works started in mid-2018 to build the platform and the urban structures.
- The new Tram T9 line is expected to be commissioned in spring 2021.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	2,863 FTEs	A-2
Number of beneficiaries of the project	70,000	D-5
CO <sub>2</sub> avoided by the project	1 338 teq CO <sub>2</sub> / year	E-3
Internal project profitability rate	9,5%	F





## ► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• The work is organised in such a way as to optimise its duration and reduce the nuisance to residents.</li> <li>• Creation of a "green ribbon" to dress up the tramway platform.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• Shift from passenger cars to the new tram line: an estimated 3% of tramway traffic, i.e. 6.1 million veh. km per year saved thanks to the project.</li> <li>• 1,338 teqCO<sub>2</sub> will be saved per year thanks to the project.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• Reduction of journey times of 4 minutes and 45 seconds per passenger for former users of the bus line, 2 min 40 sec for former transit users, 1 min 20 sec for new users of public transport (shifted from private cars and walking).</li> <li>• The project will restructure and beautify the living environment of local residents, while respecting and highlighting the heritage and green characteristics of areas crossed.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• The tram stations meet the safety and accessibility criteria for all categories of users (emergency call terminals, CCTV cameras and remote signalling equipment).</li> <li>• The project is integrated with the pricing in force in Île-de-France, set by Île-de-France Mobilités and involving a social rate financed by the Region to guarantee the poorest have access to mobility and public transport.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• The implementation of the project respects the fundamental rights of workers who work on the site, in particular by ensuring their safety and by respecting the legislation for the health protection.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• The project will increase the attractiveness of the territory in a densely populated area but not adequately served by public transport until now.</li> <li>• The project will support the urban redevelopment of the territory by financing and undertaking the complete redevelopment of the public spaces served by the tramway.</li> <li>• It will meet the new travel needs generated by urban and transport projects in the sector: ZAC du Plateau in Ivry-sur-Seine, ZAC Rouget-de-Lisle and ANRU Balzac in Vitry-sur-Seine, ZAC du Port in Choisy-le-Roi, and Grands Vœux sector in Orly.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Based on current estimates, the project will create 2,863 FTEs on site.</li> <li>• Social clauses are and will be inserted in works contracts to promote the local employment of people in difficulty.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• In the framework of this project, the Region is allocating subsidies to project owner Île-de-France Mobilités, who is subject to the Public Procurement Code.</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Prior consultation was organised in October / November 2012.</li> <li>• The public inquiry was held in June / July 2014 and the Public Interest Order was issued on 2 February 2015.</li> <li>• Information tools for neighbours, residents and shopkeepers have been set up for the follow-up of the work: information brochures and a dedicated website.</li> </ul>

Dedicated website: <http://www.tram9.fr>





## TRAMWAY LINE T12

Projects: tramways



Purpose	New line between Massy-Palaiseau and Evry Courcouronnes
Locations	Massy, Palaiseau, Champlan, Longjumeau, Chilly-Mazarin, Epinay-sur-Orge, Savigny-sur-Orge, Morsang-sur-Orge, Viry-Châtillon, Grigny, Ris-Orangis, Courcouronnes, Evry
Key dates	Commencement of work: 2017
Total project cost	€ 576.7 million
Financing by the Region in the total amount of the project	55,8%
2020 financing by the green and sustainability bond	€ 59.8 million
History of project financing by previous green and responsible regional borrowing	

### ► QUALITATIVE PRESENTATION OF THE PROJECT

- The project consists of creating a new link between the cities of Massy and Evry in the form of a tram-train. It is structured in two sections: a railway section between Massy-Palaiseau and Epinay-sur-Orge where it will replace the existing branch of the RER C over 10.1 km and an urban section passing through the creation of a new tramway over 10.6 km between Epinay-sur-Orge and Evry-Courcouronnes.
- The T12 Express project covers the north of the department of Essonne, which is affected by economic development issues and offers transfers to RER lines B, C and D.
- The project reinforces the offer of transport in a ring crossing through the south of Île-de-France, connecting to the existing (RER, Transilien) and coming (Greater Paris) transport networks. It is integrated into a global vision of the development of the territories concerned and offers an attractive alternative to the private car.

- The partners involved: the project owners (SNCF Réseau, SNCF Mobilité), Île-de-France Mobilités and other funders (the State, Department of Essonne).

### ► PROJECT LIFECYCLE

- The maintenance and storage building has been completed and is being equipped for the arrival of the first trains.
- The main engineering structures were built in 2020, mainly the structures for crossing the A6 motorway.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	4,095 FTEs	A-2
Number of beneficiaries of the project	40,000	D-5
CO <sub>2</sub> avoided by the project	2 534 teq CO <sub>2</sub> /year	E-3
Internal project profitability rate	5,8%	F



## ► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• The SNCF, the project owner, is committed to social responsibility and aims in particular to reduce the environmental impacts of its projects.</li> <li>• Particular attention was paid to the insertion of the T12 Express garage workshop (greenery to improve the landscape quality of the site for the residents, the HQE building in a wooden structure, the green roof of the workshop and custodian facilities to improve the insulation of buildings, rainwater harvesting).</li> <li>• The facilities along the route incorporate cycling facilities ensuring the best possible continuity with existing bike routes.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• The project will help reduce pollution with savings estimated of around 2,534 teqCO2 per year.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• The new line will improve the quality of life of users in the Île-de-France Region: the average time saved for a public transport user is estimated at 6 minutes per trip.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• The project helps open up districts that are located near the T12 express.</li> <li>• In terms of solidarity, the new T12 Express line will be integrated with the pricing in force in Île-de-France, set by Île-de-France Mobilités and involving a social rate financed by the Region to guarantee the poorest have access to mobility and public transport.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• As part of its implementation, the project respects the fundamental rights of workers who work on the site, in particular by ensuring their safety and by respecting the legislation for the health protection.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• The project will enhance the attractiveness of the territory in an area with great needs in terms of transport infrastructure. The project will notably link up clusters of activities, without going through Paris (Massy and Evry).</li> <li>• The T12 will encourage public transport for workers from the municipalities served (51,000 workers), of whom only 19% of those who work in this territory use this mode of transport. It will also make it possible for residents outside of this area to use public transport via a mesh network to other lines (RER B, C and D).</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Based on current estimates, the project will create 4,095 FTEs on site.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• In the framework of this project, the Region allocated subsidies to project owners Île-de-France Mobilités, SNCF Voyageurs and SNCF Réseau, who are subject to the Public Procurement Code.</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Prior consultation was organised between May and July 2009.</li> <li>• The public inquiry took place between 7 January and 11 February 2013 and the Decision on Public Utility, covering the entire project, was published on 22 August 2013.</li> <li>• Information tools for neighbours, residents and shopkeepers have been set up for the follow-up of the work: information brochures and a dedicated website.</li> </ul>

Dedicated website: <http://www.tramtrain-massyevry.fr/>



# TRAMWAY T13 EXPRESS (PHASE 1)

NEW PROJECT

## Tramway projects



Purpose	New line between Saint Cyr and Saint-Germain-en-Laye (phase 1)
Locations	Saint-Cyr-l'Ecole, Versailles, Bailly, Noisy-le-Roi, l'Etang-la-Ville, Mareil-Marly, Saint-Germain-en-Laye
Key dates	Commencement of work phase 1: 2017 Provisional commissioning: mid-2022
Total project cost	€306.7 million
Financing by the Region in the total amount of the project	53,2 %
2020 financing by the green and sustainability bond	€43.2 million

### ► QUALITATIVE PRESENTATION OF THE PROJECT

- Various studies were conducted from 2003 to 2005 on extension options for the Grande Ceinture Ouest (GCO) - in service since 2004 - towards the RER A to the North (Achères, Poissy, Saint-Germain-en-Laye) and towards the RER C and the Transilien lines N and U to the South (Saint-Cyr-l'Ecole, Versailles). These studies showed a major advantage in joining Saint-Germain-en-Laye town centre, which is sought-after activity hub and where the close connection with the RER A boosts very significantly the attractiveness of the connection. The most realistic solution given the current configuration of the site is a tram-train operation.
- One of the major project objectives is therefore to improve the public transport network by extending the Grande Ceinture Ouest to provide efficient connections with the existing rail lines: the RER A at Saint-Germain-en-Laye and Achères, the RER C and the Transilien lines U and N at Saint-Cyr-L'Ecole and the Transilien L at Saint-Nom-la-Bretèche and Achères. The Tram 13 Express, a rapid ringroad project, will facilitate movements between activity hubs without having to transit via Paris.

- Phase 1 of the Tram 13 Express project involves connecting Saint-Germain-en-Laye RER in the North and Saint-Cyr RER in the South (T13e phase 1).
- Partners involved: project contracting authorities (SNCF Réseau, SNCF Voyageurs, SNCF Gares & Connexions, Île-de-France Mobilités, RATP) and the other financing bodies (State, Department of Yvelines).

### ► PROJECT LIFECYCLE

- Earthworks have commenced over the entire route except for the disconnection area. Rail laying is well advanced at several points on the route.
- The first T13 carriage arrived in the Versailles Matelots workshop in November 2020.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicators	Impact	Methodological note
Worksite FTE supported by the project	2,178 FTE	A-2
Number of beneficiaries of the project	21,000	D-5
CO <sub>2</sub> avoided by the project	1 116 teq CO <sub>2</sub> / year	E-3
Internal profitability rate of the project	7,2 %	F



## ► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• As a rule, particular attention is paid to integrating the platform and the stations given the landscape and heritage sensitivity of the sites crossed (forest, chateaux of Versailles and Saint-Germain-en-Laye).</li> <li>• In accordance with the environmental policy of the project and consistent with the approach to avoid, reduce and compensate for the impacts of the work, for every square metre of forest affected by the construction of the Tram 13 Express, four square metres will be reforested in the Saint-Germain forest. The forestry compensation is for more than 17 ha in total.</li> <li>• In addition, ecological compensation operations for protected species are carried out in the Bois de la Duchesse at Bonnelles.</li> <li>• The edge of the Saint-Germain forest corresponds to the edge of the forest and is a strategic space, which marks the passage from forest to town. It plays an essential role in protecting the biodiversity and the smooth functioning of the ecosystem it shelters. Île-de-France Mobilités is working with the Office national des forêts (Forestry Commission) on so-called "reterracing" work in this sector.</li> <li>• A declaration procedure has been started for the Matelots Maintenance and Storage Site under Installations Classified for Environmental Protection (ICPE).</li> <li>• The developments along the route incorporate cycle layouts for the best possible continuity with existing cycle tracks.</li> </ul>
<b>Contributing to combating climate change and to the ecological transition of the Region</b>	<ul style="list-style-type: none"> <li>• The project will reduce pollution, with estimated savings of some 1,116 t<sub>eq</sub> CO<sub>2</sub> per year.</li> </ul>
<b>Contributing to the sustainable development of the Region and the improvement in quality of life</b>	<ul style="list-style-type: none"> <li>• The T13 Phase 1 saves time for public transport users and provides greater access to and from the study sector. For former users of public transport migrating to the T13, the time saved per user is an estimated eleven minutes. In monetary terms, the annual time saving is €24.2 million.</li> <li>• The gains linked to the modal shift from private cars to public transport are valued at €2.5 million for the first year of operation.</li> </ul>
<b>Contributing to socially-inclusive development, combating inequality and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• The project helps to open up the districts located near the T13 Express.</li> <li>• In terms of solidarity, the new T13 Express line will be integrated with the current Île-de-France fare system, set by Île-de-France Mobilités, which includes a social fare system financed by the Region to ensure that low-income travellers have access to mobility and public transport.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Under its implementation, the project respects the fundamental rights of workers on the site, mainly by ensuring their safety and complying with health protection legislation.</li> </ul>
<b>Responsible development of the Region</b>	<ul style="list-style-type: none"> <li>• The project will boost the attractiveness of the Region in an area with major transport infrastructure requirements. The project will mainly connect the activity hubs without going through Paris.</li> <li>• The T13 will promote public transport for the working population of the municipalities it crosses (nearly 77,000 jobs). It will also be possible for the working population living outside this Region to use the public transport thanks to being network with other lines (RER A and C, Transilien lines N, U and L).</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Based on estimations in force, the project should create 2,178 FTE on the worksite.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Under this project, the Region is granting subsidies to the project's contracting authorities, Île-de-France Mobilités, SNCF Voyageurs, SNCF Réseau, SNCF Gares &amp; Connexions and the RATP which are subject to the Public Procurement Contract Code.</li> </ul>
<b>Promoting suitable consultation with internal and external stakeholders</b>	<ul style="list-style-type: none"> <li>• Prior consultation was organised in September and October 2008.</li> <li>• The public enquiry took place from June to September 2013. The project was declared of public utility by the Prefect of the Yvelines on 3 February 2014.</li> <li>• Information for local residents, inhabitants and shopkeepers was set up for work monitoring purposes in the form of leaflets and brochures and a specific website.</li> </ul>

Dedicated website: <http://www.tram13-express.fr/>



## EOLE

## Projects: railway links



Purpose	West extension of the RER E
Locations	Paris, Courbevoie, Nanterre, Houilles, Carrières-sur-Seine, Poissy, Villennes-sur-Seine, Les Mureaux, Aubergenville, Epône, Mézières, Mantes-la-Jolie
Key dates	Commencement of work: 2017; Project commissioning to Nanterre-La-Folie: 2022; Full project commissioning to Mantes-La-Jolie: 2024
Total project cost	€ 3,740.9 million
Financing by the Region in the total amount of the project	28,3%
2020 financing by the green and sustainability bond	€ 102,8 million
History of project financing by previous green and responsible regional borrowing	



## ► QUALITATIVE PRESENTATION OF THE PROJECT

- RER line E west extension, from Haussmann - Saint-Lazare station to Mantes-la-Jolie station.
- The project is 55 km long, with the construction of a new underground infrastructure of about 8 km, the redevelopment of the existing line over 47 km and the creation of three new stations: Porte Maillot, La Défense and Nanterre La Folie. It also provides for new trains.
- An innovative project with a new Nexteo operating system (it will make it possible to run more trains on a single line faster) and operating in redundancy (two self-sufficient branches will operate in parallel on the central section from Nanterre-la-Folie to Rosa Parks; this will make it so that one branch is not impacted should the other branch encounter delays).
- The Eole project is committed to introducing employment clauses in its contracts that reserve 7% of the hours worked for professional integration. After one year of construction, 124,127 hours of professional work was completed in January 2018, out of the 345,898 hours corresponding to the contracts that have started.

