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# REGION ÎLE-DE-FRANCE

REPORTING ON THE PROJECTS FINANCED  
BY THE GREEN AND SUSTAINABILITY BOND  
ISSUED ON 14 APRIL, 2014

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# PROJECTS FINANCED BY THE 2014 GREEN AND SUSTAINABILITY BOND OF REGION ILE-DE-FRANCE

	TOTAL Million	600
<b>Buildings and facilities for education and leisure</b>		<b>50</b>
New high-schools (lycées)		
Lycée Saint-Denis - Plaine commune		5
Lycée International - Noisy-le-Grand		15
Lycée duBourget		6
Renovation of high-schools (lycées)		
Lycée Léonard de Vinci - St Germain en Laye		12
Lycée Alexandre Denis - Cerny		7
Building for higher education		
Campus Jourdan		4
Building of recreational and sport sites		
Vaires-Torcy		1
<b>Public transport and sustainable mobility</b>		<b>329</b>
Subways		
Extension of line 4		27
Extension of line 14		39
Tramways		
T6		49
T7		46
T8		85
Trains		
North tangential		41
Plan for bus with dedicated track and busway layout		23
ex : BHNS Gonesse		
Soft traffic system		14
ex : Paris-London green avenue		
Noise pollution absorption scheme		5
ex : A6b highway roofing		
<b>Renewable energy and energy efficiency</b>		<b>7</b>
Energy Climate Regional Policy		7
ex : Geothermal plant at Arcueil-Gentilly		
<b>Biodiversity</b>		<b>35</b>
Development and acquisition by the Green Spaces Agency		24
ex : Acquisition of the Ecoeu forest		
ex : Acquisition and development of Buttes de Paris		
Regional strategy for biodiversity		11
ex : Revitalisation of the Yvette river		
ex : Restoration of the canal des Hautes Bruyeres		
<b>Social initiatives aimed at helping vulnerable population groups</b>		<b>36</b>
Regional social policy		36
ex : Centre for emergency housing - Paris		
ex : Institut medico-educatif - Excelsior		
<b>Social housing</b>		<b>99</b>
Social housing new supply policy and fight against energy poverty		99
ex : New social housing - Aulnay-Sous-Bois		
ex : Energy efficiency renovation - Les Aunettes - Fleury-Mérogis		
<b>Economic and socially inclusive development</b>		<b>44</b>
Support to SME / SMI integrating CSR approach or in favor of ecological and social conversion on the territory		22
ex : PM'UP scheme in favor of CSR approach		5
Support to innovative technology of SME in favor of ecological and social conversion		17
ex : AIR scheme		2
ex : Support to competitiveness clusters		6
Support to socially inclusive economy		5
ex : Support to ADIE (micro-credit association)		1

# **THE GREEN AND SOCIALLY RESPONSIBLE BOND ISSUE: A FINANCIAL INSTRUMENT CREATED AS PART OF THE ILE-DE-FRANCE REGION'S LONG-STANDING COMMITMENT TO SUSTAINABLE DEVELOPMENT AND IN ACCORDANCE WITH THE INNOVATIVE FINANCIAL POLICY IT HAS BEEN CONDUCTING SINCE THE 2000S.**

## **A Long-Standing Commitment by the Ile-De-France Region to Balanced and Sustainable Development in the Area.**

The Ile-de-France Region has long been an active proponent of sustainable development, as evidenced by its initiation and implementation of exemplary policies promoting balanced regional development and a reduction in the environmental footprint of various regional groups.

This undertaking, which aims to make the Ile-de-France Europe's most environmentally friendly region, is reflected in a number of key texts for regional action, including:

- For development and the environment: Ile de France Master Plan for the Region (SDRIF), the Ile-de-France Urban Mobility Plan (PDUIF), The Regional Sustainable Mobility Plan, the Regional Agenda 21 Plan, the Regional Plan for Climate Change, and the Regional Environmental Organisation Roadmap (SRCE);
- For economics: the Regional Strategy for Economic Development and Innovation (SRDEI);
- For social issues: Regional Social Conferences for 2010, which inspired the Region's new social policy adopted in 2011.

## **A Commitment Corroborated by Independent Assessments**

As an influential player in sustainable development, the Region is also recognised for its non-financial performance in the areas of environment, society and governance. Listed by the extra-financial rating agency Vigeo, the Region is currently rated "advanced" in all areas evaluated by the agency, with a score of 63/100.

Moreover, the Region is currently involved in the process of evaluating its social responsibility on the basis of ISO 26000, thereby confirming its commitment to continuous improvement. In 2014 it was classified by AFNOR as "confirmed", the third highest rating of a possible four.

In this context, its 2014 green and socially responsible bonds are a fitting initiative and a logical extension of the Region's innovative and exemplary financial policy.

## **An Exemplary and Innovative Financial Policy**

First French local authority to set up an EMTN program in 2001, the Ile de France Region has been a repeat issuer on the financial markets for a number of years and has been rated over the last twenty years by the most prestigious ratings agencies at the highest possible level for any French local authority; the Region wish to promote responsible finance approach.

A resolution adopted by the Regional Assembly in June 2010 requires that the Region's banking and financial partners offer full transparency on their direct or indirect involvement in non-cooperative countries or regions, on the procedures and tools they have implemented to combat money-laundering, corruption and tax fraud, as well as certain information relating to their turnover, staff and tax payments on a country-by-country basis.

*This document is part of the environmental, socially responsible bond issue conducted by the Ile-de-France Region in 2014 and is exclusively intended for investors. Duplication of this document, in whole or in part, is prohibited without the express written authorization of the Ile-de-France Region.*



**BUILDINGS  
AND EQUIPMENT  
FOR EDUCATION  
AND LEISURE**

# PROJECT CATEGORY NR. 1

## BUILDINGS AND FACILITIES FOR EDUCATION AND LEISURE

Construction and renovation of buildings in accordance with a sustainable development approach that contributes to protecting the environment, and to making them accessible to persons with reduced mobility

Previsional Investment Scheme 2012–2022 for high-schools (lycées), aimed at developing the accommodation capacity for students and boarders and projects to improve the quality of school life.

The Sustainable Planning and Construction stipulations, which include operational specifications for a sustainable development. These stipulations are common targets defined in relation with the adoption of Agenda 21 for the Ile-de-France in 2009 and the 2011 Climate Change plan.

**Region's jurisdiction:** mandatory for high-schools, optional for universities

**Forms of intervention:** project management / delegating contracting party

**Target audience:** pupils, students, teachers, researchers / amateur and professional athletes.

KEY DESCRIPTIVE INDICATORS	Financing provided by the green & responsible bond
7 projects financed by the bond, including 5 high-schools, one building for higher education and one recreational base	<b>EUR 50 M</b>
85,471 m <sup>2</sup> area of new or renovated surfaces on these 7 projects	
54,000 m <sup>2</sup> area for high-schools, 12,471 m <sup>2</sup> area for Campus Jourdan and 19,000 m <sup>2</sup> area for the Vaires recreational base	
11,436 m <sup>2</sup> of vegetated surfaces roofs	
KEY IMPACT INDICATORS	
6,740 users concerned by these investments (4 280 places in high-schools, 560 places in boarding schools and 1 900 places in Campus Jourdan)	
649 FTE jobs supported by investments on the various worksites (including 56 FTE jobs in hours of social integration) and 59 FTE permanent jobs for all these facilities	

→ As manager and project owner of a large-scale building stock (472 schools totalling approximately 6 million m<sup>2</sup>), the Region has been engaged for more than ten years in the gradual inclusion of environmental criteria in its construction and restructuring policy.

→ All new school buildings are valued using the HQE certification and aim at the «zero energy» target.

→ The specification for environmental programming of lycées is implemented by Assistant Project Owners specialising in the environmental aspects, commissioned by those who had the initiative of operations.

→ These objectives are derived from the «investment» component of the energy strategy of lycées, as defined in the Region's Climate

Plan. The use of local renewable energy is solicited on each site.

→ The Previsional Investment Scheme for the lycées governs the accessibility of the training courses. Thus, the lycées most accessible by public transport have been identified. Moreover, besides the social objectives of local boarding facilities, these remain a way to reduce the transport time. Thus, the lycées in Noisy-le-Grand / Bry sur Marne, Saint-Denis and Cerny will include boarding facilities.

→ When a selection board chooses a project, it pays special attention to the landscaping of the selected projects, in conjunction with the water management and biodiversity on the site.

# LYCEE SAINT DENIS – PLAINE COMMUNE

## CONSTRUCTION OF A NEW *LYCÉE* AND BOARDING PREMISES

### HIGHLIGHTS:

- Creation of places for 1,200 students and 170 boarding places.
- Net internal area of around 10,500 m<sup>2</sup> for the *lycée* and 4,500 m<sup>2</sup> for the boarding premises.
- HQE™ Certification for a “zero energy” *lycée*.
- Building works to support 80-120 FTEs and 19 technical staff jobs created.

Rues des Fillettes et du Landy,  
Saint-Denis (93)



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**5 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**60 M€**

### Environmental management and ecodesign

With the adoption of Agenda 21 for the Île-de-France and the 2011 Climate Change plan, common targets have been set via regional stipulations governing “Sustainable Planning and Construction”. On the basis of these broad-ranging principles, a tender document **has been drawn up defining environmental standards for investment in lycées**. It covers the following issues: energy and water management, biodiversity, waste prevention and management, maintenance and repair, visual and acoustic wellbeing as well as nuisances caused by building sites.

Construction of newly approved *lycées* will henceforth aim to be “**zero energy**”, through compliance with the new BEPOS label.

This involves completely offsetting all statutory consumption (heating, hot water, indoor lighting, ventilation) from non-renewable resources with on-site energy production.

Those businesses selected must sign the “considerate building scheme” charter which includes requirements such as waste traceability and a 70% required recycling rate.

### Combating climate change and promoting ecological transition

The Ile-de-France Region wishes to support changes to this district by constructing environmentally-friendly buildings. This involves completely offsetting all statutory consumption (heating, hot water, indoor lighting, ventilation) from non-renewable resources with on-site energy production.

Prior decontamination of the site will be carried out.

The environmental standards programme for *lycées* has set the following energy consumption targets for its renovation schemes:

- Low annual consumption of 50 kWhpe/m<sup>2</sup> (extension and boarding premises);
- Total compensation for non-renewable zero energy demand, with a maximum photovoltaic output of 25 kWhpe/m<sup>2</sup> per annum.

The following are planned for the *Lycée Saint-Denis*:

- Connection to a **local heating system**, as part of the extension of the local heat distribution system, which is 50% wood-fired using a newly created collective furnace.
- Creation of 1,029m<sup>2</sup> of **photovoltaic solar panels**.

### Sustainable land use and improved quality of life

Construction of the *lycée* and boarding house are planned on a site which is being fully converted, currently occupied largely by warehouses, and situated to the south of the town of Saint-Denis (93).

As it relates to a public amenity, the scheme must have a formative effect on the region in which it is located and contribute to the local urban development scheme. Stipulations cover not only the quality of sites constructed, but also the quality of outdoor spaces created or preserved.

Particular attention is to be paid to the landscaping of the projects selected, in connection with on-site water management and biodiversity, namely:

- 3,360m<sup>2</sup> of green roof space will be created (accounting for most of the available roof area), to compensate for the urban nature of the site;

- Hard landscaping areas will be developed to provide visual continuity across the site;
- The coordinated management of low-impact traffic around the site (tramway and cycle paths).

### Socially inclusive development, fight against inequality and personal safety

The *lycée* will provide academic and vocational training, with a health and social issues-based curriculum, providing general, technological and vocational qualifications to level V (auxiliary nurse training), level IV (general baccalaureate, technical baccalaureate and vocational baccalaureate) and level III (baccalaureate +2/3 years' higher education).

38 divisions are to be created:

- pre-baccalaureate auxiliary nursing training;
- final honours level training (second cycle, i.e. *bac* S-SVT, L and ES);
- technical baccalaureate (*bac technologique*) in “*sciences et technologies de la santé et du social*” (health and social sciences and technology);
- professional baccalaureate (*bac professionnel*) “*Accompagnement Soins et Service à la Personne*” (Care work and support services) and “*Services de Proximité et de Vie Locale*» (Local and community services);
- higher vocational technical diploma (*diplôme de technicien supérieur*) in medical imaging and radiotherapy.

This training offers excellent job prospects.

### Respect for fundamental rights

This project is in accordance with the provisions of the French law of 11 February 2005 **on equal rights and opportunities, participation and citizenship of handicapped persons**, which applies to all public access buildings (PAB). One of the Region's policies is to **combat social, educational and regional inequalities**.

### Responsible development of the territory

This project is part of a scheme to develop a housing block close to the tramway, in connection with the project to extend the Montjoie urban development zone (ZAC), for which the authority granting concession is the Plaine Commune community of municipalities. Adjustments will be made to accommodate all individuals with disabilities.

### Economic development

The planned qualifications are being provided in accordance with the training and education needs identified through the 2007-2013 education requirement

plan and will improve employment prospects.

This project supports a wide range of training and education to a high standard (multidisciplinary establishments, supported access to training and education, reduction of regional inequalities at post-baccalaureate stage and international training opportunities, vocational and technological training development, plus contribution to environmental and social transition) A construction or renovation project represents between 80 and 120 jobs, depending on the size of the building project. 19,950 hours of social inclusion employment hours have been included in the plans for building work. Following construction of a new *lycée* or extension, **the Region recruits staff** (technical agents) as per requirements (e.g. support, maintenance, catering, accommodation, etc.). The number of available positions is determined by such issues as the size of the building, the number of meals served, boarding facilities, timetabled hours, etc.

### Fair practices

The Region appoints a representative to manage the project, who shall select service providers in accordance with the **Public Procurement Code (Code des Marchés Publics)**.

### Responsible purchasing

Works shall comply with the stipulations regarding low-environmental impact construction materials, and materials more efficient in the use of natural resources; the aim is also to keep the carbon footprint of the project as low as possible. Where large volumes of materials are required (either by volume or by weight) an environmental impact assessment shall be made using material safety data sheets (*Fiches de Données Environnementales et Sanitaires*, FDES) or manufacturers' own data. For one same purpose, a range of materials shall be investigated in order to compare and optimise their environmental impact.

### Responsible supplier relations

There shall be compliance with the Public Procurement Code and payment deadlines, with recourse to the relevant agents.

### Consultation with the stakeholders

For each project, a consultation and information procedure shall be planned, to encompass the entire school community. **Public meetings** shall be held at all major stages of any construction or renovation project.

# LYCEE INTERNATIONAL – NOISY-LE-GRAND / BRY-SUR-MARNE

## BUILDING OF A NEW LYCEE

### HIGHLIGHTS:

- Creating places for 1215 students and 150 boarding places.
- Net internal area of around 10,060m<sup>2</sup> for the *lycée* and 3,760m<sup>2</sup> for boarding premises.
- HQE™ Certification®; for a “zero energy” *lycée*.
- Building works to create 80-120 FTEs and 14 to 16 technical staff jobs created.

Rue Georges Méliès, Noisy-le-Grand (93) /  
Rue Léon Menu, Bry-sur-Marne (94).



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**15 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**56 M€**

### Environmental management and ecodesign

With the adoption of Agenda 21 for the Île-de-France and the 2011 Climate Change plan, common targets have been set via regional stipulations governing “Sustainable Planning and Construction”. On the basis of these broad-ranging principles, a tender document has been drawn up defining environmental standards for investment in *lycées*. It covers the following issues: energy and water management, biodiversity, waste prevention and management, maintenance and repair, visual and acoustic wellbeing as well as nuisances caused by building sites.

Construction of newly approved *lycées* will henceforth aim to be “zero energy”, through compliance with the new BEPOS label.

This involves completely offsetting all statutory consumption (heating, hot water, indoor lighting, ventilation) from non-renewable resources with on-site energy production.

Those businesses selected must sign the “considerate building scheme” charter which includes requirements such as waste traceability and a 70% required recycling rate.

### Combating climate change and promoting ecological transition

The Ile-de-France Region wishes to support changes to this district by constructing environmentally-friendly buildings. This involves completely offsetting all

statutory consumption (heating, hot water, indoor lighting, ventilation) from non-renewable resources with on-site energy production.

The environmental standards programme for *lycées* has set the following energy consumption targets for its renovation schemes:

- Low annual consumption of 50 kWhpe/m<sup>2</sup> (extension and boarding premises);
- Total compensation for non-renewable zero energy demand, with a maximum photovoltaic output of 25 kWhpe/m<sup>2</sup> per annum.

The following are planned for the *Lycée International*:

- a local system running a ground source heat pump on the water table, providing heating for the entire site;
- the creation of 1,505m<sup>2</sup> of photovoltaic solar panels.

### Sustainable land use and improved quality of life

As it relates to a public amenity, the scheme must have a formative effect on the region in which it is located and contribute to the local urban development scheme. Stipulations cover not only the quality of sites constructed, but also the quality of outdoor spaces created or preserved.

The construction of 4,640m<sup>2</sup> of green roof areas is planned, along with particular focus on preserving and developing the biodiversity of a wetland area.

The site design will make the most of the site’s topography, (located on a steep hill), with footpaths

running through landscaped areas between the 2 areas of the *lycée*: the teaching area and the accommodation area (staff and student quarters).

### **Socially inclusive development, fight against inequality and personal safety**

The planned construction work is to be undertaken in response to the need to accommodate *lycée* students wishing to join the international sections, enabling the study of English, Spanish, Portuguese and Chinese, and eventually, German and Arabic. One third of places will be reserved for students from the local *lycée* area, to help encourage **social integration**.

An international school has been built by the Seine-Saint-Denis authority next door to the *lycée*.

### **Respect for fundamental rights**

This project is in accordance with the provisions of the French law of 11 February 2005 **on equal rights and opportunities, participation and citizenship of handicapped persons**, which applies to all public access buildings (PAB).

One of the Region's policies is to combat social, educational and regional inequalities.

### **Responsible development of the territory**

This *lycée* has been created in response to the lack of existing places in this sector. It will also help take pressure off existing educational establishments in the area. Adjustments will be made to accommodate all individuals with disabilities.

### **Economic development**

This *lycée* will help boost the economic development and international profile of eastern Paris.

This project will provide a diverse, high-quality education, support access to learning, reduce regional inequality at post-baccalaureate and offer an internationally-based education curriculum.

A construction or renovation project represents between 80 and 120 jobs, depending on the size of the building project.

23,500 social inclusion employment **hours** are provided for in the course of this building work.

Following construction of a new *lycée* or extension,



**the Region recruits staff** (technical agents) as per requirements (e.g. support, maintenance, catering, accommodation, etc.).

The number of available positions is determined by such issues as the size of the building, the number of meals served, boarding facilities, timetabled hours, etc.

### **Fair practices**

The Region appoints a representative to manage the project, who shall select service providers in accordance with the **Public Procurement Code (Code des Marchés Publics)**.

### **Responsible purchasing**

Works shall comply with the stipulations regarding low-environmental impact construction materials, and materials more efficient in the use of natural resources; the aim is also to keep the carbon footprint of the project as low as possible.

Where large volumes of materials are required (either by volume or by weight) an environmental impact assessment shall be made using material safety data sheets (Fiches de Données Environnementales et Sanitaires, FDES) or manufacturers' own data.

For one same purpose, a range of materials shall be investigated in order to compare and optimise their environmental impact.

### **Responsible supplier relations**

There shall be compliance with the Public Procurement Code and payment deadlines, with recourse to the relevant agents.

### **Consultation with the stakeholders**

for each project, a consultation and information procedure shall be planned, to encompass the entire school community. This shall consist in particular of scheduling **public meetings** to be held at all major stages of any construction or renovation project.

# LYCEE DU BOURGET

## CONSTRUCTION OF A NEW LYCÉE

### HIGHLIGHTS:

- Creation of 665 *lycée* places.
- Net internal area of around 8,230 m<sup>2</sup> for the *lycée*.
- HQE™ Certification for a “zero energy” *lycée*.
- Building works to create 80-120 FTEs and 10 technical staff jobs created.

Rue Anizan Cavillon. Le Bourget (93)



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**6 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**29 M€**

### Environmental management and ecodesign

With the adoption of Agenda 21 for the Île-de-France and the 2011 Climate Change plan, common targets have been set via regional stipulations governing “Sustainable Planning and Construction”. On the basis of these broad-ranging principles, a tender document has been drawn up defining environmental standards for investment in *lycées*. It covers the following issues: energy and water management, biodiversity, waste prevention and management, maintenance and repair, visual and acoustic wellbeing as well as nuisances caused by building sites.

Construction of newly approved *lycées* will henceforth aim to be “**zero energy**”, through compliance with the new BEPOS label.

This involves completely offsetting all statutory consumption (heating, hot water, indoor lighting, ventilation) from non-renewable resources with on-site energy production.

Those businesses selected must sign the “**considerate building scheme**” charter which includes requirements such as waste traceability and a 70% required recycling rate.

### Combating climate change and promoting ecological transition

The Ile-de-France Region wishes to support changes to this district by constructing environmentally-friendly buildings. This involves completely offsetting all statutory consumption (heating, hot water, indoor lighting, ventilation) from non-renewable resources with on-site energy production.

The restructuring and extension scheme for Bourget is a

“**low consumption**” renovation, with the creation of a new *lycée* within a 1930s building.

The environmental standards programme for *lycées* has set the following energy consumption targets for its renovation schemes:

- Low annual consumption of 50 kWhpe/m<sup>2</sup> (extension and boarding premises);
- Total compensation for non-renewable zero energy demand, with a maximum photovoltaic output of 25 kWhpe/m<sup>2</sup> per annum.

The following are planned for the *Lycée du Bourget*:

- the installation of 3 rooftop wind turbines to provide all outdoor lighting on site;
- thermal solar panels to provide warm water for residential use.

### Sustainable land use and improved quality of life

As it relates to a public amenity, the scheme must have a formative effect on the region in which it is located and contribute to the local urban development scheme. Stipulations cover not only the quality of sites constructed, but also the quality of outdoor spaces created or preserved.

The covered playground area will therefore be sheltered by a wooden structure which will link and unify the existing buildings. It leads to a gallery with a view over a planted river feature. All HQE™ (high environmental quality) standards include the latest generation digital hardware and a roof terrace teaching area.

An amphitheatre provides a space for classes and outside groups.

Voluntarily installed **solar panels and chimneys** and

also wind turbines have been sited next to the science classrooms to provide a teaching laboratory to benefit teachers and students.

2300m<sup>2</sup> of **new planting schemes** have been planned for the roof, with a the river planting scheme in the centre of the *lycée* to enable the collection of rainwater and the natural irrigation of a landscaped area, leading to a seepage pit and a water collection–recycling area. The entire building has **high quality acoustics**. The Documentation and Information Centre has a dozen small rooms in which pupils can work in groups without disturbing their neighbours.

### **Socially inclusive development, fight against inequality and personal safety**

This is a *lycée polyvalent*, which follows an academic and vocational curriculum.

This institution has a unique approach, designed to help those students which might be referred to elsewhere as “dropouts”.

This school is run on the principle of inclusivity, meaning that the needs of every pupil count, encouraging everyone to feel they have their part to play in this *lycée*.

This innovative approach is intended to enrich the education of students and, therefore, future teachers, at the *Ecole Supérieure du Professorat et de l'Education de Saint-Denis*.

### **Respect for fundamental rights**

This project is in accordance with the provisions of the French law of 11 February 2005 **on equal rights and opportunities, participation and citizenship of handicapped persons**, which applies to all public access buildings (PAB).

One of the Region’s policies is to combat social, educational and regional inequalities.

### **Responsible development of the territory**

This *lycée* has been created in response to the lack of existing places in this sector. It will also help take pressure off existing educational establishments in the local area.

Adjustments will be made to accommodate all individuals with disabilities.

### **Economic development**

A construction or renovation project represents between 80 and 120 jobs, depending on the size of the building project. Following construction of a new *lycée* or extension, **the Region recruits staff** (technical agents) as per requirements (e.g. support, maintenance, catering, accommodation, etc.). The number of available positions



is determined by such issues as the size of the building, the number of meals served, boarding facilities, timetabled hours, etc.

### **Fair practices**

The Region appoints a representative to manage the project, who shall select service providers in accordance with the **Public Procurement Code (Code des Marchés Publics)**.

### **Responsible purchasing**

Works shall comply with the stipulations regarding low-environmental impact construction materials, and materials more efficient in the use of natural resources; the aim is also to keep the carbon footprint of the project as low as possible.

Where large volumes of materials are required (either by volume or by weight) an environmental impact assessment shall be made using material safety data sheets (Fiches de Données Environnementales et Sanitaires, FDES) or manufacturers’ own data.

For one same purpose, a range of materials shall be investigated in order to compare and optimise their environmental impact.

### **Responsible supplier relations**

There shall be compliance with the Public Procurement Code and payment deadlines, with recourse to the relevant agents.

### **Consultation with the stakeholders**

For each project, an extended liaison and information procedure is planned to include the educational community in its widest sense. **Public meetings** shall be held at all major stages of any construction or renovation project.

# LYCEE LEONARD DE VINCI – SAINT-GERMAIN-EN-LAYE

## RENOVATION OF A *LYCÉE*

### HIGHLIGHTS:

- 1,200 *lycée* places.
- Net internal area of around 11,700 m<sup>2</sup>.
- “BBC” low-energy building standard compliance.
- Building works to create 80-120 FTEs and 1 additional technical staff position created

2 bd Hector Berlioz  
St Germain en Laye (78)

FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**12 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**49 M€**

#### Environmental management and ecodesign

With the adoption of Agenda 21 for the Île-de-France and the 2011 Climate Change plan, common targets have been set via regional stipulations governing “Sustainable Planning and Construction”. On the basis of these broad-ranging principles, a tender document has been drawn up defining environmental standards for investment in *lycées*. It covers the following issues: energy and water management, biodiversity, waste prevention and management, maintenance and repair, visual and acoustic wellbeing as well as nuisances caused by building sites.

Those businesses selected must sign the “considerate building scheme” charter which includes requirements such as waste traceability and a 70% required recycling rate.

#### Combating climate change and promoting ecological transition

The Ile-de-France Region wishes to support changes to this district by constructing environmentally-friendly buildings. Along with town planning requirements, this is one of the major issues for this scheme, which is to be compliant with the “BBC” low energy consumption label.

The environmental standards programme for *lycées* has set the following energy consumption targets for its renovation schemes:

- Low annual consumption of 80 kWhpe/m<sup>2</sup> (expansion and boarding premises);
- Total compensation for non-renewable zero energy demand, with a maximum photovoltaic output of 25 kWhpe/m<sup>2</sup> per annum.

#### Sustainable land use and improved quality of life

As it relates to a public amenity, the scheme must have a formative effect on the region in which it is located and contribute to the local urban development scheme. Stipulations cover not only the quality of sites constructed, but also the quality of outdoor spaces created or preserved.