- Involved partners and public co-financiers: the project owners (SNCF Réseau, SNCF Mobilité, Île-de-France Mobilités) other funders (The State, Greater Paris, City of Paris, Departmental Council of Hauts-de-Seine, Departmental Council of Yvelines).

## ► PROJECT LIFECYCLE

- Work is currently in progress on all existing stations (Haussmann St Lazare, Magenta, Epône- Mézières and Les Mureaux, Mantes-la-Jolie) and new stations (Nanterre-la -Folie, la Défense et Porte Maillot): Nanterre-La-Folie is the most advanced and equipment is currently being installed; structural work is in progress for the other two stations.
- The tunnel borer has dug a first tunnel section between Courbevoie and Porte Maillot and will continue towards Haussmann-Saint-Lazare during 2021.
- Work on the Nanterre-Bezons viaduct, work to build the third track between Epône and Mantes Station and work on the single control centre (CCU) at Pantin.

## ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	26,554 FTEs	A-2
Number of beneficiaries of the project	1,400,000	D-4
CO <sub>2</sub> avoided by the project	8 040 teq CO <sub>2</sub> /year	E-3
Internal project profitability rate	9,6%	F



## ► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• Site eco-design logic: management of construction waste, discharge of pollutants, limitation of nuisances caused by the site (noise, pollution, vibration, lighting, transport of dangerous materials...).</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• Shift in transport modes estimated at 67 million veh.km in 2020, with annual growth of 1%.</li> <li>• The net modal transfer rate is around 3% of RER E users, the share of induced traffic is 2 to 4% depending on the model.</li> <li>• Estimated savings, due to the modal shift from road to rail, of 8,040 t<sub>eq</sub>CO<sub>2</sub> per year.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• Decrease in the number of trains on the busiest section of the RER A between Châtelet-les-Halles and Auber of 12% during rush hour compared to a 2020 situation without extensions to the RER E.</li> <li>• Yearly time saved: on average 6 minutes, equal to 18 million hours per year.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Promotes opening up the territory and is fully part of a will to fight against inequalities between territories.</li> <li>• The contracting authority requires companies to entrust a minimum number of working hours to persons with difficulty in employment, to train them and to support them so as to encourage their access to sustainable employment and to reintegrate them on a permanent basis into the job market.</li> <li>• The number of hours of insertion for civil works is estimated at 70,000 for the Yvelines department and 720,000 for Paris and Hauts-de-Seine: 124,127 hours of insertion completed in January 2018.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• By promoting intermodality and better service in the Region, this project promotes the right to come and go.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• The project participates in the development and dynamization of the Region, and promotes the urban rehabilitation and urban development of Seine Aval.</li> <li>• Access to jobs will be significantly improved. It may result in more than 250,000 additional jobs in less than an hour for those who reside in the east and north of Paris, in the central part of Hauts-de-Seine and in Seine Aval.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Estimated job creation at 26,554 FTEs.</li> <li>• The project should encourage the implementation of businesses or strengthen the existing activity in the Seine valley and in Paris, in La Défense, by improving access.</li> <li>• In addition, the extension will result in the creation of jobs for transport agents.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Subsidies from the Region granted to the Contracting Authorities, themselves subject to the Public Procurement Code</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Public debate: autumn 2010.</li> <li>• Public inquiry: from 16 January to 18 February 2012 and the Decision on Public Utility published on 31 January 2013.</li> <li>• Implementation of information tools for neighbours, residents and shopkeepers have been set up for the follow-up of the work: information brochures and a dedicated website.</li> </ul>

Dedicated website: <http://www.rer-eole.fr/>



## LINE P PARIS-TROYES (ELECTRIFICATION)

### Projects: railway links



Purpose	Electrification of the railway line P between Paris and Troyes
Locations	Two Departements : Aube et Seine-et-Marne (cities of Verneuil L'Etang, Mormant, Nan-gis, Longueville, Sainte-Colombes, Poigny, Provins)
Key dates	Commencement of work: 2017
Total project cost	€ 320.0 million
Financing by the Region in the total amount of the project	23,3%
2020 financing by the green and sustainability bond	€ 10,5 million
History of project financing by previous green and responsible regional borrowing	



### ► QUALITATIVE PRESENTATION OF THE PROJECT

- The project consists of electrifying the "Paris-Troyes" railway line and concerns the 128 km of line between Gretz-Armainvilliers and Troyes and 7 km between Longueville and Provins.
- The Paris-Troyes line serves the south of the department of Seine-et-Marne and that of Aube (Greater East Region), involving economic development issues and offers users in this area better transport arrangements.
- The project reinforces the robustness of the line and will make it possible to run all-electric rolling stock (as against currently half diesel / half electric stock) more environmentally conscious and with greater capacity.

- Partners involved: the project owner (SNCF Réseau), Île-de-France Mobilités and other financiers (State, Grand Est Region, Seine-et-Marne Department, Aube Department, Troyes Champagne Métropole, Cities of Troyes, Community of Nogentais communes, Community of Portes de Romilly communes, City of Nogent-sur-Seine, City of Romilly-on-Seine).

### ► PROJECT LIFECYCLE

- Technical commissioning is planned for June 2022 and the first Île-de-France carriages will start circulating in July 2022.
- At end 2020, the contracting authority estimated operational progress at 60%.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	2,272 FTEs	A-2
Number of beneficiaries of the project	4,400,000	D-12
CO <sub>2</sub> avoided by the project	50 000 teq CO <sub>2</sub> /year	E-6
Internal project profitability rate	2,5%	F





## ► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• SNCF, project owner, is committed to an environmental quality approach, through the implementation of an environmental management system for works: Environmental Assurance Plan (EAP), detailing all the precautions relating to the preservation of the environment during the work; Environmental site monitoring (environmental coordinator in project management, environment manager at the companies) and follow-up measures.</li> <li>• The very nature of the electrification project for the existing line means that its environmental impact is generally low and generally localized to the work areas (Fixed Electric Traction Installation, structures). From time to time, the client has adapted certain structures to create passages for wildlife.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• The project will reduce pollution (use of electrical rolling stock), with estimated savings of around 50,000 t<sub>eq</sub> CO<sub>2</sub> per year.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• The electrification project will improve the quality of life of the users of the Regions concerned: improvement of the quality of service and regularity of trains.</li> <li>• The project will allow the renewal of rolling stock with modern, efficient trains.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• The project contributes to a better service of the Regions near the Paris-Troyes line and will encourage the development projects around the stations, thus allowing increasing density in these areas and reducing urban sprawl.</li> <li>• In terms of solidarity, this line will be integrated with the pricing in force in Île-de-France, set by Île-de-France Mobilités and involving a social rate financed by the Region to guarantee the poorest have access to mobility and public transport.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Respect of the fundamental rights of workers who work on the site, in particular by ensuring their safety and by respecting the legislation for the health protection.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• The classic Paris-Troyes line remains the only rail link for the population centres located between Paris and Vesoul. Its role of regional and interregional services between the capital, the east of the Paris basin and Champagne-Ardenne is thus enhanced.</li> <li>• The line also allows the circulation of freight trains and the servicing of business activities located along the line between Paris and Troyes. It serves construction projects: Greater Troyes Reference Activities Park and the extension of the Port of Nogent-sur-Seine.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Based on current estimates, the project will create 2,272 FTEs on site.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Subsidies from the Region granted to the Contracting Authorities, themselves (SNCF in this case) subject to the Public Procurement Code.</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Prior consultation was organised between March and July 2011.</li> <li>• The public inquiry took place between 2 April and 3 May 2013 and the Statement of Public Interest, covering the entire project, was published on 27 January 2014.</li> <li>• Implementation of information tools for neighbours, residents and shopkeepers have been set up for the follow-up of the work: information brochures and a dedicated website.</li> </ul>

Dedicated website: <http://www.electrificationparistroyes.fr/>





## TZEN 4 (FROM VIRY-CHÂTILLON TO CORBEIL-ESSONNES)

Example of project from the scheme Development for buses on own sites and layout of roadways



Purpose	New bus line between Viry-Châtillon and Corbeil-Essonnes
Locations	Viry-Châtillon, Grigny, Ris-Orangis, Courcouronnes, Evry, Corbeil-Essonnes
Key dates	Works starting in 2021
Total project cost	€ 124.0 million
Financing by the Region in the total amount of the project	49,0%
2020 financing by the green and sustainability bond	€ 1,9 million
History of project financing by previous green and responsible regional borrowing	



### ► QUALITATIVE PRESENTATION OF THE PROJECT

- The T Zen 4 project consists in creating a public transport infrastructure on a clean site between Viry-Châtillon and Corbeil-Essonnes. It will replace the current 402 line on the section between "La Treille" at Viry-Châtillon and the RER D station at Corbeil-Essonnes, by integrating mainly on the existing Tronçon section which extends on about 14,3 km and serves 30 stations with a frequency of 4 minutes during rush hours.
- When commissioned, the T Zen 4 will also borrow clean site sections completed as part of the urban projects crossed (Grande Borne and ZAC Centre-Ville at Grigny and ZAC de la Montagne des Glaïses at Corbeil-Essonnes).
- The Zen T 4 will also be part of the urban projects of the priority neighbourhoods identified in the New National Urban Renewal Program (NPNRU). Several districts of national or regional interest will be served directly by the T Zen 4 (Tarterêts at Corbeil-Essonnes, Pyramides at Evry, Plateau at Ris-Orangis, Grigny 2 and La Grande Borne at Grigny, Plateau at Viry-Châtillon) thus contributing strongly to limiting their isolation from the territory and its economic dynamics.

The success of the T Zen 4 project in these neighbourhoods is a priority for the Region, which has chosen to invest specifically in it through a framework policy, which was passed on 26 January 2017 for urban development and in support of the NPNRU (CR 2017-06).

- Partners involved: project owner Île-de-France Mobilités and other funders (State and Essonne Département)

### ► PROJECT LIFECYCLE

- Destruction of a logistics site (Norbert Dentressangle) in 2019, which will eventually house the TZen4 bus depot. The depot is now under construction.
- Start of concessionary work in June 2020: it corresponds to a water, electricity or gas network detour that are moved so that they are not located under the bus platform. This work will continue. This work will continue along the entire route during 2021.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	880 FTEs	A-2
Number of beneficiaries of the project	47,000	D-6
Internal project profitability rate	16,7 %	F



## ► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• Consideration for environmental issues (noise, air, water, biodiversity), e.g. restitution of impacted trees.</li> <li>• Work phase procedure to refine</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• The project promotes the continuity of soft mobility and frees itself from the constraints of traffic congestion responsible for major irregularity issues to provide a real alternative to the use of the car.</li> <li>• The T Zen 4 project requires only very limited consumption of natural areas likely to house protected species. The impact study of the project concludes that there is no residual impact on the natural environment, after the implementation of avoidance and reduction measures.</li> <li>• No wetlands in the project area.</li> <li>• The bus acquired by Île-de-France Mobilités will be electric.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• The layout of the Zen T 4 crosses a dense and heterogeneous urban fabric, not only from the point of view of the typology of constructions but also from the point of view of their quality. The project is an opportunity to renew aging plant structures, restore a more human-scale urban language, restore fringes and enhance perspectives.</li> <li>• Setting up of comfortable public spaces, which favour the soft and pedestrian mode: pedestrian continuity, pavements not too narrow, restitution of plantations and parking.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• This project thus promotes the opening up of the territory and fully subscribes to an effort to fight against inequalities between territories. Île-de-France Mobilités has elected to equip the line with 24-metre buses, which will have full disabled access.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• By promoting intermodality and a better coverage of the territory, this project promotes the right to come and go</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• Strengthening the attractiveness of this sector promotes its economic development.</li> <li>• Upgrade the 402 line towards a more efficient mode between the "La Treille" station at Viry-Châtillon and the Corbeil-Essonnes RER station.</li> <li>• Consolidate and develop intermodality with existing (RER D, T Zen 1) and planned (Tram-Train 12 Express) transport lines.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• The project is a catalyst for the development of the sector, by opening up poorly connected neighbourhoods and increasing the attractiveness of the served corridor, and more broadly to all municipalities concerned by the project.</li> <li>• Support for works-related jobs.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Subsidies from the Region granted to the actual project owners subject to the Code des Marchés Publics (public procurement code).</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Prior consultation from 17 October 2010 to 2 December 2011, which defined the insertion according to the layout and location of the Maintenance and Storage Site (SMR).</li> <li>• Public survey from 30 May to 4 July 2016.</li> <li>• Statement of public utility on 8 December 2016.</li> <li>• Numerous exchanges with the local players as part of the project management, which made it possible to develop the project (layout, stations, SMR, etc.).</li> </ul>