The scheme includes 1,136m<sup>2</sup> of green roofing and the installation of a building with a small footprint around an interior garden, with a view to yielding maximum green space on the site.

#### Socially inclusive development, fight against inequality and personal safety

The *lycée* is essentially suffering from a problem of overcrowding, incompatible with current health and safety standards. A change to the staffing structure and the transfer of certain courses would bring numbers down to 1,200 pupils.

This should free up some premises, thereby improving the running of the school.

This redevelopment project proposes to:

- Improve the lack of space in the school for both pupils and teachers;
- Reconfigure the half-board premises;
- Bring classrooms back in line with professional and technical standards;
- Create a multipurpose hall;
- Provide disability access;
- Create a separate entrance for staff accommodation;
- Carry out a heritage renovation to the structure over a floor space of 11,700m<sup>2</sup>.

### Respect for fundamental rights

This project is in accordance with the provisions of the French law of 11 February 2005 **on equal rights and opportunities, participation and citizenship of handicapped persons**, which applies to all public access buildings (PAB).

One of the Region's policies is to combat social, educational and regional inequalities.

### Responsible development of the territory

This *lycée* has been created in response to the lack of existing places in this sector. It will also help take pressure off existing educational establishments in the area. Adjustments will be made to accommodate all individuals with disabilities.

### Economic development

This project supports the provision of high quality education by expanding certain professional and technical areas such as the vocational baccalaureate in electrical engineering, energy and communications devices.

A construction or renovation project represents between 80 and 120 jobs, depending on the size of the building project. 25,165 social inclusion employment **hours** are provided for in the course of this building work.

Following construction of a new *lycée* or extension, the **Region recruits staff** (technical agents) as per requirements (e.g. support, maintenance, catering, accommodation, etc.).

The number of available positions is determined by such issues as the size of the building, the number of meals served, boarding facilities, timetabled hours, etc.

### Fair practices

The Region appoints a representative to manage the project, who shall select service providers in accordance with the **Public Procurement Code (Code des Marchés Publics)**.

### Responsible purchasing

Works shall comply with the stipulations regarding low-environmental impact construction materials, and materials more efficient in the use of natural resources; the aim is also to keep the carbon footprint of the project as low as possible.

Where large volumes of materials are required (either by volume or by weight) an environmental impact assessment shall be made using material safety data sheets (*Fiches de Données Environnementales et Sanitaires*, FDES) or manufacturers' own data.

For one same purpose, a range of materials shall be investigated in order to compare and optimise their environmental impact.

### Responsible supplier relations

There shall be compliance with the Public Procurement Code and payment deadlines, with recourse to the relevant agents.

### Consultation with the stakeholders

for each project, a consultation and information procedure shall be planned, to encompass the entire school community.

**Public meetings** will therefore be scheduled for all major stages of any construction or renovation project.



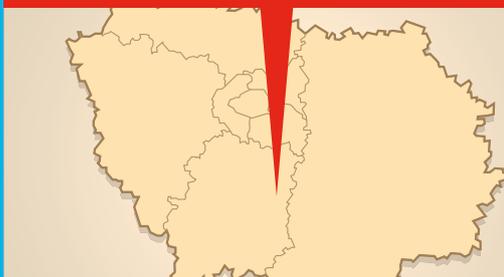
# LYCEE ALEXANDRE DENIS – CERNY

## RENOVATION OF A HIGH SCHOOL

### HIGHLIGHTS:

- 140 renovated and 100 new boarding school places.
- Net internal area of around 5,250m<sup>2</sup> for boarding premises.
- “BBC” low-energy building standard compliance.
- 80 – 120 FTE construction jobs created and 2 full-time positions created.

Montmirault. CERNY (91)



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**7 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**18 M€**

### Environmental management and ecodesign

With the adoption of Agenda 21 for the Île-de-France and the 2011 Climate Change plan, common targets have been set via regional stipulations governing “Sustainable Planning and Construction”.

On the basis of these broad-ranging principles, a tender document has been drawn up defining environmental standards for investment in *lycées*. It covers the following issues: energy and water management, biodiversity, waste prevention and management, maintenance and repair, visual and acoustic wellbeing as well as nuisances caused by building sites.

Those businesses selected must sign the “considerate building scheme” charter which includes requirements such as waste traceability and a 70% required recycling rate.

### Combating climate change and promoting ecological transition

The Ile-de-France Region wishes to support changes to this district by constructing environmentally-friendly buildings.

Along with town planning requirements, this is one of the major issues for this scheme, which is to be compliant with the “BBC” low energy consumption label. The environmental standards programme for *lycées* has set the following energy consumption targets for its renovation schemes:

- Low annual consumption of 80 kWhpe/m<sup>2</sup> (expansion and boarding premises);
- Total compensation for non-renewable zero energy demand, with a maximum photovoltaic output of 25 kWhpe/m<sup>2</sup> per annum.

### Sustainable land use and improved quality of life

As it relates to a public amenity, the scheme must have a formative effect on the region in which it is located and contribute to the local urban development scheme. Stipulations cover not only the quality of sites constructed, but also the quality of outdoor spaces created or preserved.

At the *Lycée des Métiers* in Cerny, the following will be carried out:

- **Grey warm water recycling** (waste water from sinks and showers);
- Connection to a wood-fuelled heating system on site (at the end of the 2nd phase);
- **Landscaped gardens for gathering rainwater**, connected to the re-purposing of a large pre-existing lake on the site, on the edge of an adjacent forest. The aims of the scheme are to upgrade an exceptional site with extensive wooded areas, which has suffered from neglect in recent years, and to avoid high building density and make the most of the views and solar power potential which the site offers.

## Socially inclusive development, fight against inequality and personal safety

These works are part of an overall scheme to increase the number of boarding places for *lycée* pupils, and has two main aims:

- to make it easier for pupils based in the outer suburbs or the provinces to enrol for more unusual courses such as aeronautics;
- to take account of certain pupils' family situation or social problems.

This programme is intended to **create 100 boarding places** provided for in the Provisional Investment Programme (Programme Prévisionnel d'Investissement, PPI), alongside the **reconstruction of the 140 existing places**, due to the dilapidation and functional inadequacy of the areas accommodating them at present. This programme covers a net internal area of around 5,250m<sup>2</sup>.

In order to comply with existing site height restrictions, the boarding accommodation premises are limited to two storeys. A flexible design is recommended, so that building usage can be adapted in accordance with the number of boarders of each gender, whilst maintaining the autonomy of each area.

## Respect for fundamental rights

This project is in accordance with the provisions of the French law of 11 February 2005 **on equal rights and opportunities, participation and citizenship of handicapped persons**, which applies to all public access buildings (PAB).

The aims of PPI 2012-2022 are as follows:

- To respond to demographic needs;
- **To tackle social, educational and regional inequalities.**

## Responsible development of the territory

This project supports a wide range of training and education to a high standard, across in the region (multidisciplinary establishments, supported access to training and education, reduction of regional inequalities at post-baccalaureate stage and international training opportunities, vocational and technological training development, plus contribution to environmental and social transition).

Adjustments will be made to accommodate all individuals with disabilities.

## Economic development

The education and qualifications offered at this secondary school for vocational training (*lycée d'enseignement professionnel*), offering the vocational baccalaureate (bac professionnel) and vocational

training certificates (certificat d'aptitude professionnelle) **facilitate improved career prospects** in areas such as motor vehicle mechanics, coach-building, aeronautics, transport and logistics.

On-the-job training helps to put this education into practice and creates links with local businesses.

A construction or renovation project represents between 80 and 120 jobs, depending on the size of the building project.

Some 21,644 social inclusion employment hours are provided for in the course of this building work.

Following construction of a new *lycée* or extension, **the Region recruits staff** (technical agents) as per requirements (e.g. support, maintenance, catering, accommodation, etc.).

The number of available positions is determined by such issues as the size of the building, the number of meals served, boarding facilities, timetabled hours, etc.

## Fair practices

The Region appoints a representative to manage the project, who shall select service providers in accordance with the **Public Procurement Code (Code des Marchés Publics)**.

## Responsible purchasing

Works shall comply with the **stipulations regarding low-environmental impact construction materials**, and materials more efficient in the use of natural resources; the aim is also to keep the carbon footprint of the project as low as possible.

Where large volumes of materials are required (either by volume or by weight) an environmental impact assessment shall be made using material safety data sheets (Fiches de Données Environnementales et Sanitaires, FDES) or manufacturers' own data.

For one same purpose, a range of materials shall be investigated in order to compare and optimise their environmental impact.

## Responsible supplier relations

There shall be compliance with the Public Procurement Code and payment deadlines, with recourse to the relevant agents.

## Consultation with the stakeholders

For each project, a consultation and information procedure shall be planned, to encompass the entire school community. Public meetings shall be held at all major stages of any construction or renovation project.

# CAMPUS JOURDAN – PARIS

## RECONSTRUCTION AND EXTENSION OF THE CAMPUS

### HIGHLIGHTS:

- Creation of a centre of excellence bringing together the Ecole d'Economie de Paris (PSE) and the Ecole Normale Supérieure en sciences sociales
- A 12,471m<sup>2</sup> area (+37%) to a high specification
- Compliant with French NF and High Environmental Quality certification standards for non-domestic buildings (NF -Bâtiments Tertiaires - Démarche HQE™)
- 104 full-time equivalent jobs supported by the project

Bd Maréchal Jourdan PARIS 14e



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**4 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**49 M€**

### Environmental management and ecodesign

This is an ecodesign project. All the service providers selected have solid environmental credentials: the contracting authority has a dedicated HQE™ (high environmental quality) assistant, project management includes an environmental consultancy and the main company selected to carry out the works is ISO 14001 certified, showing their strong commitment to environmental issues.

Planned works will be carried out to French NF and High Environmental Quality certification standards for non-domestic buildings (NF -Bâtiments Tertiaires - Démarche HQE™). Out of 14 HQE™ targets, 6 shall be carried out to “TP” standard (*Très Performant*, i.e. Highly Efficient) including such aspects as architectural quality, hygrothermal comfort, air quality, water quality, maintenance and sustainable performance in addition to running a low-impact construction site. Various measures are planned to limit building site pollution in the natural environment, such as soil humidification during dry periods or the use of tarpaulins for transport and storage.

### Combating climate change and promoting ecological transition

The garden level teaching areas on the second floor are to comply with Réglementation Thermique 2005 (RT 2005), with the aim of reducing primary energy consumption to 50% of regulation levels. The remainder of the building shall be subject to RT 2012, with the aim of taking primary energy consumption to a level 90%

lower than the maximum level.

Water management shall be an issue of particular concern. A 60m<sup>3</sup> tank shall be installed to collect rainwater and water-saving devices shall be used to reduce water consumption in bathrooms and toilets.

Green spaces will be added to help mitigate the effects of land development: planting schemes will cover 59% of the roof and 33% of the ground area, which will also reduce waste water run-off into the network.

### Sustainable land use and improved quality of life

This operation will provide students, researchers, teachers and administrative staff at the *Ecole Normale Supérieure* and the *Ecole d'Economie de Paris* with more suitable work and leisure facilities, as both establishments currently suffer from a lack of space. The building will be able to accommodate up to 1900 occupants at any one time, in a 12,471m<sup>2</sup> net floor space (compared with 9100m<sup>2</sup> prior to commencement of works) in a single building, pooling teaching, research and administration facilities for each establishment. It will provide areas for recreation, meetings, conferences and archives. A 234m<sup>2</sup> auditorium and a library containing an 835m<sup>2</sup> lecture hall will be created and shared by both establishments, and a 500m<sup>2</sup> outdoor garden area will also be created. The building shall comprise 6 levels above ground made of 3 stacked horizontal structures, all covered with an exterior trim of vertical wooden and metal slats.



### **Socially inclusive development, fight against inequality and personal safety**

This project shall comply with the relevant accessibility regulations. All building entries shall be accessible from the public road network, and all areas of the building itself shall be accessible. Floor surfaces shall be made of nonslip material and height accessibility is planned for all facility areas.

### **Respect for fundamental rights**

This project promotes the right to education and is improving living and study conditions for young people in higher education.

### **Responsible development of the territory**

This project is making an outstanding contribution to improving the attractiveness of the Ile-de-France area: bringing the *Ecole Normale supérieure* en sciences sociales and the *Ecole d'Economie de Paris* together under one roof will create a centre of excellence for economics and social sciences, dedicated to the highest standards of education and research. Bringing the relevant persons and bodies together will help create an improved research network.

### **Economic development**

It will create an estimated 104 FTEs over the 25-month period of building works. Moreover, 17,000 social

inclusion employment hours have been stipulated in the public procurement contract, equivalent to 5.2 FTEs. Moreover, building management is also likely to create some long-term jobs, although exact details are not available at this stage.

### **Fair practices**

The Region appoints a representative to manage the project, who shall select service providers in accordance with the Public Procurement Code (*Code des Marchés Publics*).

### **Responsible purchasing**

To ensure compliance with certification standards, suppliers must adhere to any stipulations relating to the manufacturing origin of certain materials.

### **Responsible supplier relations**

Supplier relationships are governed by the provisions of the Public Procurement Code.

### **Consultation with the stakeholders**

Scheduling of works was carried out in 2009 in consultation with the *Ecole Normale Supérieure* and the *Ecole d'Economie de Paris*, the département of Paris and the Paris education authority. The Region acts as the contracting authority on this project on the basis of a contractual relationship with the state. Throughout the project, the Region shall formalise relations with the stakeholders (agents, project engineers, contracting authority assistant for HQE™, technical studies providers, project manager).

# VAIRES-TORCY RECREATION ISLAND

SUSTAINABLE DEVELOPMENT PROJECT DELIVERY PLANNED 2<sup>ND</sup> HALF OF 2017

## HIGHLIGHTS:

- Establishment of a pole of excellence for practicing high-level canoeing-kayaking and rowing
- 15,000 m<sup>2</sup> of new infrastructure and 4,000m<sup>2</sup> renovated structures
- Energy saving of 26% less than the regulatory threshold
- 55 full-time equivalent jobs supported by the project, of which 45 FTE in construction and 10 permanent jobs created.

Route de Torcy - Vaires sur Marne (77)



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**1 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**75 M€**

### Environmental management and ecodesign

This is a large-scale project, comprising development of a set of facilities focused on high-level sports and leisure, as well as the corresponding infrastructure (white water stadium for canoeing, construction of a high level sports centre, improved amenities for the general public, upgrading of access approaches and public areas). This project therefore involves the construction of more than 19,000 m<sup>2</sup> of usable area, including a new area of 15,000 m<sup>2</sup> and 4000 m<sup>2</sup> of an existing renovated building. It also includes about 14 hectares of outdoor amenities.

A priority objective of the project is to be exemplary in sustainable development, and therefore subscribes to eco-design awareness. In this respect, the site should be clean and responsible. All marketplace contractors will have signed the Construction Charter present in the consultation package, and they undertake to attain a  $\geq 50\%$  percentage of waste recycling, compared to the total mass waste (excluding waste from excavation), including at least 20% of material recovery. To optimise construction waste management, the waste generated at source will be reduced by anticipated reflection on waste details, and their collection, sorting and grouping will be optimised by positioning an easily accessible storage zone for site workers. Regulatory construction waste tracking slips will be collected. Furthermore, materials used must be energy efficient (washable paints and boasting a European ecolabel, mortar and adhesives labelled EMICODE EC1, use of at least 60% recycled aluminium, wood labelled PEFC (Pan European Forest Certification) or FSC (Certificate of Controlled Wood).

Fungal and bacterial features of construction products and materials (flooring, walls and ceilings) in contact with indoor air should, wherever possible, be identified and assessed according to the EN ISO 846 series of standards, to acknowledge their capacity to manage fungal and bacterial growth.

### Combating climate change and promoting ecological transition

The project will allow for high energy performance of constructed buildings. The site will have a maximum 111kWep/m<sup>2</sup>/year primary energy consumption, i.e., a level less than 26% of the regulatory threshold (150kWep/m<sup>2</sup>/yr) foreseen in Technical Regulations 2012. The amount of CO<sub>2</sub> emitted by the renovated site has been estimated at 4.69 kg/m<sup>2</sup>/year, which is a level far below the threshold of 10 kg/m<sup>2</sup>/year forecast in the regional constructions Agenda 21 where the Region is Contracting Authority. To achieve this level of energy



efficiency, the project calls for optimisation of the casing performance (insulation from the outside, optimised insulation thickness, reduction of thermic bridges, south-facing glazing as far as possible). Furthermore, the choice of geothermal heat pumps and solar hot water thermic energy, which will limit consumption and significantly reduce greenhouse gas emissions by relying on renewable energy, was retained.

Water management will be linked to the watershed. Profiled pathways will be installed so that the water flows on the permeable areas, and wherever possible, porous drain lining will be used. In addition, the project will be water-efficient. Rainwater will be recovered, in particular from the roofs, and an embedded rainwater recovery tank will be installed and buried into the ground. Rainwater will be distributed in the hangars of Pole 1 and used for washing boats and watering needs. Various water-efficient pieces of equipment will be also installed in bathrooms (dual toilet flush control 3/6 litre, sensor or timed taps, thermostatic mixing valves in the showers).

Finally, the project will enhance long term biodiversity on the site by aiming at maintaining and restoring the ecosystems. Two ponds will be created for amphibian and newt habitats in compensatory measures, plant-covered shoreline to the south and north of the site will be maintained and flowering meadows and new afforestation will be created. A choice was also made not to create a liaison between the site stretch of water and the Marne, to avoid altering or impairing the water quality. Existing vegetation will be retained and a large part of the roof will be plant covered. Finally, parking will mainly be the «evergreen» type in order to keep the permeable site potential.

## Sustainable land use and improved quality of life

The project falls within the realm of the territory's sustainable development plan, in coherence with SDRIF guidelines. The recreation island is located in an urbanisation area which tends to be densely populated (new city of Marne the Valley and urban community of Marne and Chantereine), and it is the green lung of this urban sector.

The project thus participates in enhancing quality of life by preserving and highlighting the green and blue infrastructure in this urban sector. Particular attention was focused on the landscape quality of the site: the semi-buried building design limits disturbance and the project protects and improves the way the general public is hosted. The principle of a «bright concourse» has been retained, which consists of a vast raised and open space, creating a plant covered pedestrian zone integrated into the landscape and following the natural banks of the lake. Parking areas will be landscaped, integrated into the afforestation scheme which frames the site, using the most profusely flowering indigenous species. Two main routes lead the stroller to the southern shore of the flat water basin and the banks of the Marne: one, straight, on the bright concourse, essentially designed to discover spectacular sporting and other activities and the other on a curve, winding through a great diversity of natural environments. The project also includes the creation of a perspective to the stretch of water and the historical graded building of the Monier chocolate factory. Finally, the project promotes access by soft modes (pedestrians, bicycles, non-motorised boats) and enables improved use of public transport (establishment of a new bus stop at the entrance). A substantial number bicycle parking slots is planned.



## **Socially inclusive development, fight against inequality and personal safety**

The project aims to enhance accessibility of the site and its facilities for all individuals with reduced mobility. It will also allow for the practice of sport for people with disabilities. In this context, the hosting centre must include a number of accessible rooms with higher specifications than the norm, and sufficient to allow the reception of groups, particularly athletes affiliated to disability or adapted sports federations

Furthermore, Region-administered recreation islands are directly involved in co-development and combating inequalities, their objective being to provide access to recreation and sports for all, in an educational spirit. As a site for meetings and reciprocation, they promote the social link and allow an apportionment of space for all Franciliens in a spirit of sharing and solidarity. The Ile-de-France recreation Islands are also used as venues for those who are unable to leave for the holidays.

## **Respect for fundamental rights**

The project is involved in combating discrimination, and promotes equality in welcoming the general public and offering sports and leisure facilities to everyone. Access to sports for all is promoted in a system of values advocating respect and exchange, favouring greater social cohesion in the territory.

## **Responsible development of the territory**

The project enhances the attractiveness of Ile-de-France by enabling the creation of a centre of excellence for the practice of high-level of canoe-kayak and rowing, which are two Olympic disciplines. The new site will focus on hosting international sporting events, and it will be home to training and elite coaching structures.

## **Economic development**

The construction will bring 20,000 additional work days over 2 years, or around 45 full-time jobs per year, and established activities will be the source of perennial jobs that cannot be relocated, mainly in the areas of sport, recreation, tourism and the environment. Long-term jobs are estimated at 3 persons for the white water stadium, 1 to 2 people for accommodation, 2 persons for guarding the site, 3 persons for catering, i.e., 10 people in total. A Project Manager has also been recruited. Positive effects are also expected on the territory's economic activities.



### **Fair practices**

The selection of the companies carrying out the work will be established in accordance with the Procurement Code and in strict compliance with the Labour Code rules and its principles.

### **Responsible purchasing**

Public procurement which will be passed through this project will specifically include environmental criteria: selected companies will sign the “Clean Site” Charter, which will be included in the tendering package. Natural resource-efficient materials will also be used. Other than that, social integration clauses will be also required by the Region, with a minimum target of 5% of hours worked under the project.

### **Responsible supplier relations**

Application of the Procurement Code and regional procedures, as well as the allotment of the Labour

Contract and payment of invoices within 30 days ensures equal access to public orders and respect for suppliers’ interests. Subcontractors will be also approved by the Project Manager and subject to the same rules as the contract holder, particularly with regard to direct payments and payment deadlines.

### **Consultation with the stakeholders**

The project was developed from the outset in consultation with the various key players, users, elected officials, and local associations linked through a Steering Committee and consultation meetings. Public meetings were held in major relevant cities. The project was modified to integrate requests from the various partners. The Region has implemented a project showcase in order to inform the public on the operation.





# PUBLIC TRANSPORTATION AND SUSTAINABLE MOBILITY

# PROJECT CATEGORY NR.2 PUBLIC TRANSPORT AND SUSTAINABLE MOBILITY

Developing the public transport offering as an alternative to the use of cars, thereby contributing to sustainable transportation 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

Urban Mobility Plan for the Ile-de-France (PDUIF) : developed by the Syndicat of Transports in Ile-de-France (STIF) and approved by the Ile-de-France in 2014, the PDUIF determines the principles governing the organisation of transport of people and goods, traffic and parking in the scope of urban transport in the Paris region.

- **Region's jurisdiction:** mandatory
- **Form of intervention:** due to its role as a developer in the territory, the Region intervenes in the earliest phases of the projects. It participates in defining the transport organisation schemes with the STIF, which is the authority that organises public transport in the Île-de-France, and in which the region holds 51% of the voting rights. On the implementation of transport projects, the Region intervenes in the grants for project managers (STIF, RATP, SNCF, General Councils)
- **Target:** entire Ile-de-France region

KEY DESCRIPTIVE INDICATORS	Financing provided by the green & responsible bond
84 km of new public transport lines	<b>EUR 329 M</b>
Average time savings of at least 4,5 minutes per trip for public transport users	
KEY IMPACT INDICATORS	
Expected reduction of greenhouse gas of 45,885 tCO <sub>2</sub> e per year over 6 projects*	
2,330 work site FTE jobs supported by the bond	
410,100 users expected on the newly-created lines	

\* The six projects mentioned are: L4, L14, T6, T7, T8, TLN

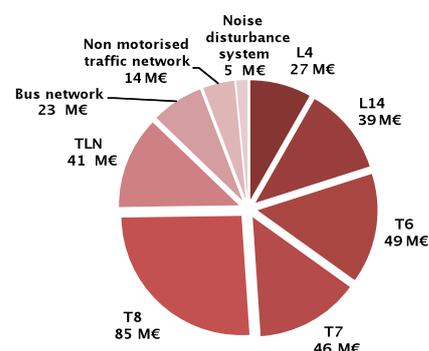
→ All projects funded by the green and responsible bond are within the guidelines of the Urban Mobility Plan of the Île-de-France (PDUIF) and the Master Plan of the Île-de-France (SDRIF), which advocate the development of public transport in relation to urban and economic development in the region and to promote ecological transition planning.

→ The PDUIF advocates the reduction of car use. It aims to ensure a sustainable balance between the need for mobility, and protection of the environment and health. To achieve these objectives, the PDUIF proposes an ambitious policy to develop public transport and improve its quality of service. The PDUIF must be compatible with the SDRIF, which is developed by the Île-de-France Region and is the document

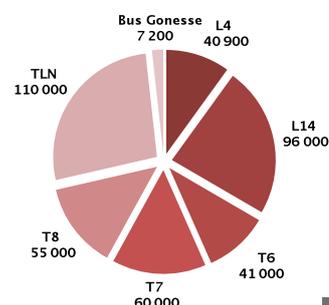
whose instructions are prevalent regarding the development of the Paris region.

→ The only transport projects in the PDUIF involve an amount estimated at EUR 24.7 billion. According to simulations by the STIF, using the model Antonin 2 to simulate movements of residents of the Paris area and the COPERT 4 database, as amended pursuant to new regulations on emissions of greenhouse gases, the implementation of all projects in the PDUIF would allow a 2% reduction of the road traffic in the Paris area by 2020 compared to the situation observed in 2005. This would be consistent with the objective of the Region, shared by all major public players in the Paris region, namely a 20% reduction in CO<sub>2</sub> emissions by that date.

Amounts funded in 2014 with the loan



Number of passengers expected on public transport schemes



# EXTENSION OF THE UNDERGROUND LINE 4

PHASE 1: EXTENSION TO MONTROUGE  
INAUGURATED 23 MARCH 2013

PHASE 2: EXTENSION TO BAGNEUX  
COMMISSIONING SCHEDULED IN 2019

## HIGHLIGHTS:

- Phase 1: 1.4km of track as far as Montrouge, a new station
- Phase 2: 1,9 km underground track, 2 new stations
- 570 tonnes of CO<sub>2</sub> saved by modal shift
- 40,900 new users on line 4 and an expected 22 million journeys per year
- Average saving of 10 minutes for public transport users
- 4 660 full-time equivalent jobs supported by the project, of which 219 FTE supported by 2014 green and responsible bond



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**27 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**576 M€**

### Environmental management and ecodesign

The segment forming the second phase of the line 4 extension to Bagneux will be 1,975 metres long, including 1,200 metres of tunnel, with two stations established. As work is being carried out in the open air, a detailed record identifying the impact of the project on local life and the environment has been developed in order to take the necessary measures to minimise construction site-related nuisance. In this respect, a «portion of works» division of 100 to 150 linear metres has been defined, taking into account the location of life and storage areas along the track. In addition, the contracting authority (RATP) is committed to respecting the principles of sustainable development focusing on energy saving, economising drinking water and limitation of pollutant release throughout the construction. Finally, trees that must be uprooted during the construction will be replanted once the project is completed.

### Combating climate change and ecological transition planning

The project will reduce pollution, with estimated savings in the order of 570 tonnes of CO<sub>2</sub> per year. It effectively aims to create favourable conditions for a modal shift from the private car to the new line as well as a reduction of traffic: Total journeys in the sector concerned have been assessed at 475,000 per day, of which 65% are by car. The electricity consumption of the metro alone is evaluated at 714 tonnes oil equivalent. The new stations will partially use renewable energy. The heat from the high power lighting stations will be

recovered in order to heat the offices and the information desks. At Bagneux terminus, it is envisaged that rain water falling on the glass cover of the main entrance can be reused in the toilets, and for washing platforms and trains.