Dedicated website: <https://tzen4.iledefrance-mobilites.fr/>



## RAILWAY STATION OF SAINT-DENIS

Example of project from the scheme Master plan for accessibility



Purpose	Accessibility of the train station																
Locations	Saint-Denis																
Key dates	Commencement of work: mid-2018; Projected commissioning: 2023																
Total project cost	€ 65.5 million																
Financing by the Region in the total amount of the project	25%																
2020 financing by the green and sustainability bond	€ 2,0 million																
History of project financing by previous green and responsible regional borrowing																	
<table border="1"> <thead> <tr> <th>Year</th> <th>Financing (€ M)</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>-</td> </tr> <tr> <td>2015</td> <td>-</td> </tr> <tr> <td>2016</td> <td>€ 1,8 M</td> </tr> <tr> <td>2017</td> <td>€ 1,8 M</td> </tr> <tr> <td>2018</td> <td>€ 2,0 M</td> </tr> <tr> <td>2019</td> <td>-</td> </tr> <tr> <td>2020</td> <td>€ 2,0 M</td> </tr> </tbody> </table>		Year	Financing (€ M)	2014	-	2015	-	2016	€ 1,8 M	2017	€ 1,8 M	2018	€ 2,0 M	2019	-	2020	€ 2,0 M
Year	Financing (€ M)																
2014	-																
2015	-																
2016	€ 1,8 M																
2017	€ 1,8 M																
2018	€ 2,0 M																
2019	-																
2020	€ 2,0 M																

### ► QUALITATIVE PRESENTATION OF THE PROJECT

- The accessibility of Saint-Denis station is a complex project that involves the complete raising of the platforms by 92 cm to eliminate the gap when getting on the train, the creation of a new underpass under the platforms with the installation of escalators and lifts, the installation of shelters on the platforms and the upgrading of railway station equipment, signage, pathways.
- This project is part of the Accessibility Master Plan, which aims to ensure the accessibility of public transport services and networks to people with reduced mobility through the progressive implementation of appropriate measures. Of the 390 which make up the Île-de-France rail network, 143 are to be made accessible in this context.

- Partners involved: project owners (SNCF Réseaux and SNCF Mobilité) and Île-de-France Mobilités.

### ► PROJECT LIFECYCLE

- Following the preparatory phase started in 2018, the work commenced in 2019 and continued in 2020. The giant reinforced concrete frames of the future underpass were slid under the tracks in September 2020.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	413 FTEs	A-2
Number of beneficiaries of the project	90,000	D-4





► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• The elements remodelled within the stations are subject to an HQE approach (eco-responsible materials in particular) and optimal integration in existing sites.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• The program aims to create favourable conditions for a modal shift from private cars to public transport lines for mobility-impaired users.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• The project will help to improve the environment of the stations impacted for everyone: new platforms, installation of elevators or escalators.</li> <li>• Saint-Denis station is an important transport hub, as it notably connects to trams T1 and T8. As a consequence, this project will benefit all public transport users.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• The program is in line with the objectives of the law 2005-102 of 11 February 2005 on "Equal rights and opportunities, participation and citizenship of persons with disabilities". It aims to make stations accessible to persons with disabilities.</li> <li>• The aim is to make the station accessible to the handicapped from the main square to the platforms served by the Transilien D and H lines, with an adaptation of the station's equipment (sound system, lighting).</li> <li>• Maintaining good safety conditions by adapting the facilities to the flow of passengers, especially when evacuating platforms.</li> <li>• Installation of a lift in the travellers' building.</li> <li>• Lifting of platforms so that the disabled can get on trains by themselves.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• As part of its implementation, the project respects the fundamental rights of workers who work on the site, in particular by ensuring their safety and by respecting the legislation for the health protection.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• Saint-Denis station interfaces with urban projects, notably "Gare Confluence", which will bring in additional flows of travellers.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• The accessibility of transport networks to people with reduced mobility encourages their integration into employment and their participation in the economic dynamism of the Île-de-France Region.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Subsidies from the Region granted to the actual project owners (SNCF Réseau and SNCF Mobilités ) subject to the Code des Marchés Publics (public procurement code).</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Each project is subject to the legal obligations of prior consultation with the public.</li> <li>• During the works phase, information tools for neighbours, residents and shopkeepers have been set up for the follow-up of the work: information brochures and a dedicated website.</li> </ul>

Dedicated website: <http://www.aménagement-gare-saint-denis.fr/>





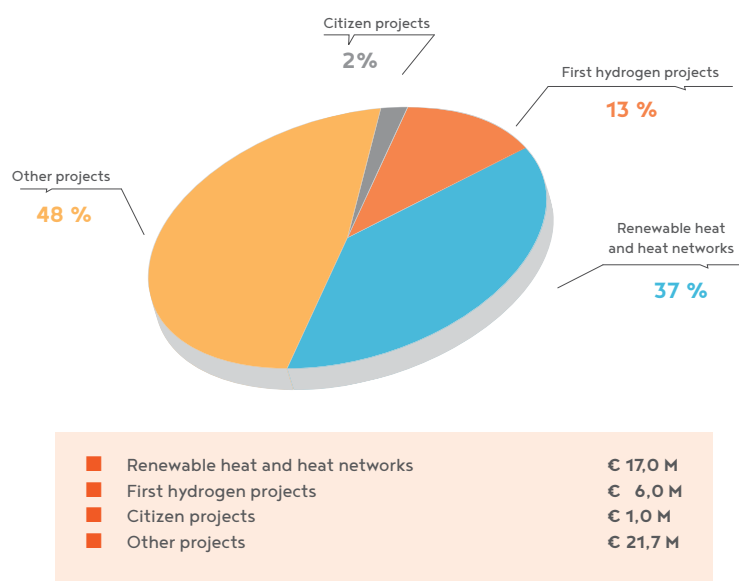


# RENEWABLE ENERGY AND ENERGY-EFFICIENCY

## Projects contributing to the development of renewable energy and energy efficiency.

- With a view to strengthening its action for the energy transition, the Region voted in the energy-climate plan in 2018 and intends to play fully its role as leader in energy, air and climate by devoting €150 million by 2021 to the development of renewable energies. The Region is seeking to halve dependence on fossil and nuclear energy in Île-de-France from 2030 and strive towards a totally renewable energy and zero carbon Region by 2050, thanks to reducing regional energy consumption by 40% and increasing fourfold the amount of renewable energy produced in the Île-de-France Region.
- This strategy emphasises several sources of renewable energy with huge development potential in Île-de-France, especially the heat networks, solar power, hydrogen and methanisation. It is determinedly pursuing this course by accelerating the development of hydrogen mobility, photovoltaic solar power and methanisation under ambitious and operational plans adopted at end 2019 (solar, hydrogen and methanisation plans). The Region is also relying on a cost-saving and highly exploitable renewable energy source in Île-de-France, geothermal energy, which it can use to supply more than 150,000 equivalent housing units (i.e. 330,000 people).
- In 2020 alone, the Region invested €45.7 million in more than one hundred renewable energy projects.

## INVESTMENT DISTRIBUTION (€45.7) IN FAVOUR OF RENEWABLE ENERGIES:





# GEOHERMAL ENERGY FOR THE ARCUEIL GENTILLY HEAT NETWORK

Renewable energies and energy efficiency

## NEW PROJECT



Purpose	Geothermal energy at Arcueil – Gentilly
Locations	Arcueil
Key dates	<p><b>December 2010:</b> Signing of a tripartite agreement to launch a feasibility study,</p> <p><b>August 2011:</b> Submission of a permit application for mining research and request for planning permission for the Arcueil/Gentilly geothermal heat network.</p> <p><b>April/May 2012:</b> Launch of the Public Service Delegation procedure to build and operate the Arcueil/Gentilly geothermal heat network, <b>2020:</b> project end.</p>
Total project cost	€15.9 million
Financing by the Region in the total amount of the project	11,55 %
2020 financing by the green and sustainability bond	€ 0,4 million

### ► QUALITATIVE PRESENTATION OF THE PROJECT

- The project is part of the regional strategy to combat climate change and develop local renewable energies, in order to limit the dependence of the Île-de-France Region on fossil energies and reduce the energy bill for its residents.
- The new drilling is accompanied by installing a heat pump and creating a network of 1,453 ml in the towns of Arcueil and Gentilly. The project represents 55 MW of installed power and 10,000 equivalent housing units connected. The energy consumptions of the future heat network, for the scope of the first establishment, will be distributed almost equally between the municipalities of Arcueil and Gentilly.
- The energy producer for subscribers to the future network will serve close to 84% in heating premises. The remaining 16% will provide domestic hot water requirements (DHW) of potential subscribers.

### ► PROJECT LIFECYCLE

- November 2014 – March 2015: Drilling the geothermal doublet.
- April 2014 – June 2015: Construction of the Arcueil and Gentilly heat network.
- May 2014 – June 2015: Construction of the geothermal boiler room.
- 2020: Commissioning.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Number of beneficiaries of the project	10,000	D-7
CO <sub>2</sub> avoided by the project	15,000 teq CO <sub>2</sub> /year	E-3



► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• Consideration of site nuisances.</li> <li>• Processing waste in appropriate sectors.</li> <li>• Treating water to preserve the quality of the resource.</li> <li>• Use of products that are as recyclable as possible or not harmful to the environment.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• Project intended to develop local renewable energies.</li> <li>• Expected energy savings equivalent to 15,000 t<sub>eq</sub>CO<sub>2</sub> per year (taking into account a gCO<sub>2</sub>/kWhPCI coefficient of 206 and a gCO<sub>2</sub>/kWh<sub>elec</sub> coefficient of 80).</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• Project promoting the exploitation of local resources (DOGGER aquifer).</li> <li>• 10,000 equivalent housing units.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Stable energy costs for the connected housing units.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Promotes access to renewable energy, supporting the standard of living of households to improve their living conditions constantly.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• Project helping to strengthen the weight of renewable energies in Île-de-France and geothermal energy in particular, which is an Île-de-France speciality: nearly fifty installations are thus exploited, supplying more than 200,000 equivalent housing units. It is the European Region with the most installations.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Supporting the renewable energy development dynamics in the Region.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Application of the public procurement contract code by the project representative.</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Information and consultation procedure expanded to all subscribers.</li> <li>• Public enquiry when applying for search permit.</li> <li>• Setting up of a master plan, a medium- and long-term network management tool.</li> <li>• Association of subscribers for monitoring the project operation.</li> <li>• User Committee.</li> </ul>





# BIODIVERSITY

## Projects contributing to the preservation of biodiversity, natural habitats and landscapes and the development of parks.

The policy is aimed both at protecting natural environments and biodiversity in the Île-de-France Region, and at technically and financially supporting the strategies and actions contributing to the preservation, restoration and enhancement of aquatic and wetland environments.

A regional "Green Plan" was launched in 2017, in order to incorporate nature everywhere for all, and to encourage the greening of towns and villages. In the autumn of 2016, a consultation was organised with all the actors, experts, professionals and associations, with a simple objective: to achieve the net creation of green areas in Île-de-France by 2021 and improve the accessibility of the nearby green spaces.

- **Region's jurisdiction:** the Region co-developed the SRCE (Regional Ecological Coherence Schema) with the State.
- **Forms of intervention:** territorialised actions to integrate environmental policies into land-use planning projects; subsidies to the project contracting authority and the Agence des Espaces Verts (AEV), regional public institution.
- **Target audience:** : the contracting authorities submitting the projects, such as, for example, municipalities and their associations, départements, associations specialising in nature, professional associations.



# OPENING OF THE BOIS-SAINT-MARTIN TO THE GENERAL PUBLIC

NEW PROJECT

*Project to open an area of nature to the general public*



Purpose	Acquisition, development and accessibility of the Bois-Saint-Martin
Locations	Noisy-le-Grand (93), Villiers-sur-Marne et Plessis-Tréville (94).
Key dates	24 November 2020: signing of the acquisition deeds by the Region
Total project cost	€14.4 million
Financing by the Region in the total amount of the project	100 %
2020 financing by the green and sustainability bond	€ 10,1 million

## ► QUALITATIVE PRESENTATION OF THE PROJECT

- Bois Saint-Martin is located some 20 km to the East of Paris, within the departments of Val-de-Marne and Seine-Saint-Denis and covers nearly 280 hectares, with 96% in the municipality of Noisy-le-Grand. It abuts the wood of the Parc de Malnouve, Bois de Footel (62 ha belonging to the municipality of Emerainville) and the Bois de Célie (117 ha acquired by the Region). With the Bois de Boulay and the Bois de la Grange (108 ha acquired by the Region), all these woods form a huge forest of nearly 600 ha, which constitutes a major area of nature inside the Green Belt of the Eastern Paris sector. All this falls within the regional land intervention areas (PRIF) of Le Maubué (630 ha).
- The lands in question are classed as Natural Areas to be protected in the various Local Town Planning Plans of neighbouring towns, Noisy-le-Grand, Villiers-sur-Marne and Le Plessis-Tréville, due to the quality of the sites, natural environments, landscapes and their particular aesthetic and ecological interest. This classification prohibits especially any construction for residential, trade, activity, office and craft purposes. In addition, the PLU classification of the Bois Saint-Martin as classified wooded space prohibits any change of use or any type of land use that could compromise the conservation, protection or creation of woodland.
- The project intends to acquire and develop the Bois Saint-Martin and make it accessible so that it can be opened to the general public. It is currently private and cannot be accessed by the public. Thus, the wood has the rare potential of remedying a lack for 188,000 people whilst protecting the **biodiversity challenges of this outstanding natural space**.