### Sustainable land use and improved quality of life

The project addresses a real transport requirement in these territories, of which only the outskirts were previously served (line 13 to the West in the municipality of Châtillon and line B of the RER in the East over the municipalities of Arcueil and Cachan). Indeed, 40,900 additional regular passengers are expected on the newly created segment, i.e., 81,800 passengers/day. The metro will also offer a good quality service with a commercial speed of 32 km per hour and an operating interval of 1 min 45 during the evening peak time. It will result in a significant average time saving, estimated at 10 minutes per trip for current users of public transport and of 5 minutes for current car users.

Planning of this project falls within the Ile-de-France Region Urban Transportation Plan (PDUIF) and the Ile-de-France Region Master Plan (SDRIF). Moreover, the project will also feature in the transportation network of the Grand Paris Express, with which it will connect at Bagneux station and the new train stations will be considered as multimodal hubs, with a restructuring of bus routes and incorporating 'soft' means of transport (bike and pedestrian), other motorised transport modes and goods deliveries.

As for the Bagneux terminus station, it will be integrated with a complex comprising housing, a shopping centre and underground parking. This has involved installing all plant rooms and operating premises next to the station ‘command box’ to totally free up all of the surface at road level.

### **Socially inclusive development, fight against inequality and personal safety**

The stations will be equipped with lifts accessible to persons with reduced mobility for direct access from road level pavements to the platforms, and they will all be equipped with escalators.

With regard to security, the stations of the extended line will be equipped, as on the entire line, with all the necessary installations for the safety of users, such as ventilation and smoke extraction apparatus, as well as fire fighter access, and secure waiting areas to ensure the safety of users in the case of fire (compliance with regulation GN8). Video protection will also be implemented in each new station. The safety of people on platforms will be strengthened by the establishment of platform screen doors in the context of line automation foreseen for 2022.

In terms of solidarity, this new metro line is integrated into the pricing structure set by the STIF (Ile de France Transport Association) which is already in effect in Île-de-France and which includes social fares financed by the Region to ensure universal access to mobility and public transport.

### **Respect for fundamental rights**

The aim of the project is to open up territories, to meet the growing mobility needs of users and to encourage travel by public transport.

In the framework of its implementation, the project respects fundamental rights of operatives working on site, ensuring their safety and conforming to legislation concerning their health, and putting in place a system of redress to a co-ordinator for health and safety protection on site.

### **Responsible development of the territory**

The project reinforces the attractiveness of the territory in an area where transport infrastructure needs are significant and growing. The population of Montrouge and Bagneux rose to 84,100 and jobs in these two municipalities to 40,100 (2006 figures). Furthermore, the municipalities served have seen significant population growth. The town of Bagneux, for example, is the location of several urban projects, with at least 1200 new dwellings planned through various joint development programmes. The extension of line 4 will thus serve

41,400 inhabitants and jobs within a 600 metre radius of the line, 85% of which were not previously served by any transport infrastructure.

### **Economic development**

On the basis of current estimates, used by the Société du Grand Paris, among others, the project should create 4,660 full-time jobs on site at a total work cost estimated at EUR 576 million (EUR 1 million invested in public works would generate 8.1 jobs - source: National Federation of Public Works).

### **Fair practices**

In the framework of this project, the Region awards grants to the project developers, the RATP, who is subject to the Code des Marchés Publics (public procurement market rules).

### **Responsible purchasing**

The specifications, developed by the contracting authority, encompass environmental requirements related to the project. The Region is not involved in the public procurement aspects, the process or the content of the specifications being drawn up directly by the contracting bodies.

### **Responsible supplier relations**

Cf. previous criterion.

### **Consultation with the stakeholders**

The project Master Plan was approved by the STIF Board of Directors on 4 April 2002. The project was declared public utility on 15 February 2005, following the public interest investigation which took place from 22 January to 01 March 2004. Following developments in the project programme and impact of the proposed works, a new public investigation was organised by the contracting authority, RATP, from 09 January 2012 to 10 February 2012. The project was also subjected to the traditional consultation procedure of local upstream residents. The declaration of public utility was enacted by the Prefecture in December 2012.

The project is also the object of enhanced cooperation dialogue with the towns because it has been designed to take into account their recent urban projects such as the Victor Hugo Commercial Activity Centre (ZAC) at “Bagneux” station.

Information tools for local residents, inhabitants and traders have been set up for monitoring the work, in the form of pamphlets and information brochures, as well as a dedicated website.

<http://www.rendezvousavecla4.fr/>

# EXTENSION OF THE UNDERGROUND LINE 14

## EXTENSION TO MAIRIE DE SAINT-OUEN

### HIGHLIGHTS:

- Extension of the underground line by 5.8 kilometres
- 4 newly-created stations: Pont Cardinet, Porte de Clichy, Clichy-Saint Ouen RER C, Mairie de Saint-Ouen
- 9,000 tonnes CO<sub>2</sub> saved per year by modal shift
- 96,000 inhabitants served and 25% desaturation of line 13
- Average saving of 6 minutes for public transport users
- 11 200 full-time equivalent jobs supported by the project, of which 316 FTE supported by 2014 green and responsible bond



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**39 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**1,4 Bn€**

### Environmental management and ecodesign

The work on the project will comply with precise specifications in respect of the environment and regulations in force. The following tools for managing site impact and nuisance factors will be set up: clean site charter, low pollution objective, functional environmental requirement objective, qualitative assessment of health risks, analysis of residual risks and integration of the environmental status.

For example, the site plans to maximise the use of rainwater, and reprocessing of waste water will be carried out by activate charcoal filtering before it is released. It is expected that 900,000 m<sup>3</sup> of excavated soil will be evacuated primarily by waterways in order to limit heavy vehicle traffic. Nuisance pollution will be controlled by the installation of acoustic walls to limit noise and absorbent materials to counteract vibration (next to the *Lycée Balzac*, in Porte de Clichy, for example). The site will be configured to fit into the urban space.

The train maintenance and storage site (SMR) will be installed on a site presenting ground pollution and shallow groundwater which will be cleaned as part of this project.

All trees uprooted for the construction will be replanted later. Other than that, there is no protected site near the construction site.

### Combating climate change and promoting ecological transition

The project will reduce pollution, with an estimated decrease of around 9,000 tonnes CO<sub>2</sub> per year thanks to the modal shift from car to metro. The line operation will have an estimated power consumption of 2,000 tonnes CO<sub>2</sub> on the extended sector; however line operation will not generate greenhouse gases during its operating period.

### Sustainable land use and improved quality of life

The project aims both to increase the supply of transport in a densely populated area and alleviate line 13 to allow a substantial improvement in the conditions of carriage and comfort for users. On the basis of the impact study calculation, it is expected that 25% of current traffic on line 13 will switch to line 14 with this expansion.

The extended Line 14 will offer capacity for 10,000 additional commuters per hour, with a total line capacity of 40,000 passengers per hour. The total number of users of the extended section will be in the order of 21,000 per hour. Moreover, the metro will offer a very high quality service, with 1 train every 85 sec at peak time and every 3 min off-peak. The saving in travel time associated with the extension of line 14 is estimated at 6 minutes per trip for a public transport user and 3 minutes per trip for a private vehicle user.



Planning of this project falls within the Ile-de-France Region Urban Transportation Plan (PDUIF) and the Ile-de-France Region Master Plan (SDRIF). Line 14 will offer more connections and inter-modality. Pont Cardinet station will ensure connection with the Transilien L (Paris Saint-Lazare-Versailles/Cergy), Porte de Clichy and Mairie de St Ouen stations will allow connections with line 13 and the T3; finally, Porte de Clichy station will connect line 14 to the RER C. To these connections will be added the bus lines, Vélib' and Autolib' at ground level. The track has also been planned with a view to a possible further extension northward beyond Mairie de Saint-Ouen.

### **Socially inclusive development, fight against inequality and personal safety**

The new stations of line 14 will be fully accessible to people with reduced mobility. Each new line 14 station will have a nominated "main" entrance, to be used for entering and exiting. In particular, the installation of two lifts per platform to the main entrances of all stations is provided to ensure continuity of passage for wheelchair users. The project will also ensure accessibility of existing infrastructure such as the Transilien Pont Cardinet station. The safety of passengers has been taken into account in accordance with regulations. The sizing and location of equipment will include the presence of a bilateral path facilitating the evacuation of passengers in case of emergency. Ventilation devices will protect stations bordering the tunnel from smoke. Furthermore, emergency services access points between stations are positioned so that the distance between two access points is less than 800 metres. As line 14 is automated, platform screen doors will be installed on the

platforms of the new stations.

In terms of solidarity, this new metro line is integrated into the pricing structure set by the STIF (Ile de France Transport Association) which is already in effect in Île-de-France and which includes social fares financed by the Region to ensure universal access to mobility and public transport.

### **Respect for fundamental rights**

The aim of the project is to open up territories, to meet the growing mobility needs of users and to encourage travel by public transport.

In the framework of its implementation, the project respects fundamental rights of operatives working on site, ensuring their safety and conforming to legislation concerning their health, and putting in place a system of redress to a co-ordinator for health and safety protection on site.

### **Responsible development of the territory**

The project reinforces the attractiveness of the territory in an area where transport infrastructure needs are significant and growing. Eleven urban development zone projects have been launched around the line 14 extended route at Saint-Ouen, Clichy-La-Garenne and in the Batignolles district of Paris.

It is expected that by 2020, the line 14 extension will serve 96,000 inhabitants and 72,000 jobs in an area of 600 meters around the track.

### **Economic development**

On the basis of current estimates, used by the Société du Grand Paris, among others, the project should create 4,660 full-time jobs on site at a total work cost

estimated at EUR 576 million (EUR 1 million invested in public works would generate 8.1 jobs - source: National Federation of Public Works). In addition to this, new permanent positions are created by the running of the line (control and operations, train maintenance). Furthermore, the new services enhance the attractiveness of this area, representing an opportunity for businesses and economic activities.

### Fair practices

In the framework of this project, the Region awards grants to the project developers, the RATP and the STIF, who are subject to the Code des Marchés Publics (public procurement market rules).

### Responsible purchasing

The specifications drawn up by the contracting bodies encompass the environmental requirements of the project. The Region is not involved in the public procurement aspects, the process or the content of the specifications being drawn up directly by the contracting bodies.

### Responsible supplier relations

Cf. previous criterion

### Consultation with the stakeholders

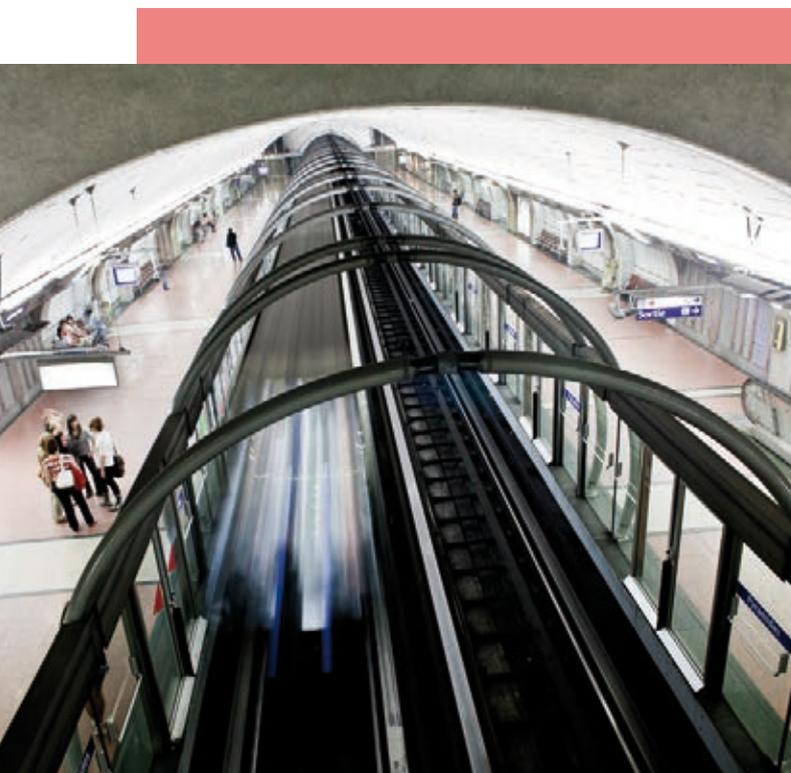
The project Master Plan was approved by the STIF Board of Directors in October 2011. The project was declared public utility in October 2012 following the public interest inquiry which took place in January and February, 2012. The project was again submitted to the same procedure in respect of the law on water, with a new public inquiry organised by the STIF and RATP in

April and May 2014 with a favourable opinion given in June 2014.

The project was also subjected to the traditional consultation process with upstream residents, and the following consultation mechanisms were deployed: public meetings, joint meetings, public inquiry, dedicated website, outreach team of three agents on site on a daily basis, media, such as fact sheets and site signage, newsletters, 'flash info' letters, a permanent magazine and bus placards.

The project is also the subject of further consultation with towns to integrate it with urban planning. For example, Porte de Clichy station supports the City of Paris led project for the redevelopment of avenue Porte de Clichy. Similarly, the establishment of the Maintenance and Storage Site (SMR) of line 14 links into the urban development projects on the site of the Docks de Saint-Ouen Joint Development Zone (ZAC). A meeting has also been set up to coordinate the work of line 14 with sites of different operations within the same perimeter (in particular ZAC de Clichy-Batignolles and ZAC des Docks). Finally, the line 14 extension project from Saint-Lazare to Mairie de Saint-Ouen has been designed in conjunction with the proposed extension of line 14 to Saint-Denis Pleyel, which should take place later under the Contracting Authority of the Société du Grand Paris (SGP).

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



# TRAMWAY T6

PHASE 1: CHATILLON-VÉLIZY  
INAUGURATED ON 13 DECEMBER 2014

PHASE 2: VELIZY-VIROFLAY  
COMMISSIONING SCHEDULED IN 2016

## HIGHLIGHTS:

- Phase 1: 12.1 km of track as far as Vélizy
- Phase 2: 1.6 km of underground track as far as Viroflay
- 7,685 tonnes of CO<sub>2</sub> saved by modal shift
- 41,000 new users and 22 million more journeys per year
- Average saving of 7 minutes for public transport users
- 3 110 full-time equivalent jobs supported by the project, of which 397 FTE supported by 2014 green and responsible bond



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**49 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**384 M€**

### Environmental management and ecodesign

This new tramway line, with its exclusive track, will stretch for 13.7 km between metro line 13 at Châtillon – Montrouge and the Viroflay Rive Droite station. The tramway will serve eight communes in Hauts de Seine and Yvelines. An initial, over ground phase from Châtillon to Vélizy has been completed and is now in service. The second Vélizy to Viroflay phase will cover 1.6km, with an underground section which is under construction.

The project was implemented in an environmentally conscious way, taking account of the environmental issues associated with the works. The huge amount of excavated material (approximately 70,000m<sup>3</sup>), particularly that created by the excavation of the tunnel, was removed by trucks to other modes of transport (for example barges on the river Seine) or taken directly to its end destination. Residual industrial waste (for example wood, cardboard and paper) as well as metallic waste, was collected and recycled. Toxic waste was collected in sealed containers and disposed of by an accredited company on an authorised site. Additionally, water, mud and debris was removed from the tunnel and separated. Waste water was treated before being discharged, by means of a temporary on-site treatment plant. The operation required special attention to the landscape and plants, as it crosses several outstanding natural areas, such as the Forest of Meudon, classified as a Natural Area of Ecological and Fauna and Flora Interest (ZNIEFF) and other Listed Wooded Areas (EBC). Overall, nearly two-thirds of existing trees were

preserved, and the project incorporates the planting of 450 additional trees, an increase of over 50% of the existing tree count along the route.

### Combating climate change and promoting ecological transition

The project will reduce pollution, with estimated savings in the order of 7,685 tonnes of CO<sub>2</sub> per year. Indeed, the aim is to create conditions favourable to a switch from private car use to the new electric tramway in the order of 9%: The increase in passenger traffic linked to the creation of the new line is estimated at 7,380 private car journeys per day. The project will also result in a decrease in bus traffic in favour of the tramway, as the bus network will be revised to avoid duplication, provide best journey times for users and create or reinforce intermodality.

### Sustainable land use and improved quality of life

The project addresses a real transport requirement for these areas, with expected annual traffic of 22 million journeys, equal to an average of 82,000 journeys daily. The new tramway line will improve the quality of life for users: The average time saving for a former user of public transport is estimated at seven minutes per journey, amounting to an annual total saving of 2.4 million hours. The end-to-end trip will take 41 minutes at a commercial speed of approximately 20 kilometres per hour, with the interval between trams at 3½ minutes at peak times and 7 minutes off-peak.

Moreover, in the matter of nuisance, even though noise pollution arising from the provision of the tramway is low to average, acoustic treatment of facades and sound-absorbing screening has been provided for affected buildings. Where vibration nuisance is concerned, the tram tyres used provide a solution mitigating movement vibration. Planning of this project falls within the Ile-de-France Region Urban Transportation Plan (PDUIF) and the Ile-de-France Region Master Plan (SDRIF), bringing improved network coverage to the area in conjunction with other modes of transport: The tramway will connect with line 13 (Châtillon-Montrouge terminus), the RER C and the Transilien at Viroflay. The inauguration of the tramway also brings with it improvements to the urban environment, operating in a sector close to seven Joint Development Zones (ZACs) and six major building development or urban regeneration schemes. These schemes are largely schemes involving accommodation (renovation of housing, demolition and reconstruction), business-related (building of offices and business parks) and public amenities (such as the recently renovated cultural centre of Vélizy).

### **Socially inclusive development, fight against inequality and personal safety**

The 21 tramway stations (two of which are underground) meet security and accessibility criteria for all categories of users.

For people with reduced mobility, platforms at each station are extended to allow for a 5 metre long ramp, allowing ease of access. Rolling stock has low floors, to allow easy access to carriages. In each of the two underground stations, a system of steps, escalators and lifts adapted for people with reduced mobility allow passengers to reach to street level from the platforms. As regards Health and safety, regulations for the construction sites were built into the specifications of contractors undertaking the works. It should be noted that the contracting authorities provided sprinklers on site to dampen down excavation areas in order to minimise airborne dust particles which could be harmful to site workers or residents. Finally each new station is equipped with emergency communication points, surveillance cameras and remote signalling equipment. In terms of solidarity, fares for the new T6 line are in line with the fare structure in force for Ile-de-France, which is fixed by the STIF (Ile de France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport.

### **Respect for fundamental rights**

The aim of the project is to open up territories, to meet the growing mobility needs of users and to encourage travel by public transport.

In the context of its construction, the project respects the basic rights of operatives working on site, particularly in terms of ensuring their safety and conforming to legislation covering their health.

### **Responsible development of the territory**

The project reinforces the attractiveness of the territory in an area where transport infrastructure needs are significant and growing. In particular, it brings improved service to territories which are major employment zones, especially the business zones around Vélizy-Villacoublay. The number of jobs in the study zone has been estimated at 147,000, and the population at 268,600. It is estimated that population growth has remained relatively stable over a long period (+0.19% over 10 years). The new tramway will thus serve 150,000 inhabitants and jobs, within 500 metres of the line.

### **Economic development**

On the basis of current estimates, used by the Société du Grand Paris among others, the project is expected to create 3,110 full-time jobs on site for a total cost of works estimated at EUR 384 million (EUR 1 million invested in public works would generate 8.1 jobs – source : National Federation of Public Works).

In addition to this, new permanent positions are created by the running of the line (control and operations, train maintenance). Furthermore, the new services enhance the attractiveness of this area, representing an opportunity for businesses and economic activities.

### **Fair practices**

In the framework of this project, the Region awards grants to the project developers, the RATP (Autonomous Transport Company for Paris) and the *départements* of Hauts-de-Seine and Yvelines, who are subject to the Code des Marchés Publics (public procurement market rules).

### **Responsible procurement**

The specifications drawn up by the contracting bodies encompass the environmental requirements of the project. The Region is not involved in the public procurement aspects, the process or the content of the specifications drawn up directly by the contracting bodies.

## Responsible supplier relations

Cf. previous criterion.

## Consultation with the stakeholders

The project has been the subject of the traditional consultation process to which all major transportation projects are subjected. The preliminary consultation was held from 15 June 2001 to 6 July 2001. The public enquiry took place in 2005 and the Public Utility Decision was taken by the prefect in 2006. Because of the specific nature of the project, which crosses several areas of outstanding natural interest, special discussions on this issue have taken place throughout the project with the ONF (Forestry Commission) and the DDAF

(Departmental Directorate for Agriculture and Forestry). Information tools in the form of fact sheets and information leaflets, as well as a dedicated website, were set up for residents, local people and businesses to monitor the works.

In addition, a dedicated point of contact was established to liaise with shopkeepers about disturbances the excavation phase may have on their businesses. Compensation protocols were established and negotiated. Compensation commissions were constituted to consider requests based on this protocol before any litigation phase was reached.

<http://tramway-chatillon-viroflay.fr/>



# TRAMWAY T7

PHASE 1: ATHIS-MONS LINK

COMMISSIONED ON 16 NOVEMBER 2013

PHASE 2: ATHIS-MONS – JUVISY-SUR-ORGE

COMMISSIONING SCHEDULED IN 2018

## HIGHLIGHTS:

- Total 14.9 km of track
- 3,030 tonnes of CO<sub>2</sub> saved by modal shift
- 60,000 new users expected throughout the line
- Average saving of 6 to 7 minutes for public transport users
- 4 180 full-time equivalent jobs supported by the project, of which 373 FTE supported by 2014 green and responsible bond



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**46 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**516 M€**

### Environmental management and ecodesign

The project involves the creation of a tramway line between Villejuif and Juvisy-sur-Orge. The first phase, already in service, represents 11.2 km of track and crosses ten municipalities spread over 2 *départements*. The second phase will extend the line by 3.7 km, of which 900 metres will be underground, and will traverse three municipalities of the Essonne.

The project was implemented in an environmentally conscious way, taking account of the environmental issues associated with the works. Thus for Phase 1 excavations, waste sorting, movements of excavated material/ballast and on-site processing of earth and chalk, allowed minimal disruption of road traffic and avoided sending recyclable materials to landfill sites. In addition to this, a maximum amount of material obtained from recycling processes (such as materials made from inert waste, reprocessed household waste or recycled crushed concrete) was used. 12,000 tonnes of contaminated excavated earth was transported by lorry from the site and from maintenance of the tramways at Vitry-sur-Seine to the logistics hub of Tolbiac. This earth was then transported by river to Ghent, in Belgium, for treatment using a biological process, and 100% decontaminated to be later used as construction material. Asbestos removal works (non-friable asbestos) were also carried out ahead of decontamination of the excavated earth. These operations were carried out by a specialist company, in conformity with regulations, with

no risk to personnel or residents.

The storage and maintenance site (SMR) for line T7, situated at Vitry-sur-Seine, was established to address a large number of high quality environmental (HQE) targets. For example, an underground storm tank was constructed to collect rain water (around 275m<sup>3</sup> of water collected each month). The roof of the main building has been constructed so that the slope of the roof is arranged to ensure a maximum of natural lighting, allowing the use of solar panels for hot water. The building's thermal insulation is improved by an increased density of mineral wool.

Finally, the quality of landscaping has been considered throughout the tramway project. It is intended that 2 trees should be replanted for each tree felled. The track base will be vegetated and bordered by low plants. Carpets of Sedum (plants which do not require watering) will be used.

### Combating climate change and promoting ecological transition

The project will reduce pollution, with estimated savings of 3,030 tonnes CO<sub>2</sub> per annum. The intention is to create favourable conditions for a modal shift from private car to the new electric tramway in the order of 12% in phase 1 and 10% in phase 2.

Furthermore, the effect of the new tramway line on modal shift will be greater in the Orly area, due to the Aéroports de Paris objective of achieving a 30-35% modal shift in the context of its "Cœur d'Orly" (Heart

of Orly) initiative, which will, in parallel, reduce car parking requirements. The bus network will also be restructured so as to discontinue lines overlapping the T7 tramway, reducing sources of pollution accordingly.

### **Sustainable land use and improved quality of life**

The project addresses a real transport requirement for these areas, with annual traffic of 9.7 million journeys estimated on the first section and 6.5 million journeys on the phase 2 section. 60,000 passengers per day are expected over the whole line, incorporating phases 1 and 2. Traffic for the T7 extension is estimated at almost 2,800 passengers per hour at peak times.

The new tramway line will improve the quality of life for users, offering significant time savings. Operating on its unique track, good reliability and a faster commercial speed is assured, as the tramway is separated from other traffic. The average time saving for a former public transport user is estimated at six minutes per journey over the first section and seven minutes over the second.



Once phase 2 is in service, the journey between Villejuif and Juvisy will take 47 minutes, with a commercial speed estimated at 21km per hour, and an interval between trams of 5 minutes at peak times.

During phase 2, works will be staggered so as to limit disruption to traffic and to the lives of local people (residents and traders). Nuisance to residents close to the tramway is likely to be minimal, this mode of transport generating very little noise, as it is powered by electricity. Additionally, anti-vibration matting will be fitted to dampen vibration and provide insulation for residents close to the track.

Planning of this project falls within the Ile-de-France Region Urban Transportation Plan (PDUIF) and the Ile-de-France Region Master Plan (SDRIF). The project will particularly benefit the Orly-Rungis sector, currently served only by the 2 RER C stations (Rungis La Fraternelle and Pont de Rungis) in terms of mass

transportation. It will also offer the area improved interconnectivity with other modes of transport, thanks to a comprehensive reorganisation of public space. It will provide an opportunity to re-think arterial transport routes such as the RN7, with a view to integrating it with the tramway, vehicular traffic (with a reduced speed of 50 kmph) and ‘soft’ transport, by creating wide pavements and cycle routes which are safer and more user-friendly. The issue of parking will also be taken into account, to ensure fair sharing of public space. Phase 1 of the tramway connects with metro line 7 at Villejuif-Louis Aragon, the TVM (tramway) at Rungis International Market (MIN), RER line C at Rungis la Fraternelle and numerous bus routes. Its extension to Juvisy-sur-Orge will allow for connection with RER lines C and D and Orly airport South Terminal. It will form a strategic axis, as the exchange terminal of Juvisy is the second largest station of Ile-de-France (outside of Paris), used by 60,000 passengers, 1,000 trains and 1,300 buses every day. In the longer term, the project will be linked with other proposed infrastructure (master plans for RER lines C and D, creation of line 15 south of the Grand Paris Express and establishment of the Massy to Evry Tram-Train).