## ► PROJECT LIFECYCLE

- 1999 - Creation of the PRIF (Regional Land Intervention areas) of Le Maubué including Bois Saint Martin
- 2020 - Signing of the acquisition deeds, proposal to revise the prefectural biotope protection order (APPB) and favourable opinion of the regional Scientific Council for Natural Heritage (CSRPN), vote for a first tranche dedicated to development and safety work
- 2021 - Revision of the APPB and performance of development and safety work for the opening to the general public.

## ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Number of beneficiaries of the project	1.5 million	D-6
CO <sub>2</sub> avoided by the project	1 190 teq CO <sub>2</sub> /year	E-8



► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• Incorporation of part of the site in a prefectural biotope protection order (APPB).</li> <li>• Objective of limiting the impacts of opening to the public through specific and adaptive management of flows according to the ecological issues at stake (sanctuarisation of a natural area inaccessible to the public in order to preserve the existing biodiversity, regulating practices on site by regulations banning, in particular, motor vehicles, bicycles, dogs, etc.).</li> <li>• Preparing an area management framework document by the Green Spaces Agency (AEV): differentiated management introduction of blocks of senescence, protection of high-stake areas, etc.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• Opening this area of nature to the public will enable implementation of a wide programme of raising awareness of the population and schoolchildren.</li> <li>• Awareness-raising activities will enable the population to obtain the keys to understanding environmental issues in order to participate in the territory's ecological transition and preserve this type of site.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• Objective of offering the public a space for breathing, walking and leisure, in an area dotted with green and wooded spaces.</li> <li>• Promoting a high-quality and extremely rare area of nature in this sector of the Region.</li> <li>• Protecting the core area of the site more by strengthening the APPB.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Developed spaces made safe: limiting access to the site, lighting, etc.</li> <li>• Accessibility to all paths for people with reduced mobility.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Opening of green spaces to the public which helps to improve the conditions of existence of people constantly.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• The opening of the Bois Saint-Martin will firstly sanctuarise a fragile core area and secondly allow Île-de-France residents to experience nature in an exceptional space.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Improving the living environment around this space will emphasise the attractiveness of the Region.</li> <li>• Development and accessibility work will also create jobs.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• All operations launched comply with the public procurement contract code.</li> <li>• PEFC or FSC certification for the timber used for the development work and the furniture.</li> <li>• Complying with the AEV (Île-de-France green spaces agency) supply of local species in its development work.</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• The municipalities involved in the project have been fully engaged in the preparatory work: for the acquisition and establishment of development plans.</li> <li>• Local associations, the Regional Scientific Council for Natural Heritage (CSRPN) and SNCF have also been involved.</li> <li>• Through the regional and Interdepartmental Environment and Energy Directorate (DIREE), the state is also a stakeholder in the project, especially in the revision of the APPB.</li> </ul>



## MARNE RIVERBANK AT THORIGNY-SUR-MARNE AND DAMPMART

Example of project from regional strategy *Protection and biodiversity*



Purpose	Reconstitution of the Marne riverbank's ecological continuity Thorigny-sur-Marne et Dampmart
Locations	Dampmart and Thorigny-sur-Marne
Key dates	Works launched in 2017, completion expected in 2020
Total project cost	€ 4.3 million
Financing by the Region in the total amount of the project	8,1%
2020 financing by the green and sustainability bond	€ 0.1 million
History of project financing by previous green and responsible regional borrowing	



### ► QUALITATIVE PRESENTATION OF THE PROJECT

- Regaining the Marne banks is a priority for the Marne and Gondoire Agglomeration Community (developer of the project) and its municipalities who wish to restore the environment, highlight the Marne throughout its linear structure and open it to the public. It is part of the dynamics of the Marne Brosse and Gondoire Territorial Coherence Scheme and is at the heart of the blue frame identified in the SCoT's Goals Orientation Document (DOO).. In addition, the towpath is listed as a "leisure route" to the master plan of the Marne and Gondoire soft mobility connections.
- The project is on the right bank of the Marne river and covers 3.4km of riverbanks from the tip of the Dhuis aqueduct on the Marne at Dampmart (upstream of the project) to the Thorigny Marne wharf (downstream of the project). It is divided into five sectors. Depending on the sector, there is provision for backfilling, stabilization of the banks by mixed plant engineering, removal of hardcocking replaced

by integral plant engineering, removal of rockfill and concrete slope protections, sloping in the clearings, reconstitution through plant engineering of a natural bank and a helophyte beach opening up the space on the Marne river. Finally, works are also planned to create a strolling continuity for pedestrians (on public and private properties with DUP procedure: destruction of fences, gates, access works cutting the bank) with a 1.5 m wide path and permeable natural gravel flooring with wooden decking here and there.

### ► PROJECT LIFECYCLE

- Course of 2017: beginning of the works.
- Completion in 2020 (large linear construction, works dependent on the seasons and in particular the height of the Marne).

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Number of beneficiaries of the project	102,090	D-6



► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• Application for authorization / declaration relating to "law on water" procedures.</li> <li>• Carrying out a survey prior to the rehabilitation of the banks to make a choice of a scenario combining activities, ecological protection of the banks, quality of the banks and enhancement of the site for residents and the public.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• Recomposition after removal of concrete sections of banks, positive to biological habitats (aquatic and on land) of particular ecological interest.</li> <li>• Promote optimal diversification of riparian vegetation in order to promote the ecological value of the environment (improvement of biodiversity).</li> <li>• Improve the attractiveness of this section of bank for the animal and particularly fish populations.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• Improvement of the attractiveness and the attendance of the banks of Marne.</li> <li>• Contribution to the SCoT's goal N°1, namely "Sustain and enhance the natural and agricultural potential" which has resulted in the establishment of a Perimeter for the Protection of Natural and Peri-Urban Agricultural Areas (PPEANP) in the Marne and Gondoire area with the support of the Département, whose 3rd goal is to "perpetuate, even create, great ecological continuities, ecological corridors".</li> <li>• Implementation of the objectives set out in the Perimeter of Protection and Development of Peri-Urban Agricultural and Natural Spaces (PPEANP) of the Marne and Gondoire Urban Community and those of the Master Plan for the Soft Mobility Connections of Marne and Gondoire.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Promotion of access to the Marne and response to all the issues previously identified with all the partners and people concerned, namely ecological, tourism, social, historical and regulatory issues.</li> <li>• The interconnection of the route with the existing facilities will improve relations between the territories.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• This project was the subject of an environmental and health analysis of the impacts of the project as part of a public inquiry.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• Development of public access to the Marne.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Strengthening of the attractiveness of the territory.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Application of the public procurement code by the project owner.</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Project has been the subject of consultations with all the technical players: State services, Department, Region, Water Agency, under the Marne-Confluence Basin Contract.</li> </ul>







## SOCIAL INITIATIVES AIMED AT HELPING VULNERABLE POPULATION GROUPS

Development of the home offers and projects to improve the accessibility of buildings and infrastructure for vulnerable populations.

The Region makes investments for vulnerable publics, for example by supporting construction and/or renovation projects for women in difficulty and for persons with disabilities. The Region has also put in place territorialized actions, which make it possible to take disability-related issues into concerted spatial planning policies in a transversal manner.

- **Region's jurisdiction:** optional.

- **Forms of intervention:** territorialised actions integrated into concerted spatial planning policies with other public authorities; subsidies for the contracting authorities.

- **Target audience:** vulnerable public.



# RECONSTRUCTION OF MARIE AUXILIATRICE MEDICAL EDUCATIONAL INSTITUTE AT DRAVEIL

NEW PROJECT

Example falling under the social action scheme



Purpose	Reconstruction of the Institut Médico-éducatif (IME - medical teaching institution) Marie Auxiliatrice at Draveil with 120 spaces
Locations	2, boulevard Henri Barbusse à Draveil (91)
Key dates	2016: commencement of work - 2019: commissioning
Total project cost	€ 15.4 million
Financing by the Region in the total amount of the project	10,69 %
2020 financing by the green and sustainability bond	€ 1, 4 million

## ► QUALITATIVE PRESENTATION OF THE PROJECT

- The goal of the Association Vivre et Devenir-Villepinte-Saint Michel is to provide educational, health or social responses for vulnerable children, adolescents and adults. It works especially for those who receive insufficient or poor care and seeks to anticipate and respond to new needs. It operates in the medical-social, social and health field. In this capacity, it manages several facilities for people with mental or multiple disabilities, including the IME Marie Auxiliatrice, located in Draveil (91).
- This IME houses 120 disabled children in buildings that are no longer fit for purpose. They are obsolete and do not meet the current regulatory safety requirements as well as the recommendations of the National Agency for the assessment and quality of social and medico-social establishments and services (ANESM) and the requirements of the laws of 2 January 2002 and 11 February 2005.

- The objective of the work is therefore to adapt the accommodation and living premises to the needs of residents and the safety and accessibility standards, in compliance with environmental standards. It has been agreed to rebuild the facility with the Île-de-France regional Health Agency (ARS). The reconstruction is receiving major financial support from the Île-de-France ARS.
- The IME will be built on land belonging to the Association Vivre et Devenir, well integrated into the park that abuts the Sénart forest and well served by public transport. The new premises of 8,000 m<sup>2</sup> enjoy green surroundings and are aiming for tertiary building HQE NF certification.

## ► PROJECT LIFECYCLE

- The IME Marie-Auxiliatrice has been fully rebuilt on site. Work commenced in 2016 and the IME children and professionals were able to move in March 2019.

## ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Inclusion FTE supported by the project	6 FTEs	C-3
Number of beneficiaries of the project	120	D-8



## ► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• The project meets an objective of reducing the environmental impact of the building.</li> <li>• The architectural project was part of an environmental certification approach from the programming phases.</li> <li>• The environmental quality of this building covers the energy, environment, comfort and health for the construction of the building.</li> <li>• It is certified HQE Excellent by the Certivea body. This certification has fourteen targets.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• The worksite was managed to minimise its environmental impact (controlling the health impact, optimising waste management, minimising nuisances).</li> <li>• Special attention was paid to the choice of materials with a view to favouring materials with reduced environmental impacts (use of wood, insulation chosen from bio-based materials, etc.).</li> <li>• The project has an optimised bioclimatic design in order to rationalise the energy expenses (limit the needs for cold, develop natural ventilation and night cooling, optimise natural lighting, etc.).</li> <li>• Saving drinking water is one of the challenges of this project. Water-saving solutions have been introduced (water-saving taps for basins and showers, water-saving flushes).</li> <li>• The large amount of green space and open land limits the sealing of the soil. Planting low-consumption species and installing wind protection (building configuration) means that evapotranspiration is reduced.</li> <li>• Arrangements have been made to separate waste for optimum recycling in conjunction with local sectors (selective sorting strategy, easy-to-access waste premises, etc.).</li> </ul>
<b>Contributing to the sustainable development of the Region and the improvement in quality of life</b>	<ul style="list-style-type: none"> <li>• Optimising the space reserved for traffic to limit its footprint and maximise the spaces available to the children.</li> <li>• Humidity, acoustic, visual and olfactory comfort of users of the building has been taken into account in the building design and assessed under the HQE certification.</li> <li>• The various areas for the children have been designed to be in harmony with the site (units positioned to benefit from the light, ground-level access to the garden for children with disabilities, etc.).</li> <li>• A bike park, showers, electric vehicle charging stations and a large car park for the professionals have been created to optimise their quality of life.</li> </ul>
<b>Contributing to socially-inclusive development, combating inequality and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• During the construction period, the project provided an opportunity to hire people well away from employment, with the implementation of a minimum objective of 6% of inclusion hours reserved for people encountering particular difficulty in finding a job.</li> <li>• This insertion approach was facilitated by a specific support plan managed by the Nord-Essonne Inter-municipal local insertion and employment plan (PLIE).</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• This project falls within the framework of Law 2005-102 of 11 February 2005 on equal rights and opportunities, participation and citizenship of disabled people.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• The site is installed in harmony with the Sénart forest to ensure surroundings that are beneficial to the children and the professionals that look after them every day.</li> <li>• The project has managed to preserve a crucial facility for the families involved and for the department of Essonne.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Maintaining existing employment.</li> <li>• Attractiveness of the institution: on a harmonious, environmentally-friendly site for maintaining the teams necessary to take good care of the children.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Choice of service providers who are committed to a sustainable development approach.</li> <li>• Purchase of ecolabel products for maintaining the buildings.</li> <li>• Settling supplier due dates as quickly as possible.</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Consultation of all stakeholders from the project design phase.</li> </ul>









# SOCIAL HOUSING

Projects to develop the family social housing rental park, for young people and students meeting environmental and social requirements and contributing to a reduction of social and territorial divides.

In addition to supporting the new offer of social family housing for young people and students, the regional policy implemented since 2016 also aims to revive the creation of intermediate housing for the middle classes. The point here is to overcome the difficulties met by the middle classes to find housing in Île-de-France and to work in favour of greater social diversity. In total, in 2020, regional aid helped support the construction of 6,733 new social housing units (of which 998 "prêts logements sociaux - PLS" social rental loans), 1,112 student housing units (i.e. 1,214 spaces) and 161 housing units for young people and apprentices (i.e. 179 new homes). places).

■ **Region's jurisdiction:** optional.

■ **Form of intervention:** subsidies to social contracting authorities, mixed economy building companies, associations and organizations approved for the integration contracting authority, local communities and their groups, as well as local government-controlled companies.

■ **Target audiences:** households with a level of income which makes them eligible to apply for transitional or social housing.

## SOCIAL HOUSING WITHIN THE LE SYCOMORE

## NEW PROJECT

## ECO-NEIGHBOURHOOD

Example falling under the Support for social housing scheme



Purpose	Construction of 109 PLUS and PLAI housing units within the Le Sycomore eco-neighbourhood in Bussy-Saint-Georges (joint development zone, plot SY7)
Locations	Avenue Marie Curie – rue Pavée / Bussy-Saint-Georges
Key dates	Planning permission granted in September 2016, staggered delivery in 2018 and 2019, opening in 2019
Total project cost	€ 16.5 million
Financing by the Region in the total amount of the project	2,86%
2020 financing by the green and sustainability bond	€ 0,5 million

## ► QUALITATIVE PRESENTATION OF THE PROJECT

- The Region is participating in financing a programme of 109 PLUS – PLAI housing units. The PLAI housing unit provides accommodation for people encountering economic and social difficulties. It is financed by the Rent-assisted insertion loan. The PLUS housing unit (social use rental loan) meets the objective of social diversity. The programme includes 98 collective and eleven individual housing units of the SA d'HLM Emmaüs. This programme is fully integrated into the Le Sycomore eco-neighbourhood. This operation gave rise to the first BIM (Building Information Modelling) planning permission in France.
- The Le Sycomore neighbourhood, to the East of Bussy-Saint-Georges, extends over 117 hectares, of which sixteen are specifically green spaces and four are set aside for economic activities. The plan is to create 4,500 housing units, 3,500 m<sup>2</sup> of shops and neighbourhood services and 40,000 m<sup>2</sup> of public and private facilities. Labelled "eco-neighbourhood" since 2017, the Le Sycomore neighbourhood places humans at the centre and anticipates the future. All dimensions have been included to propose: a new mobility model (easier access by car and a prominent place for public transport and soft traffic), a

chance to live in the city in a different way (simplifying the daily life of everyone and preserving their health and well-being, with numerous local services), environmental exemplarity (levers used to reduce the ecological footprint of the neighbourhood: biomass heating network and use of innovative and renewable materials for the buildings) and housing units designed to meet needs throughout life. The project is planning a new Le Sycomore park (eleven open hectares which are added to the existing Génitoy park).

- Co-financing bodies under their participation in the Emmaüs Habitat social housing programme: State, Marne-et-Gondoire, Action Logement, Banque des territoires. Developers: Epamarne, Bussy-Saint-Georges

## ► PROJECT LIFECYCLE

- Tranche 1 of the programme of 83 housing units delivered on 21/12/2018
- Tranche 2 of the programme of 26 housing units delivered on 28/03/2019
- Opened on 10/07/2019.

## ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Worksite FTE supported by the project	112 FTEs	A-3
Inclusion FTE supported by the project	4 FTEs	B
Number of beneficiaries of the project	254	D-7





► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>NF Habitat HQE certification issued by Cerqual.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>Use of renewable energy (collective heating by heat network including 80% biomass ultimately).</li> <li>RT 2012 -20% level: As its name suggests, the RT 2012 -20% strives to reduce the environmental footprint of housing units by 20% compared with the standards set by the 2012 Thermal Regulations. The building's primary energy consumption, or "Cep max", must be at least 20% lower than that defined by the State for standard RT 2012. i.e. at most 40 kWhEP/m<sup>2</sup>.year, compared with the threshold of 50 kWhEP/m<sup>2</sup>.year for the RT 2012.</li> <li>The coefficient of bioclimatic need, or "Bbio", must also be at least less than 20% compared with the Bbio required by the thermal regulations. To achieve this, builders prefer smart architecture that can reduce the dependency on energy, such as light wells for lighting or green roofs that regulate the inside temperature, timber-framed individual houses, etc.</li> <li>Waste managed by columns buried in the public space.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>Planting of roofs helping with rainwater retention, urban cooling by evapotranspiration, reduced reflections and thermal or solar radiation and in fixing dust. These roofs also provide insulation and encourage the biodiversity.</li> <li>This programme is part of a far larger eco-neighbourhood project with the aim of offering diversified residential development in a quality living environment that meets the needs of local populations better and ensures the continuity of residential life. Henceforth, the project is no longer subject to scheduling and physical and economic constraints: it also asks itself how we can build "living together" and limit its ecological footprint.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>Mix of programmes at the level of the ZAC, wide range of housing units to meet the needs of all publics, regardless of their means and age (building 30% social housing) allowing a good social balance and a residential process.</li> <li>Creation of 109 new social and very social housing units with assisted rents and controlled charges for people with limited resources in a municipality covered by the SRU (urban solidarity and renewal) law.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>ZAC project implemented in consultation with the citizens (meeting, themed workshops, urban walks, etc.).</li> <li>Participates in the effective implementation of the DALO (enforceable right to housing).</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>The Le Sycomore neighbourhood is designed as a real link between, firstly, the town centre, its RER station and the agricultural plain and, secondly, the Cent Arpents neighbourhood and the Gustave Eiffel activity zone and the desire to offer inhabitants a better quality of life (soft traffic, neighbourhood services and shops, etc.).</li> <li>Development of a biomass urban heat network.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>The project participates in supporting and creating jobs. According to the ratios of the Ministry of Sustainable Development, €1 million of work allows 11.6 FTE.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>Implementing professional insertion clauses in the contracts.</li> <li>Transparent processing with clearly explained eligibility criteria in a framework deliberation open to all.</li> <li>Subject to public procurement contract directives.</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>Early consultation with inhabitants under the development of the ZAC and the eco-neighbourhood (meetings, themed workshops, urban walks, etc.).</li> <li>Submission of the package and the allocation proposal to the thematic committee, vote in the standing committee.</li> </ul>







# ECONOMIC AND SOCIALLY INCLUSIVE DEVELOPMENT

Projects contributing to the creation or maintenance of local employment through support to very small businesses in the social and socially-inclusive economy.

Assistance to research and innovation by SMEs for the ecological and social transition and the Region's attractiveness.

The Regions now have exclusive responsibility in matters of economic development within their territory (law of 7 August 2015 concerning the new territorial organisation of the republic, known by the acronym "NOTRe").

In this context, a new economic strategy called #LEADER (SRDEII : Regional Strategy for Economic Development Innovation and Internationalisation) was drawn up at the end of 2016 and aims to free and encourage the exceptional potential for growth, jobs and innovation in Île-de-France. It is based on 4 themes: investing in attractiveness, developing competitiveness, developing entrepreneurial spirit and innovating in all territories, and acting collectively at the service of companies, employment and the Region. To this end, responding to the environmental stakes meets the objective of identifying all the possibilities in terms of economic activity, employment and innovation, and improving the living environment of the Île-de-France Region.

In addition, the Region of Île-de-France, which also has responsibilities in higher education, research and innovation, adopted in 2017, after a wide-ranging consultation with various audiences (economic actors, researchers and lecturers, students, teachers, trainees of vocational training), its New regional Scheme for Higher Education, Research and Innovation.

Innovation, quality and excellence are at the heart of this regional strategy, which is structured around major orientations: finding one's path, changing one's path and finding a job throughout life, making the Île-de-France a world reference in science and technology, and supporting world-class universities and campuses in the Region.

■ **Region's jurisdiction:** mandatory.

■ **Forms of intervention:** subventions, dotations en capital, prise de participation

■ **Target audience:** SOHOs and SMEs, competitiveness clusters, investment funds for SMEs, funds for interest-free loans, associations of social and inclusive economy.

Two axes of the project financed in 2020 by the green and sustainability bond:

Supporting research and innovation for development and the attractiveness of the Paris Region:

- ▶ Two schemes financed for €14.2 million : "support for domains of major interest" (€ 9.9 million) and "Scientific and technological equipment and platforms - SESAME" (€ 4.3 millions) ;

Support for social and solidary economics:

- ▶ Several actions funded for an amount of €3.3 million under the "Social and solidarity economy" field ;  
Example presented: Scheme to support the micro-credit activity of ADIE (€0.7 million).

## SUPPORT TO SCIENTIFIC INVESTMENT (MAJOR DOMAINS OF INTEREST ET SESAME)

Example of project to Support research and innovation



Purpose	Support to areas of major interest (DIM) – Support to scientific teams for the acquisition of experimental resources (SESAME).
Targeted economic players	Higher education and research establishments – public and non-profit private sector
Total project cost	€ 14.2 million
2020 financing by the green and sustainability bond	€ 14,2 million

### ► QUALITATIVE PRESENTATION OF THE PROJECT

- Through the DIM and SESAME schemes, the Region aims to support innovative research projects conducted by research laboratories in the Paris Region, that require significant expenditures for the purchase of equipment.
- With 40% of the national potential of public research and more than 135,000 people, all major social, economic and environmental issues are represented in Île-de-France. Most of the proposed research projects aim to improve the understanding of scientific phenomena that have a direct impact on Mankind or the improvement of existing techniques.
- The environment, the quality of life and health have been steady themes for over 20 years in the regional science policy. Their support has been confirmed since 2017 with the labelling of DIM Respire, ELICIT, 1Health and Gene Therapy, as well as QI<sup>2</sup> Emerging DIMs and Longevity and Aging. Added to this is the SESAME scheme for the co-financing of major scientific equipment.
- Other co-funders: higher education organizations, research laboratories, Technology transfer acceleration companies (SATT).

### ► PROJECT LIFECYCLE

- The **Pollurisk** project funded through the SESAME scheme has been launched. One of the two pieces of equipment has been purchased while the second one is being purchased. In 2020, the GREEN and PhAIRE projects were supported via the SESAME scheme. The first involves introducing a technological demonstrator in water treatment to reduce the impact of productive activity on the environment and protect the quality of this resource. The second is an agro-ecology project with the objective of studying ecosystem-climate-pollution interactions using augmented phytotrons.
- The **DIM QI2** finances projects on air quality and its health impacts. Many projects commenced in 2020. They aim, among other things, to introduce participatory air quality measures in Saint Denis as part of the work for the 2024 Olympic Games, study urban pollution using Doppler lidar, set up a real time imaging platform to analyse the effects of exposure to atmospheric pollutants and to measure primary or secondary pollutants in an agricultural environment.
- The **GRACE** and **EPA** projects financed in 2016 through the old DIM R2DS scheme are still in progress. In 2014, the DIM had also supported the construction of the new Atmospheric Research Observatory at the Institut Pierre Simon Laplace at Palaiseau. The 600 square metre building will be delivered in mid-2021. The new infrastructure will house sixteen families of instruments made up of about a hundred sensors devoted to research on the climate and the environment.
- In 2019, the **DIM Respire** supported a project on porous fibre regeneration in active carbon in the electro-Fenton process. This is used to treat water, in particular to eliminate organic pollutants. The main project objective is to work on changing the scale for domestic and industrial applications. The equipment was acquired in 2020 and the project is currently in progress.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Number of beneficiaries of the project	74	D-10



► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>• Environmental certifications of many public research laboratories justifying their good practices in particular in the handling of hazardous products.</li> <li>• Consideration for the environmental impact in the construction of projects by raising awareness upstream among scientific staff.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>• Main topics of the DIM Respire: renewable energy, environmental science, safety and health / well-being. They invent the materials used in the technologies of tomorrow.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>• Development of future technologies whether in terms of cleaner energy or health to improve the quality of life of human beings.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>• Networking of research institutions, especially by pooling scientific equipment so that smaller organizations can benefit from the expertise of larger companies.</li> <li>• The goal of any public research initiative is to have as many people as possible benefit from technological progress.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>• Compliance with French law.</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>• Anticipation of new needs and participation in the dynamics of the territory.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>• Co-funding of scientific equipment, participation in the economic development of the territory via the co-funding of scientific equipment. Creation of jobs for the maintenance of equipment or the completion of projects.</li> <li>• Creation of jobs for the equipments maintenance or the achievement of projects.</li> <li>• Creation of many innovative start-ups through scientific research.</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>• Choice of projects via calls for projects. Decision-making by scientific experts recognized internationally in their field. Selection criteria defined beforehand and known to all.</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>• Monitoring of all projects by steering committees and scientific committees where stakeholders, external experts and the Region are represented. This system makes it possible to take into account all the needs of the project leaders.</li> </ul>

## SUPPORT FOR THE ACTIVITY OF THE ASSOCIATION FOR THE RIGHT TO ECONOMIC INITIATIVE (ADIE)

Economic and socially inclusive development  
(Entrepreneur # Leader)



Purpose	Local support and financing via Adie
Acteurs économiques ciblés	Public very distant from employment
Montant total du dispositif	€ 0.7 million
2020 financing by the green and sustainability bond	€ 0,7 million

### ► QUALITATIVE PRESENTATION OF THE PROJECT

- Support for the activities of ADIE, France Active and departmental platforms for loans on trust in order to promote sustainable social inclusion of the public which is very distant from employment: the funding proposed by ADIE facilitates the entrepreneurial activities of members of the public which are overwhelmingly beneficiaries of the minimum socially guaranteed income and have great difficulty accessing bank credit.
- The Île de France Region has put in place a new Entrepreneurship#Leader 2017-2021 entrepreneurship policy that aims to deploy a local, legible and effective support and financing offer for the 25 employment areas in the Paris Region. This offer will include a unique and coordinated path of support and funding. ADIE, France Active and departmental platforms for loans on trust are ones of the selected operators who offer this unique coordinated path of support. Through the aforementioned operators, the point will be to integrate in the best way possible support for the creation / takeover of companies by people who have the most difficulties finding a job.
- Entrepreneur # Leader breaks down into 3 phases (prior to creation, funding and post-creation).
- Adie supported 1,450 young entrepreneurs with financing in 2020, including 43% on minimum social benefits and 26% without qualification. They count 40% women and 30% young entrepreneurs from QPV (priority town policy neighbourhoods). They are also operators in the post-creation phase (support step 3).
- Under the Entrepreneur # Leader, Adie offers individual financing support for business starts-up for up to three years in business.
- The aforementioned operators functions in conjunction with other actors in accompaniment or financing of business creation. For example, ADIE relies on 160 volunteers, former heads of businesses that invest in skills. This accompaniment network contributes to the fight against exclusion, reduction of inequalities, prevention of risks relating to health, improvement of living and working conditions.