Furthermore, some densification and urbanisation operations were launched before the inauguration of the tramway service, based on the structural characteristics of such an infrastructure. The tramway project is centred on the Orly-Rungis area, but the route also serves development projects such as the Adolphe Chérioux Joint Development Zone (ZAC) at Vitry-sur-Seine (centre of excellence for jobs, training and research), the Cancer Campus project a Villejuif (research and training) and various housing or mixed projects (ZAC Plateau / Moulin Vert, RD7 North).

### **Socially inclusive development, fight against inequality and personal safety**

The 24 tramway stations (18 in phase 1 and six in phase 2, including 1 underground station) meet safety and accessibility criteria for all categories of users. All stations will be accessible to people with reduced mobility, and rolling stock will have low floors to allow easy access to carriages for everyone.

The “Observatoire” underground station, located 17 metres underground, will be equipped with lifts and escalators.

As regards Health and Safety, each new station is equipped with emergency communication points, surveillance cameras and remote signalling equipment. Additionally, in respect of works sites, regulations were built into the specifications of contractors undertaking the works. In terms of solidarity, fares for this new tramway line are in line with the fare structure in force

for Ile-de-France, which is fixed by the STIF (Ile de France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport.

### **Respect for fundamental rights**

The aim of the project is to open up territories, to meet the growing mobility needs of users and to encourage travel by public transport.

In the context of its construction, the project respects the basic rights of operatives working on site, particularly in terms of ensuring their safety and conforming to legislation covering their health.

### **Responsible development of the territory**

The project reinforces the attractiveness of an area where transport infrastructure needs are significant. The project is at the heart of a community of 2 million inhabitants of the Saclay plateau in the Val d'Yerres, and the study section along the route encompassed 136,000 jobs and 283,000 inhabitants (1999 census). The distribution of employment and population does, however, vary according to the urban sectors; population density is high in the north, very low in the central area of the project and variable in the south. The extension of line T7 will serve an additional 24,000 jobs and 49,000 inhabitants. In particular, the new tramway line will serve the Orly-Rungis area of high employment, made up of the Rungis international market (MIN), the SILIC (office park) and the heart of Orly, and which accounted for 70,000 jobs in 1999 making it the third largest area of high employment by order of importance in the Ile-de-France region (150,000 employed in the Roissy high employment area and 120,000 in La Défense). The Orly area is made up of 220,00m<sup>2</sup> of logistics platform, 174,000m<sup>2</sup> of offices (for 2011), over 220,000m<sup>2</sup> of commercial area and 2,000 hotel rooms. In addition, the "Cœur d'Orly" (Heart of Orly) project covers 350 hectares, with construction projects in the tertiary sector, freight, industry and hotels. Ultimately, 1 million square metres could be developed, and 50,000 jobs generated.

### **Economic development**

Based on current estimates, used by the Société du Grand Paris among others, the project is expected to create 4,180 full-time jobs on site for a total cost of works estimated at EUR 292 million for phase 1 and EUR 224 million for phase 2 (EUR 1 million invested in public works would generate 8.1 jobs – source: National Federation of Public Works).

Furthermore, in the context of phase 1 of the tramway, 5% of the total hours dedicated to the works were reserved for people who were unemployed or returning

to the workplace. These social and vocational clauses figured in the contracts of companies working on the tramway construction. Additionally, new permanent positions will be created to allow for the running of the line (control and operations, train maintenance). Furthermore, the new services enhance the attractiveness of this area, representing an opportunity for businesses and economic activities.

### **Fair practices**

In the framework of this project, the region awards grants to the project developers, namely the RATP (Autonomous Transport Company for Paris) and the STIF (as well as the département of Val-de-Marne for phase 1), who are subject to the provisions of the Code des Marchés Publics (public procurement market rules).

### **Responsible purchasing**

The specifications drawn up by the contracting bodies encompass the environmental requirements of the project and the social clauses. The Region is not involved in the public procurement aspects, the process or the content of the specifications drawn up directly by the contracting bodies.

### **Responsible supplier relations**

Cf. previous criterion.

### **Consultation with the stakeholders**

The project has been the subject of the traditional consultation process to which all major transportation projects are subjected. With regard to phase 1, preliminary consultation was organised from November 2000 until January 2001. The public enquiry took place from December 2003 to February 2004 and the Public Utility Declaration (DUP) was enacted by the Prefect in 2005. With regard to phase 2, preliminary consultation was organised in 2008. The public enquiry took place from 21 May to 22 June 2013 and the Public Utility Declaration (DUP) was enacted by the Prefect of Essonne on 27 November 2013. The extension of the line will be coordinated with the renovation project for the Juvisy-sur-Orge RER station (coming into service during 2020).

Information tools in the form of fact sheets and information leaflets were provided for residents, local people and businesses to monitor the works, in addition to a dedicated website and visits to the phase 1 site.

<http://www.tramway-t7.fr>

# TRAMWAY T8 COMMISSIONED ON 16 DECEMBER 2014

COMMON CORE: PORTE DE PARIS AND LA POTERIE

FIRST LINE: LA POTERIE - EPINAY ORGEMONT

SECOND LINE LA POTERIE – VILLETANEUSE UNIVERSITÉ

## HIGHLIGHTS:

- Total 8.45 km of track
- 2,920 tonnes of CO<sub>2</sub> saved by modal shift
- 55,000 new users and 16 million more journeys per year
- Average saving of 4.5 minutes for public transport users
- 1 815 full-time equivalent jobs supported by the project, of which 689 FTE supported by 2014 green and responsible bond



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**85 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**224 M€**

### Environmental management and ecodesign

The project involves the creation of a forked tramway line connecting the Porte de Paris at Saint-Denis and the Orgemont district of Epinay-sur-Seine with the University of Villetaneuse. The project covers the municipalities of Saint-Denis, Epinay-sur-Seine and Villetaneuse, in the *Département* of Seine-Saint-Denis. The line is 8.45km long, with a common core of 2.65 km: the Epinay-sur-Seine branch is 4.2km long, and the Villetaneuse branch 1.6km.

The project was implemented in an environmentally conscious way, taking account of environmental issues associated with the works, including noise pollution, site waste management, the protection of trees and existing fixtures, cleanliness and toxic waste. The works timetable was drawn up to allow optimal organisation of sites, with a view to avoiding downtime: A Scheduling, Management and Coordination (OPC) unit was established and charged with this organisation. The project also forms part of the HQE (High Environmental Quality) initiative launched by the RATP (Paris Regional Transport Authority) for its Maintenance and Storage Sites (SMR – site for storage and maintenance of carriages) with increased vigilance given to 10 targets of HQE certification. For example, in respect of energy management, the project involves the installation of solar panels in roofing for the provision of hot water in public buildings. Green roofs will also be installed, to promote a harmonious relationship with the surrounding environment. The installation of this tramway in an already dense urban environment will not

degrade the ambient noise level.

Although the track does not pass through any protected nature areas or zones, consideration has been given to the landscaping and planting of the tramway. In this context, the base of the tramway has been turfed in some sections, allowing for further effective landscaping. The project has also provided a tree maintenance opportunity: existing trees in good health condition have been preserved wherever technical requirements of the project have allowed it. Trees in a poor state of health have been replaced.

### Combating climate change and promoting ecological transition

The project will reduce pollution, with estimated savings in the order of 2,920 tonnes of CO<sub>2</sub> per annum. Its aim is to create favourable conditions for a modal shift from private car to the new electric tramway in the order of 6%: The increased traffic associated with the establishment of the line would be the equivalent of 5,260 journeys per year by private car. Parking requirements would be reduced to 2,100 spaces and the distance travelled by private cars would be reduced by 8.58 million kilometres, of which 5.97 million on congested routes.

The project will also lead to less bus traffic, to the benefit of the tramway, by extending intermodality and eliminating duplication of routes with the object of reducing user journey time and creating or strengthening connecting services.

## **Sustainable land use and improved quality of life**

The project answers a real transport need for these areas, with an expected 16 million journeys per year, representing average daily traffic of 55,000 journeys. During the morning rush hour, it is estimated that 6,200 passengers will use this transport.

The new tramway line will improve the quality of life for users, offering significant time savings. Furthermore, operating on its own track (with the exception of a small part of the line) will assure good reliability and a faster commercial speed, as the tramway is separated from other traffic. The average time saving for a former public transport user is estimated at 4.5 minutes per journey, with a total time saving of 1.14 million hours. The journey from Porte de Paris and Epinay-Orgefont will take 22 minutes, and the journey between Porte de Paris and University of Villeteuse, 14 minutes. Commercial speed will be 18.4km per hour, with an interval between trams of three minutes along the shared section and six minutes along the branch lines during peak hours: during off-peak hours, these intervals will be five minutes and ten minutes respectively.

The development of this project falls within the Ile-de-France Regional Urban Transportation Plan (PDUIF) and the Ile-de-France Region Master Plan (SDRIF). It also forms part of the Departmental Cycle Routes Scheme (SDIC) of the Department of Seine-Saint-Denis. The project therefore supports a comprehensive redevelopment of public space with improved distribution of traffic and parking functions and the integration of 'soft' traffic, tree planting and new street furniture. It further allows for better integration of the territory with other modes of transport, as the tramway will connect with Metro line 13 at Saint-Denis University station (370,000 passengers per day), with RER C at Epinay-sur-Seine (4,280 arrivals per day), the future Northern Tangential line and with line T1 at Saint-Denis station.

The T8 project also fits in with many urban development projects along its route, such as the development of the university and urban centre of Villeteuse, and the Porte de Paris Joint Development Zone (incorporating the establishment of a new school and new housing and business units).

## **Socially inclusive development, fight against inequality and personal safety**

The 17 tramway stations meet safety and accessibility criteria for all categories of users. All stations will be accessible to people with reduced mobility, and rolling stock will have low floors to allow easy access to

carriages for everyone.

As regards Health and Safety, a Health and Safety coordinator (SPS) has been designated by each of the contracting authorities, and will participate in the Consultation Group for Health and Safety (CC-SPS). The regulations in force for the construction sites were built into the specifications of contractors undertaking the works. Finally, each new station is equipped with emergency communication points, surveillance cameras and remote signalling equipment. It should be noted that the maintenance and storage site has been designed to comply with the requirements of the Labour Code, particularly in respect of fire safety and accessibility for disabled workers.

In terms of solidarity, fares for this new tramway are in line with the fare structure in force for Ile-de-France, which is fixed by the STIF (Ile de France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport.

## **Respect for fundamental rights**

The aim of the project is to open up territories, to meet the growing mobility needs of users and to encourage travel by public transport.

In the context of its construction, the project respects the basic rights of operatives working on site, particularly in terms of ensuring their safety and conforming to legislation covering their health.

## **Responsible development of the territory**

The project reinforces the attractiveness of an area where infrastructure and transport needs are significant and growing.

The districts served have experienced high and continuous population growth since 1999. They are largely districts already densely populated (165,000 inhabitants in 2005) due to the predominance of collective housing. Serving these areas will assist in their social development, breaking their isolation with direct and rapid access to collective transport (Orgemont quarter of Epinay-sur-Seine, Allende district of Villeteuse, Fabien district of Saint-Denis). The new tramway line will serve 56,300 residents living less than 400 metres from the line, of whom 27,700 do not currently have access to large communal transport. Across the whole sector, nearly 35% of residents will benefit from the new service. The people of Epinay-sur-Seine will especially benefit, with 57% of the town's population served by T8.

The districts served also constitute an area of high employment, with an estimated 68,000 jobs in 2015.



Partly because available local skills do not match the demand, the majority of workers live outside the area. The tramway project will therefore facilitate their travel.

### **Economic development**

On the basis of current estimates, used by the Société du Grand Paris among others, the project is expected to create 1,815 full-time jobs on site for a total cost of works estimated at EUR 224 million (EUR 1 million invested in public works would generate 8.1 jobs – source : National Federation of Public Works).

In addition to this, new permanent positions are created by the running of the line (control and operations, train maintenance). Furthermore, the new services enhance the attractiveness of this area, representing an opportunity for businesses and economic activities.

### **Fair practices**

in the framework of this project, the Region awards grants to the project developers, namely the RATP (Autonomous Transport Company for Paris), the

Département of Seine Saint-Denis, the Plaine de France Public Development Association (EPA) and the STIF, who are subject to the provisions of the Code des Marchés Publics (public procurement market rules).

### **Responsible purchasing**

The specifications drawn up by the contracting bodies encompass the environmental requirements of the project. The Region is not involved in the public procurement aspects, the process or the content of the specifications drawn up directly by the contracting bodies.

### **Responsible supplier relations**

Cf. previous criterion.

### **Consultation with the stakeholders**

The project has been the subject of the traditional consultation process to which all major transportation projects are subjected. The project was submitted to public enquiry from November 2006 to January 2007 and was declared public utility by the Prefect of Seine

Saint-Denis on 26 December, 2007. Special measures were taken concerning land acquisitions in view of the many acquisitions carried out across the three municipalities.

All work carried out on or under public rights of way was subjected to a coordination procedure designed to minimise disruption to local life. Communes were consulted in determining site locations. Temporary use of land, other than public land, was subject to agreement with landowners. Sites were rehabilitated at the end of works, and landowners compensated.

The T8 project was drawn up and carried out in conjunction with other projects along its route (e.g. Peigne operation, etc.). Collaboration was also

considered with some other projects; for example, a connection between lines T1 and T8 facilitating the sharing of industrial site maintenance equipment was accounted for in the project. The project is also 'transferable' inasmuch as a Phase Two for T8 is envisaged with the extension from Saint-Denis -Porte de Paris as far as Rosa Parks.