### ► PROJECT LIFECYCLE

Example of business start-up projects supported in 2020, some of which won prizes in the regional business start-up competition, Créadie, organised by Adie:

- **Zero waste textile activity:** Support for a former assistant manager in the catering business in her conversion project. She has thus opened "Les bricoles de Nicole" in May 2019, a zero waste textile shop at Varès-sur-Marne in Seine et Marne. The financing from Adie allowed her to acquire premises and increase her visibility. She was the winner of the Créadie Young People category with her zero waste textile project.
- **Cake design activity:** Support for the opening of the "Les Délices de Didow" shop at Coignières in the Yvelines. In this context, Adie financed part of the work and the fitting out.
- The Adie support therefore aspires to facilitate the creation of businesses to encourage the sustainability of these new economic activities and culminate in creating new jobs.
- **Temporary work specialising in the construction industry:** Support for the creation of ASAP TT, a company specialising in temporary work and recruitment in the construction industry trades, with the aim of rejuvenating temporary work and giving it a human dimension. Adie's financing has helped to promote the start-up of this activity and provide a financing solution in parallel with the banks. In the less than a year, the company's creator, with his co-founder, has employed a trainee and plans to hire a second person. This young company installed in Seine-Saint-Denis was the winner of the Créadie regional Vitality category.
- **Sports activities and leisure stays for autistic people:** With a view to offering solutions for positive progress for autistic people in France, Adie supports this project where a team designs sports programmes that develop basic skills like motivation and self-confidence, emphasising social and behavioural techniques in a natural context. This financing has helped the project sponsor to train in communication and commercialisation to expand his business Autisme Evasion. This young company installed in Paris, thereby offering sports activity sessions and leisure stays for autistic people, is the winner of the Créadie Senior category.

### ► IMPACT INDICATORS FOR THE PROJECT

Indicator	Impact	Methodological note
Number of beneficiaries of the project	1,450	D-9

► JUSTIFICATION OF THE ELIGIBILITY OF THE PROJECT FOR EACH CRITERIA

<b>Environmental management and eco-design</b>	<ul style="list-style-type: none"> <li>This mechanism does not include a specific environmental approach, but the creators of businesses supported have an environment-linked project or can incorporate issues relating to the ecological transition.</li> </ul>
<b>Combating climate change, and promoting the Region's environmental transition</b>	<ul style="list-style-type: none"> <li>This mechanism does not include a specific environmental approach, but the creators of businesses supported have an environment-linked project or can incorporate issues relating to the ecological transition.</li> </ul>
<b>Sustainable regional planning and improving quality of life</b>	<ul style="list-style-type: none"> <li>Adie has thus contributed by providing microcredit and loans on trust: 1,450 young entrepreneurs.</li> <li>This involves projects that create wealth and social links: support for residential activities, support for itinerant or sedentary commercial activities, which thus contribute to maintaining small local shops or developing new services for the population and businesses.</li> <li>Adie supports projects in all 25 Île-de-France employment areas.</li> </ul>
<b>Socially inclusive development, combating inequality, and promoting the safety of individuals</b>	<ul style="list-style-type: none"> <li>1,450 business start-ups (and as many jobs created) including 40% by women (against 29% nationally) and 30% of creators from priority neighbourhoods (against 7% nationally).</li> <li>43% by people on minimum social benefits (against 7% on average in France) and 49% living under the poverty threshold (against 17.5% in France).</li> <li>Sustainable economic insertion: 93% of creators are inserted professionally and 81% are still in business three years after obtaining financing.</li> </ul>
<b>Respect for fundamental rights</b>	<ul style="list-style-type: none"> <li>Right to entrepreneurial initiative for all, equality of opportunity.</li> <li>Combating social and regional inequalities.</li> <li>Fight against exclusion from banking services.</li> <li>Fight against discrimination (equality between males/females, origins, skills).</li> </ul>
<b>Responsible regional development</b>	<ul style="list-style-type: none"> <li>30% of beneficiaries come from the town policy neighbourhoods.</li> <li>1% of beneficiaries live in rural areas.</li> </ul>
<b>Regional economic development</b>	<ul style="list-style-type: none"> <li>Each creator financed by ADIE, France Active and departmental platforms for loans on trust created an average of 1 jobs, for about 1,450 total jobs created in 2020.</li> <li>The survival rate of businesses is 81% after 3 years (compared to 63% on average at national level).</li> </ul>
<b>Fair practices, responsible purchasing and responsible supplier relations</b>	<ul style="list-style-type: none"> <li>Adie makes microcredit decisions on an on-going basis and guarantees fair treatment of applicants.</li> <li>All the advisers are trained in combating discrimination (gender, geographical origins).</li> </ul>
<b>Consultation with stakeholders</b>	<ul style="list-style-type: none"> <li>An annual steering committee gathers all the partners and sponsors.</li> <li>An Annual General Meeting with presentation of the balance sheet and future outlook.</li> <li>Entrepreneur # Leader, of which Adie is a part, supports 10,000 creators/year on average in Île-de-France.</li> </ul>

Dedicated website: <https://www.adie.org/> ; <https://www.franceactive.org/> ; <http://www.initiative-france.fr/> ; <https://www.reseau-entreprendre.org/fr/accueil/>





  
Région **Île-de-France**

# COVID-19 MEASURES AND RECOVERY PLAN

The Region mobilised in the face of the crisis in Spring 2020 as part of Act I of its Recovery Plan, financing support schemes for the economy, health and education in line with its green and sustainable operations framework.

The Île-de-France Region is fully mobilised in combating Covid-19 and its economic and social consequences and has deployed a threefold Recovery Plan:

- **Act I was ratified with the vote of the 2020 supplementary budget on 11 June 2020;** it commits almost €1.3 billion of emergency support expenditure focused on the economy, employment, solidarity and health and the environment,
- **Act II, devoted to the Region's ecological and environmental transition,** held a climate conference in September 2020, the regional COP for a greener Île-de-France Region, from which emerged 192 proposals for a "Zen, Zan and Circular" Region (net zero emissions, net zero artificialisation and net zero resource) and which has been implemented gradually since 2020.
- **Act III of the regional recovery is an unprecedented** multi-year investment plan of €20 billion for 2021 to 2027 in all the Region's fields of intervention, as powerful support for economic recovery.

In 2020, faced with the consequences of the crisis on economic agents and certain vulnerable populations, the Île-de-France Region financed part of the measures of Act I of its Recovery Plan through the 2020 green and responsible bond issue. With this in mind, the Region has slightly adapted its issuing framework to include health and emergency measures as eligible expenditure given the exceptional crisis. In addition, exceptional financing was given for personal digital equipment for secondary school pupils in order to ensure educational continuity, which has been disrupted by the crisis.

The main targets for the safeguarding and recovery measures were:

- **Allowing the various players to resume their activities following the interruption due to lockdown measures.**
- **Acknowledging the impacts of the crisis and addressing the main collateral problems it caused for the populations.**



## SUPPORT FOR INDUSTRY (SOLIDARITY FUND)

### Economic and socially-inclusive development

**Purpose** Cashflow support for small businesses and the self-employed faced with the Covid-19 crisis

**Total project cost** € 3,021.0 million

**Financing by the Region in the total amount of the project** 5,0%

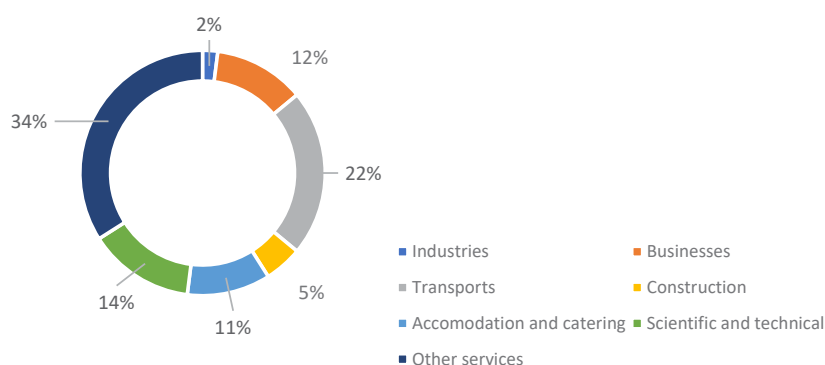
**2020 financing by the green and sustainability bond** € 153,0 million

- The Solidarity Fund was created in March 2020 and is co-financed by the State and the Regions to assist small businesses and the self-employed, regardless of status, that have been strongly affected by the Covid-19 crisis.
- This is non-taxable direct aid in the form of a grant. The fund is broken down into two sections.
- Section 1 is processed by the State and can pay a maximum of €1,500 in aid to businesses affected based on loss of turnover.

#### SECTION 1 INDICATORS:

Number of grants allocated (in IDF)	1,501,532
Total amount allocated (€ million)	2,924
Average amount allocation (in IDF) (€)	1,950

#### SECTION 1 RECIPIENT, PER SECTOR



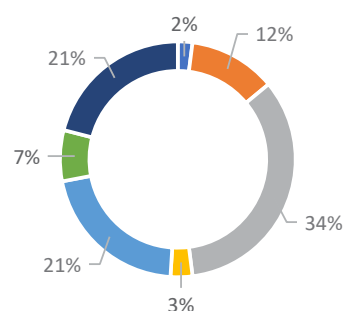
- Section 2 is processed by the Regions to provide additional "anti-bankruptcy" aid of €10,000 maximum to companies with up to twenty employees with cash flow difficulties.

#### SECTION 2 INDICATORS:

Number of grants allocated (in IDF)	23,993
Total amount allocated (€ million)	97
Average amount allocation (in IDF) (€)	4,000

- The majority of beneficiaries (57%) of section 2 have between one and five employees. The proportion of companies without employees is 36%.
- The transport sector has the most section 2 beneficiaries and stands out compared with the section 1 beneficiaries (34% of grants, against 22% for section 1). The hosting and catering sector also stands out, accounting for 21% of section 2 beneficiaries against 11% for section 1.

#### SECTION 2 RECIPIENT, PER SECTOR





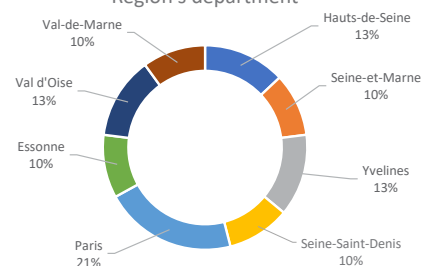
## HEALTH PROFESSIONALS EMERGENCY FUND

### Health action

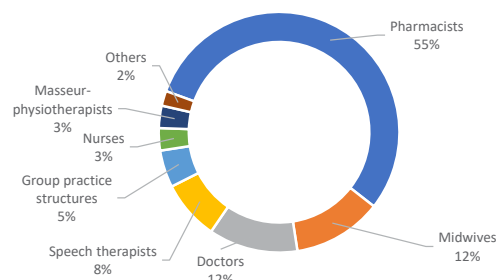
Purpose	Support first responders to protect them in performing their tasks and ensure continued access to care for Île-de-France residents in optimum safety conditions.
Total project cost	€1.1 million
Financing by the Region in the total amount of the project	100 %
2020 financing by the green and sustainability bond	€ 1,1 million

- Health professionals have been on the front line in the fight against Covid-19. The objective of the Île-de-France Region action was to support these health professionals so that they could operate for the benefit of patients and thus ensure continued care in optimum health safety conditions.
- This emergency fund provided aid for first responders for all equipment purchases, the installation of this equipment and security work related to the management of the Covid-19 health crisis.
- Reimbursements covered remote consultation equipment (cameras, speakers, trolleys and cases, etc.), space planning (protective walls, mobile counters, Plexiglas), including installation and security work, hygiene and protection equipment (automatic gel dispensers, steam cleaners, disinfecting machines, etc.) and patient monitoring equipment (thermometers, oxygen analysers, pulse oxymeters, spirometers, etc).

Breakdown of files received, per Ile-de-France Region's department



Professional categories supported



### ► IMPACT INDICATORS

Reimbursement requests	4,000
Requests processed in 2020	1,350
Professionals support in 2020	1,317
Related patient numbers (per day)	125,000



## MANUAL AND DIGITAL EDUCATIONAL RESOURCES

### Education

Purpose	Distribution of equipment to secondary school pupils to combat the digital divide
Total project cost	€45.9 million
Financing by the Region in the total amount of the project	100,0%
2020 financing by the green and sustainability bond	€ 45,9 million

- Due to a lack of personal digital equipment, some pupils found themselves during lockdown in a situation that distanced them from the educational continuity organised by the Ministry of National Education.
- In conjunction with the school heads, the Île-de-France Region had tablets delivered to these pupils. They were delivered directly to the pupils' homes by our french delivery company partner La Poste.
- After the summer holidays in 2020, the Region then decided to supply computers or tablets to all general and technological high school pupils.

#### ► INDICATEURS D'IMPACT

Number of digital devices distributed	140,000
Number of secondary schools involved	670
Average amount allocated per secondary school (€)	68,507

- An initial assessment shows that laptops are best suited to an educational environment. The Region therefore decided to equip the schools with laptops designed by the Île-de-France SME UNOWHY. These laptops are intended for all pupils entering high school and all pupils taking vocational courses in public and private high school under contract.
- These actions reinforce, more broadly, the framework of the digital transition initiated in 2019 which aspires to bridge the digital divide and make all the pupils successful. It also provides for equipping classrooms with videoprojectors or interactive screens, installing and connecting high school to high-speed broadband or WiFi or renewing the IT equipment. A total of 340,000 digital devices have been made available to pupils since 2019.









# APPENDICES

## 1- AMOUNTS DISPLAYED IN THE REPORTING (€ MILLION)

### a) Total project cost

For operations of construction, renovation, infrastructure, the amount is calculated by the contracting authority(ies) of the project or its delegate(s), after a projected cost estimate to perform the entirety of the operation.

For the scheme presented, the amount represents the totality of 2020 expenditures which took place for each of the schemes (cf. b below for the methodology).

### b) 2020 financing by the green and sustainability bond

The amount shows corresponds with total 2020 expenditures related to the corresponding project/scheme. The two exceptions, an amount less than total 2020 expenditures was selected for the scheme "

Development for buses on own sites" and "Master plan for accessibility", category "Public transport and sustainable transportation".

It should be noted that, with regard to the project regarding the accessibility of the Saint-Denis station, the amount indicated corresponds to the share of the amount of the project financed by the Region, i.e. €16.4 million out of a total of €65.5 million, divided by the number of years of the programme, i.e. 8 years. Each year, the Region allocates an overall grant under the Accessibility Master Plan, with expenditure on each project being directly managed by the contracting authority.

The amount of expenditures attributable to each project/scheme was controlled by the Control of Management and Systems service (CGSI), within the Pole of Finances of the Île-de-France Region.

To do this, the CGSI recovered credits from payouts related to each project/scheme, in the fiscal year corresponding with the reporting year. The identification of the credit payments in question are done through data retrieval tables in the computer of the Institute of International and Strategic Relations (Institut de Relations Internationales et Stratégiques - IRIS). The development of these tables requires selecting a search specific to the project/scheme at the level of: a chapter; a function; a program or budget code; an operation; a scheme; a file; a project.

Once the tables are filled they are cross-checked with the CORIOLIS financial management tool, and then checked with all the departments related to the reporting, to ensure consistency with the amounts financed by each project.

## 2- METHODOLOGY FOR READING EACH PROJECT UNDER THE LENS OF THE UNITED NATIONS SUSTAINABLE DEVELOPMENT GOALS

The process followed has been formalized as follows:

- ✓ On the one hand, the projects were assessed against twelve objectives out of seventeen. Indeed, **goals N°2, 5, 16 and 17** ("Zero Hunger", "Gender Equality", "Peace, Justice and Strong Institutions" and "Partnerships for the Goals") focus more on the social responsibility of the Region as an institution, than on the nature of the investment projects financed under the green and sustainable bond issue program. Given the geographical situation of Île-de-France, **goal N°14** "Life below water - conserving and sustainably exploiting oceans, seas and marine resources" does not concern any project in the Paris Region (the preservation and restoration of fresh water and wetland ecosystems fall within the scope of **goal N°15**).
- ✓ With regard to **goal N°3** "Good health and well-being", the United Nations scope is essentially concerned with the field of public health. This definition was used to evaluate the contribution of projects to the goal; the elements contained in the reporting relating to well-being in the sense of improving the quality of life have therefore not been taken into account. Only three investment projects respond directly to public health issues within the meaning of **goal N°3**, the Region intervening in this field mainly by operating through the management of health and social training.
- ✓ On the other hand, some sustainable development goals apply uniformly to all projects eligible for green and sustainable bond, given the project eligibility criteria grid that has been established by the Region (green columns). Thus, each eligible project contributes to the reduction of inequalities and therefore to the struggle against poverty (**goal N°10**), responsible production (**goal N°12**), sustainable development of cities and territories (**goal N°11**), and the fight against climate change (**goal N°13**, with the exception of the support scheme for business creation).
- ✓ The contribution of each project to the remaining goals is evaluated on a case by case basis, according to the specificity of each project as described in the sheets accompanying this reporting.

## 3- METHODOLOGIES RELATIVE TO THE IMPACT INDICATORS FOR THE PROJECT PRESENTED

### A) Worksite FTEs supported by the project

**A-1:** Value of Call for Tenders Excluding Taxes x 43% (BTO1 TCE Index) / number of hours worked throughout the construction period. With 1 hour worked = €30 excl. tax and 1,650 hours worked per year.

**A-2:** Method of the National Federation of Public Works: € 1 million invested in the public works sector generates 7.1 direct jobs. This ratio is applied to the total amount of the project and thus concerns the entire duration of the project.

**A-3:** Usage of the employment impact ratio of the Ministry of Sustainable Development (11.6 FTE for € 1 million for works for new construction; 14.2 FTE for € 1 million for renovation works) applied to the cost of the project as a share of the construction works.

**A-4:** Calculation on the basis of the contract amount exclusive of tax, multiplied by the payroll index, divided by the unit price of the payroll (with 230 days worked on a year of work).

### B) Integration FTEs supported by the project



This is the objective for the hours of integration in the specifications of contracts with businesses.

**Number of hours of integration =**

$$\frac{[\text{Size of market Excluding Taxes X share of workers from the State (from 25% to 60\%)} \times \text{Integration rate (from 5\% to 7\% depending on the facilitator)}]}{\text{average hourly cost}}$$

The number of hours of integration is then converted into Full Time Equivalents (FTEs) based on the number of days worked in the last year (230 days) and the duration of the works.

When the Region is involved in the project as the contracting authority, the monitoring of following these integration clauses is led by the unit of legal affairs and public markets of the Region. The Île-de-France Region is supported by facilitators to calculate the hours of integration up to 31/12/2014. Since 1 January 2015, the Region has included in its performing the calculation of hours of integration upstream of the operation in order to have consistency of the calculation across Île-de-France. The theoretical calculation done by the Region is adjusted with the local facilitator in order to account for the offer of integration across the Region. The facilitator effectively follows the integration clauses.

When the Region is involved in the project by providing a subsidy, the contracting authority is responsible for calculating the integration clauses and following their proper application in accordance with the specifications made with the contracting authorities.

### **C) Operation FTEs consecutive to the project**

**C-1:** Estimation of the annual hourly amount of work for maintenance, regulatory checks and cleaning.

**C-2:** estimation of the annual quantity of hours of work for the functioning of the new parts of the project. This estimation is based on the cost of the total wages needed for the functioning of the new parts of the projects, with a total average gross salary of € 45 k (average weighted cost of personnel).

**C-3:** Number of people working in the facility at 31/12/2017.

### **D) Number of beneficiaries of the project**

**D-1:** Number of students who will entirely benefit from the project (capacities).

**D-2:** Number of places per accommodation: for the student residence = 1 per unit; for the social residence = 2 for the 11 T1 bis studios and 1 for the 50 T1 studios.

**D-3:** Number of annual visits to the site counted - Source: Study of number of visits (MICA Research).

**D-4:** Estimation of the number of visits using the traffic modelling (GLOBAL model for RATP and ANTONIN 2 for Île-de-France Mobilités).

**D-5:** Estimation of usage by model of traffic forecasting model (Transport Union of Île-de-France (Île-de-France Mobilités): ANTONIN 2 (Analysis of Transport and Organization of New Infrastructure - Analyse des Transports et de l'Organisation des Nouvelles Infrastructures), based on transportation behaviour observed by the General Transportation Survey carried out in 2001-2002 with 10,500 Île-de-France households.

**D-6:** Population of the cities concerned.

**D-7:** Number of housing units or equivalent-units supported by the project, multiplied by the average household size in Île-de-France (2.33 per housing unit, source INSEE).

**D-8:** Capacity of the facility (number of places).

**D-9:** Number of winning businesses for the scheme in 2017.

**D-10:** Number of businesses and public research establishments having benefitted from a credit allocation in 2017.

**D-11:** Capacity in cumulated totals.

**D-12:** Number of users of the P line (Paris-Provins via Longueville section) and TER Grand-Est.

**D-13:** Measure of actual attendance, adjusted for growth forecasts on employment and population.

**D-14:** Product of the number of dwellings supported on the project, by the number of tenants according to the typology of housing (assignment standards practiced by the lessors, minimum averages observed: 1.5 people for a 2-room unit; 2.5 people for a 3-room unit; 3.5 people for a 4-room unit and 4.5 people for a 5-room unit).

### **E) CO<sub>2</sub> AVOIDED (TEQ/YEAR) BY THE PROJECT**

**E-1:** Implementation of the methodology of the THCE rules on French thermal regulations. The method consists in simulating, in the design stage, the energy consumption of the construction accounting for its performance characteristics, and comparing to a reference scenario. To do this, the final maximum energy is specified for each regulatory item (heating, cooling, hot water, lighting, auxiliaries), prorated for the primary real energy consumption of each project. They are then converted into final energy, following the regulatory conversion ratios, as a function of the type of energy used (Decree of 8 February 2012 modifying the Decree of 15 September 2006).

As high school projects, the calculation is contractually performed in two stages: on the one hand a forecast of the design study performed by the contracting authority, on the other a final figure produced at the end of the construction by the businesses.

**E-2:** This is the savings in tonnes of CO<sub>2</sub> averted on an annual basis due to the use of renewable energies for this construction. For the calculation, the kWh produced by renewable energies used in the construction are 71,057 kWh which includes production of 103,704 kWh of solar thermic for photovoltaics. (Source: Study of overall cost - PRO File - ANMA/CPR/October 2013).

**E-3:** Subtraction between the emissions of CO<sub>2</sub> forecast in the sector in the reference scenario and emissions of CO<sub>2</sub> forecast in the scenario with

implementation of a project for public transportation.

**E-4:** Theoretical emissions (reference and project) related to the consumption of the regulatory positions of the 2012 thermal regulations (heating, cooling, DHW, lighting, venting auxiliaries, hydraulic auxiliaries).

The values for the project come from the PRO phase RT2012 calculation. The reference value is taken according to the maximums authorized by the thermal regulation (Cepmax). CO2 emissions by type of energy are taken according to ADEME data.

**E-5:** Comparison between the project that was done (geothermal + hot water pump + gas) and a 100% natural gas solution. Using coefficients of emissions of different sources of energy, the quantity of CO2 averted is the difference between the 2 solutions.

**E-6:** Estimation based on the carbon balance methodologies of ADEME and SNCF-Réseau.

**E-7:** Information communicated by the project manager.

**E-8:** According to the ADEME methodology, which estimates 4.8 teqCO2/ha/year as "the CO2 equivalent of the net atmospheric carbon absorbed by the forest (corresponding to the balance between photosynthesis and tree respiration), from which are subtracted the emissions associated with tree mortality and wood removal (the carbon corresponding to the volumes of dead or removed wood being considered as immediately being emitted back into the atmosphere as CO2)." - <https://www.territoires-climat.ademe.fr/ressource/435-152>.

F) Internal project profitability rate

The rate is used to calculate the value of the project for the community, by subtracting the costs (investment costs in infrastructure and rotating materials stocks, operating costs) from the benefits (gains in time for users of public transportation; advantages associated with the modal transfer from using an individual car to public transportation: savings from reduced usage of cars, road maintenance and construction of parking spots; savings from externalities: pollution, noise greenhouse gases, accidents).

These costs and advantages are quantified and transformed using a monetary equivalent, in order to calculate the internal rate of return of the project using the following method:

The internal rate of return  $r'$  which cancels out the discounted benefits

The discounted benefits  $B$  for the community:

$$B = -I - \sum_{t=1}^T \frac{\Delta I_{t0+t}}{(1+r)^t} + \sum_{t=1}^T \frac{a_{t0+t}}{(1+r)^t} + \frac{R}{(1+r)^T}$$
avec

$\Delta I_{t0+t}$  → The changes in investment (major upkeep) with respect to the reference situation.

$a_{t0+t}$  → The economic benefit in the year is calculated by aggregating the changes in utility of different actors with respect to the reference scenario.

$r'$  the discount rate

$I$  the envisaged project cost

$R$  the residual value of the investment at the end of the period

### Environmental management and eco-design

<b>Vigeo 2016 definition</b>	« The project is implemented in accordance with an eco-design (or eco-construction) approach, and/or an approach aimed at managing its environmental impact (pollution, nuisance, resources, and biodiversity, etc.) »
<b>Additional definition</b>	<p>The eco-design consists of accounting for the environment from the design of a product or service through all stages of its life cycle. In the context of operations financed by the Region, the eco-design can be understood as accounting for the environment in the scheme falling within the scope of the project, as well as in the operations of the construction when it is an eco-construction.</p> <p>The environmental management designates the policy and/or methods of management put in places in order to account for the environmental impact resulting from implementation of the project, to evaluate this impact and also to reduce this impact and to also reduce it in relation to the project construction as well as during its operations.</p>
<b>Possible illustrations</b>	<ul style="list-style-type: none"> <li>- Process for environmental certifications (BEPOS, HQE, ISO, etc.),</li> <li>- Accounting for environmental impacts in the management of the construction site (e.g.: charters, low nuisance sites, green sites, etc.),</li> <li>- Integration of environmental concerns in the specifications,</li> <li>- Recourse to support for the contracting authority devoted to environmental management of the project,</li> <li>- Explanation of accounting for environmental aspects within the scheme relating to the project.</li> </ul>

### Combating climate change, and promoting the Region's environmental transition

<b>Vigeo 2016 definition</b>	« The project contributes to reducing greenhouse gas emissions, in compliance with the Region's Climate Plan, and/or to the regional environmental transition process, as part of the regional Economic Development and Innovation Strategy ».
<b>Additional definition</b>	The project promotes the ecologically-friendly transition of the Region by enabling, for example, a reduction in CO <sub>2</sub> emissions, savings in natural resources (energy, water, waste, etc.), by promoting the adaptations in consideration of future climate change, by participating in the protection of biodiversity.
<b>Possible illustrations</b>	<ul style="list-style-type: none"> <li>- Expected objective to reduce CO<sub>2</sub> enabled by the project (with respect to an initial situation observed in the case of renovation or with respect to a reference scenario in the case of a newly constructed building),</li> <li>- Use of renewable energies,</li> <li>- Recovery of rainwater and/or grey water,</li> <li>- Project design respectful of neighbouring biodiversity.</li> </ul>

### Sustainable regional planning and improving quality of life

<b>Vigeo 2016 definition</b>	« The project is in keeping with the regional sustainable planning strategy, and contributes to improving the quality of life for its users and/or staff ».
<b>Additional definition</b>	<p>Sustainable planning: the project was conceived with an interest to be qualitatively involved in the Region, for example by looking out for good integration of landscaping, balanced density of housing, respect for urban fronts... It can also promote the continuity of quiet modes of transportation and incorporate corrective measures linked to nuisances even of the project.</p> <p>Improving quality of life: the project makes it possible to propose a service/product that was not accessible or easily available, or to facilitate the usage of this service/product by residents/users. The project can also be involved in directly improving the well-being of residents/users.</p>
<b>Possible illustrations</b>	<ul style="list-style-type: none"> <li>- Integration of the project in the Region (planting greenery, presence of green spaces, integration of the building into the urban fabric, etc.),</li> <li>- Improvement of quality of life targeted by the project: gains in transportation time, reduction of local nuisances (pollution, noise...), well-being (quality of landscaping, dignified housing...),</li> <li>- Accessibility of a population to a new service,</li> <li>- Opening a service to a new population (which did not previously have access).</li> </ul>



### Socially inclusive development, combating inequality, and promoting the safety of individuals

<b>Vigeo 2016 definition</b>	« The project contributes to combating social exclusion, to reducing inequality, or to preventing risks relating to health, working conditions, and/or individuals' safety (users, neighbouring residents, and staff) ».
<b>Additional definition</b>	<p>The project may promote:</p> <ul style="list-style-type: none"> <li>· Accessibility of places to all of the public (deaf, blind, handicapped, etc.),</li> <li>· Integration of disadvantaged persons (distant from employment, schooling, access to new information and communications technologies, etc.),</li> <li>· Personal security on the site (video surveillance, security personnel, fire safety measures, etc.),</li> <li>· Participation in development of leisure tourism for all.</li> </ul>
<b>Possible illustrations</b>	<ul style="list-style-type: none"> <li>- Equipment planned to promote accessibility and/or security,</li> <li>- Integration of the project in the renovation/opening up of a district,</li> <li>- Health benefits of the project for the persons concerned,</li> <li>- Taking into account of social criteria (different rates, fight against exclusion, etc...),</li> <li>- Definition of a pedagogical program working towards better social integration.</li> </ul>

### Respect for fundamental rights

<b>Vigeo 2016 definition</b>	« The project is implemented in a way that respects fundamental rights ».
<b>Additional definition</b>	<p>Projects in the Region are carried out in compliance with fundamental rights and existing legislation. Each project can participate in improving practices with regard to one or many fundamental rights in respect of the objectives of generalized interests set by the law or the following texts:</p> <ul style="list-style-type: none"> <li>· Universal Declaration of Human Rights (1948),</li> <li>· Covenant on Civil and Political Rights (1969),</li> <li>· Covenant on Economic, Social and Cultural Rights (1969),</li> <li>· The fundamental rights at work as identified by the International Labour Organization.</li> </ul>
<b>Possible illustrations</b>	<ul style="list-style-type: none"> <li>- Security and health of persons, workers on construction sites,</li> <li>- Right to come and go,</li> <li>- Right to education,</li> <li>- Equal rights and opportunities.</li> </ul>

### Responsible regional development

<b>Vigeo 2016 definition</b>	« The project increases the Region's attractiveness in keeping with sustainable and balanced economic development ».
<b>Additional definition</b>	The project participates in the development of dynamization of the Region from a long-term perspective, responding to a need, or anticipating the creation of new needs, or accompanying the urban development of a sector.
<b>Possible illustrations</b>	<ul style="list-style-type: none"> <li>- Needs in terms of transportation, employment, the supply of tourism, green spaces, etc.</li> <li>- Integration into a development zone,</li> <li>- Innovative projects participating in the dynamization of the territory,</li> <li>- Projects directly supporting economic activity in disadvantaged areas.</li> </ul>

## Regional economic development

<b>Vigeo 2016 definition</b>	« The project contributes to creating or maintaining jobs and/or sustainable business activities in the Region ».
<b>Additional definition</b>	The project may sustain employment, on a construction site and in operational phase, or accompanying SME projects with growth prospects, or by supporting innovative processes and research, a source of dynamism and potential long-term job prospects, or also by maintaining an economic activity in certain areas.
<b>Possible illustrations</b>	- Creation / support to FTEs.

## Fair practices, responsible purchasing and responsible supplier relations

<b>Vigeo 2016 definition</b>	« The project is implemented in compliance with fair practice principles (combating corruption, fair competition, respect for labour laws, and equal treatment, etc.). Environmental and social factors are included in the purchase of products and services relating to the project. The purchasing practices relating to the project enable the interests of suppliers and sub-contractors to be respected (payment terms, managing dependency, and equality of access to orders, etc.) ».
<b>Additional definition</b>	The different service providers acting on the project have been selected in the framework of a transparent procedure, in respect of the principle of equal treatment and of competition. Environmental and/or social requirements are provided for in the specifications and regulations of the subsidy.
<b>Possible illustrations</b>	<ul style="list-style-type: none"> <li>- Application of the Public Procurement Code, transparency of the investigation process in the context of subsidies,</li> <li>- Elements of the "Responsible public procurement" of the Region applicable to the project,</li> <li>- Choice of materials which are respectful of the environment, hours of social integration.</li> </ul>

## Consultation with stakeholders

<b>Vigeo 2016 definition</b>	« The project is subject to an appropriate consultation process, both internally and/or with the external stakeholders concerned (information meetings, steering committee, meetings with voluntary organisations, and representation of elected officials, etc.), whose expressed requirements are taken into account ».
<b>Additional definition</b>	The project was implemented in a context of consultation aiming to account for the needs of stakeholders without distorting the object of the project.
<b>Possible illustrations</b>	<ul style="list-style-type: none"> <li>- Dialogue and consultation with the stakeholders,</li> <li>- Description of public surveys,</li> <li>- Description of the consultation of the process of evaluating subsidies and/or financial sheets on the project.</li> </ul>

**ADEME**

French Environment and Energy Management Agency (Agence de l'environnement et de la maîtrise de l'énergie).

**ANRU**

National Agency for Urban Renewal.

**BEPOS BUILDING (CALLED "POSITIVE ENERGY")**

Building that has very low energy consumption. Its primary energy consumption must be less than the amount of renewable energy it produces via its equipment.

**CERTIFICATION BEPOS EFFINERGIE 2013**

A pilot certification that can be awarded in the short term; it builds on the 2012 thermal regulations and the Effinergie+ certification. Above all, the building must respect the criteria of the Effinergie+ certification and must also be the subject of an evaluation of the grey energy and the potential of eco-mobility.

**CERTIFICATIONS FSC AND PEFC**

These certifications are defining forest sustainable management rules, in compliance with international standards. They are based on the FSC (Forest Stewardship Council) or PEFC (Pan European Forest Certification) references.

**CERTIFICATION NF HIGH ENVIRONMENTAL QUALITY (HQE) TERTIARY BUILDINGS**

Enables to discern between buildings where the environmental and energy performance corresponds with best existing practices. It concerns the phases of the programming, the conception and delivery for new and renovated housing units.

**CERTIFICATION PATRIMOINE HABITAT**

Values a rehabilitation program committed to by a contracting authority by setting the level of performance to achieve. It accounts for the quality of the budget and the community parties, the comfort and performance of housing, fire safety and health of occupants.

**COMPETITIVENESS CLUSTERS**

Created in 2005 in the framework of the launch of a new industrial policy in France, the competitiveness clusters are defined as the combination in the same territory of businesses, higher education establishments, and public or private research organizations which have the vocation to work in synergy to implement economic development projects for innovation. Competitiveness clusters promote the development of relationships between businesses/research laboratories, or SMEs/Large groups in Île-de-France but also internationally with partner clusters and with the knowledge of their ecosystem to assist a business, a laboratory to identify the skills/know-how needed to complete their project. They accompany the businesses, and primarily SMEs to improve their project by calling upon a network of experts among their members.

**CSRPN**

The Regional Scientific Council for Natural Heritage (CSRPN) is a body of specialists under the authority of the regional prefect and the president of the regional council which may be consulted on questions on the knowledge, conservation and management of the regional natural heritage.

**DUP**

Statement of public interest (Déclaration d'Utilité Publique).

**ECO-MOBILITY POTENTIAL (FOR A BUILDING OR DWELLING)**

Corresponds to the energy consumption generated by the journeys of the users of that building or dwelling. When assessing the energy performance of a building or a dwelling, these consumptions are also taken into account.

**GREY ENERGY**

Corresponds to the total consumed energy expenditure throughout the life cycle of a material, its extraction and recycling, and including its transformation.

**ÎLE-DE-FRANCE GREEN SPACES AGENCY (AEV)**

In the design and implementation of development projects for Île-de-France's natural areas, the AEV links these regional policies and tools with a more local and partnership-based approach via the regional Land Intervention Areas (PRIF).

**"LABEL BBC EFFINERGIE" FOR RENOVATION**

This label concerns renovated residential buildings, with an objective of a maximum primary fixed energy consumption of 80 kWh/m<sup>2</sup>.year, adjusted for the climatic zone and altitude. In Île-de-France, a coefficient of 1.3 must be applied to this objective.

Modal shift: allows users to benefit from an alternative to a car by choosing a mode of collective transportation which is more environmentally-friendly.

**"LABEL EFFINERGIE +"**

Label targeting 20% decrease in maximum energy usage linked to five regulation-related building uses (heating, hot water, lighting...) compared to the level in the 2012 french thermal regulation (RT 2012) ; this label aims to go further than the BBC label in terms of the construction of new buildings. It plan to go from 50 to 40 kWh/m<sup>2</sup>/year for housing with an intermediate level of 45 kWh/m<sup>2</sup>/year until 2014. "Effinergie" + also requires a Bbio (bioclimatic needs)) 20% lower than the Bbio set by the 2012 RT The requirement in terms of air permeability are also higher than the BBC label.

**MODAL SHIFT**

Allows users to benefit from an alternative to a car by choosing a mode of collective transportation which is more environmentally-friendly.

**PLU (PLAN LOCAL D'URBANISME)**

Local town planning plan.

**TCSP (TRANSPORT EN COMMUN EN SITE PROPRE)**

Public transport on own site.

**ZAC (ZONE D'AMÉNAGEMENT CONCERTÉE)**

Concerted development zone.



*This document falls within the context of the issuance of the green and sustainability bond carried out by the Île-de-France Region in 2020 and is in particular intended for investors.*

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