Information tools in the form of fact sheets and information leaflets, as well as a dedicated website, were set up for residents, local people and businesses to monitor the works.

<http://www.tram-y.fr>



# NORTH TANGENTIAL

PHASE 1: EPINAY – LE BOURGET  
WORK IN PROGRESS - COMMISSIONING  
SCHEDULED IN 2017

PHASE 2: SARTROUVILLE - EPINAY  
ET LE BOURGET – NOISY-LE-SEC

## HIGHLIGHTS:

- Phase 1: 11 km of track
- Phase 2: track extended by 17 km
- 22,700 tonnes of CO<sub>2</sub> saved by modal shift
- 110,000 new users representing 62.7 million more journeys per year
- Average saving of 10,4 minutes for public transport users
- 4 915 full-time equivalent jobs supported by the project, of which 332 FTE supported by 2014 green and responsible bond



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**41 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**607 M€**

### Environmental management and ecodesign

This project involves creating a new double track tram-train line over 28 kilometres, parallel with the Grande Ceinture. Ultimately, the North Tangential will serve thirteen municipalities of Seine-Saint-Denis, Val-d'Oise and Yvelines. The first section, between Epinay and Le Bourget stretches for 11 kilometres, serving seven stations. In phase 2, the line will be extended 12 kilometres west to Sartrouville (serving four stations), and five kilometres east to Noisy-le-Sec (serving three stations).

The project complies with drastic environmental regulations. The maintenance workshop which will be constructed at the Noisy-le-Sec terminus will be equipped with solar panels, a green roof, and a rainwater recovery system. The six new stations will be subject to HQE (High Environmental Quality) standards and optimal site integration, with individual architectural aspects, giving the project a strong identity. The choice of established construction techniques and “eco-friendly” materials will reduce the environmental impact. Throughout the line, water retaining tanks will collect rainwater and regulate its discharge into existing drainage systems.

Finally, the North Tangential crosses areas of special natural interest, such as the Fort de Romainville, the Berges de Seine in Epinay and the Ile Saint-Denis, in addition to the Courneuve Park, classified as a Natura

2000 Zone, which is a natural habitat for the Little Bittern, a protected species of bird. Flight barriers will be installed in the Courneuve Park to prevent this species of bird flying at low altitude near the tracks.

### Combating climate change and promoting ecological transition

The project will reduce pollution, with estimated savings in the order of 22,700 tonnes of CO<sub>2</sub> per year. The intention is to create favourable conditions for a modal shift from private car to the new tram-train line estimated at 19% for the phase one track alone. The project will also result in a decrease in bus traffic in favour of the tramway. Once the tramway is completed, the bus network will be revised with a view to avoiding duplication of services, providing the best travelling times for users and creating or improving connecting services.

### Sustainable land use and improved quality of life

The project answers a real transport need for this area, creating a rapid bypass connecting the large business areas (La Défense, La Plaine Saint-Denis and the Roissy-Charles-de-Gaulle airport hub) without connections via Paris. Indeed, it is anticipated that direct, non-connecting journeys will represent 46% of journeys travelled on the line. Expected annual traffic will be 62.7 million journeys across the whole line, representing average daily traffic of 220,000 journeys.

The new tramway line will improve the quality of life for user. The average time saving for a former public transport user is estimated at 10,4 minutes per journey. Journey time between the two terminuses of phase one will be 15 minutes. It will take 43 minutes to reach the Roissy II Business Park from Epinay (via RER B at Le Bourget) and 30 minutes to reach the Gare de Lyon in Paris (from Dugny-La-Courneuve and via RER D at Pierrefitte-Stains). The interval between services is likely to be five minutes during peak hours (9,400 passengers per hour are expected during peak hours on Phase One) and ten minutes during off-peak times. The service performs an equally important function in joining existing radial networks.

In addition, the North Tangential will receive significant support from the environmental and urban integration plan. Acoustic screens will be erected along 13 kilometres of track, not only ameliorating noise pollution generated by the project itself, but also fully absorbing black spots of noise pollution caused by goods trains using the neighbouring Grande Ceinture. Approximately 80 buildings will also be protected by treatment of their facades. Planning of this project falls within the Ile-de-France Region Urban Transportation Plan (PDUIF) and the Ile-de-France Region Master Plan (SDRIF). The project plays an important role by connecting the area with other modes of transport. In phase 1, the North Tangential will connect with RER line C and the T8 at Epinay-sur-Seine, with the Transilien H at Epinay-Villetaneuse, with RER line D at Pierrefitte-Stains and with RER line B at Le Bourget. In phase 2, the line will connect with RER lines A and E and with line L of the Transilien, with the future extension of line 5 to Bobigny-la-Folie. Existing stations will be thus transformed into connecting points. This project is also closely interlinked with that of the Grand Paris Express: interconnections and networking of the area will be even more significant once the Grand Paris Express comes into service.

Finally, a “transport management” charter has been initiated in parallel to the ongoing Phase One work on the North Tangential, by the Planning Directorate and the Community of Conurbation of the Plaine Commune and enshrined in the objectives of the Grand Paris Express Plaine de France. This initiative is aimed partly at the elaboration of an urban development strategy for the line and partly at finding cohesion between the various public bodies in favour of sustainable urban development for better articulation between development projects and the creation of the North Tangential.

### **Socially inclusive development, fight against inequality and personal safety**

The project is directly involved in combatting territorial inequalities. The North Tangential is subscribed to the Plan Espoir Banlieues, which is aimed specifically at opening up problem neighbourhoods by improving their access to public transport. In addition, fares for the North Tangential are in line with the fare structure in force for Ile-de-France, which is fixed by the STIF (Ile de France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport. The 14 stations along the line (including six new) conform to accessibility regulations for persons of reduced mobility both at station entrances and exits and at platform level. In addition, rolling stock has low floors to facilitate access to carriages. As regards Health and safety, regulations for the construction sites were built into the specifications of contractors undertaking the works. Each new station will be staffed by SNCF personnel until the last train, and will also be equipped with emergency communication points, surveillance cameras and remote signalling equipment. Finally, the project will see the removal of all 14 level crossings on the Grande Ceinture between Sartrouville and Noisy le Sec (three pedestrian and 11 vehicle crossings), which will greatly improve trackside safety as well as contributing to eliminating the “dividing effect” caused by the presence of a rail track.

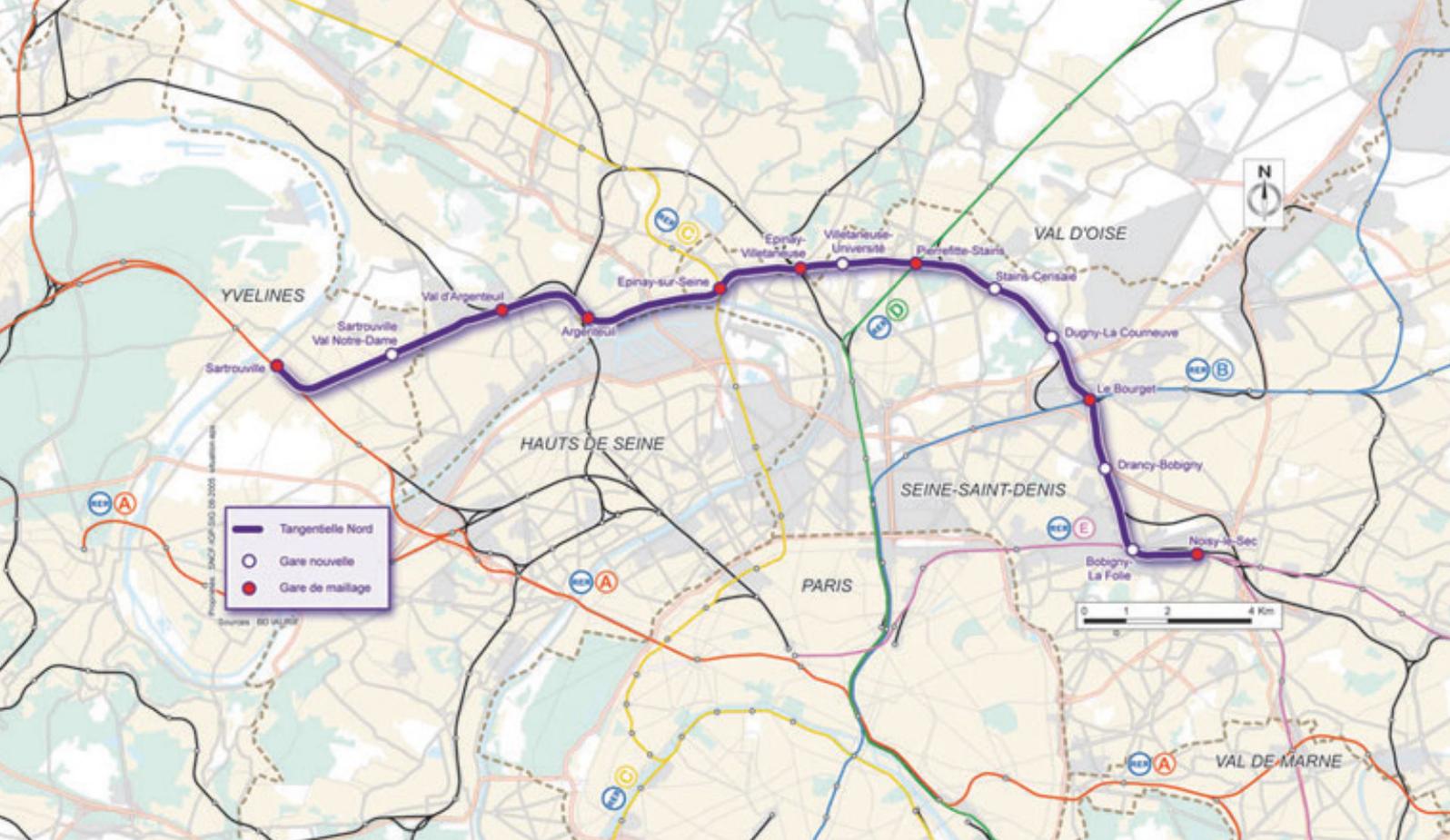
### **Respect for fundamental rights**

The aim of the project is to open up territories, to meet the growing mobility needs of users and to encourage travel by public transport.

In the context of its construction, the project respects the basic rights of operatives working on site, particularly in terms of ensuring their safety and conforming to legislation covering their health.

### **Responsible development of the territory**

The project reinforces the attractiveness of the territory in an area where transport infrastructure needs are significant and growing. The North Tangential will greatly improve travel conditions in the sector, directly benefitting a catchment area comprising around 3.5 million inhabitants and 1.2 million jobs. As to population, the 16 municipalities covered by the study represented about 547,000 inhabitants, with a very heterogeneous demographic. Argenteuil, with 93,960 inhabitants is the largest municipality (main town of the department of the Val d’Oise and fourth of Ile-de-France), whereas Dugny accounts for barely 8,640 inhabitants. Between these two extremes, Bobigny,



Drancy, Epinay-sur-Seine and Sartrouville account for between 40,000 and 60,000 inhabitants. The number of jobs within the perimeter of the communes directly served by the Tangentielle is approximately 170,000 and is about 416,000 when that perimeter is extended to include neighbouring communes, representing respectively 9.5% and 23.5% of jobs in the inner suburbs (1999 data).

### Economic development

On the basis of current estimates, used by the Société du Grand Paris, among others, the project should create 4,915 full-time jobs on site at a total work cost estimated at EUR 607 million (EUR 1 million invested in public works would generate 8.1 jobs - source: National Federation of Public Works). Additionally, new permanent positions will be created to allow for the running of the line (control and operations, train maintenance). Furthermore, the new services enhance the attractiveness of this area, representing an opportunity for businesses and economic activities.

### Fair practices

In the framework of this project, the Region awards grants to the project developers, the STIF, SNCF Mobility (formerly SNCF) and SNCF Network (formerly RFF), who are subject to the provisions of the Code des Marchés Publics (public procurement market rules).

### Responsible purchasing

The specifications drawn up by the contracting bodies encompass the environmental requirements of the project. The Region is not involved in the public procurement aspects, the process or the content of the specifications drawn up directly by the contracting bodies.

### Responsible supplier relations

Cf. previous criterion

### Consultation with the stakeholders

The project has been the subject of the traditional consultation process to which all major transportation projects are subjected. Preliminary consultation was organised in 1999 and again in 2003 on a variation representing the current project. The public enquiry took place from 6 November to 16 December 2006 and the Declaration of Public Utility was declared on the entire project, from Sartrouville to Noisy-le-Sec, by order of the Prime Minister, published in the Official Journal of 19 May 2008. Information brochures and leaflets and a dedicated website were provided for residents and businesses to monitor the progress of the works.

<http://www.tangentiellenord.fr>

# PLAN FOR BUS WITH DEDICATED TRACK & BUSWAY LAYOUT

EXAMPLE: HIGH SERVICE LEVEL BUS LINKING THE RER D STATION AND THE RER B STATION

ANTICIPATED IMPLEMENTATION END OF FIRST QUARTER 2016

## HIGHLIGHTS:

- 10 km of track
- 7,200 new users each day
- Time gains of more than 25 minutes per journey for public transport users
- 280 full-time equivalent jobs supported by the project, of which 8 FTE supported by the 2014 green and responsible bond



FINANCED BY 2014 GREEN & RESPONSIBLE BOND

**1 M€**

GLOBAL AMOUNT OF THE PROJECT

**35 M€**

### Environmental management and ecodesign

This project concerns the creation of a new High Service Level Busway (BHNS), over 10 kilometres, eight of which use a dedicated track. It will connect two RER stations of lines B and D, and will pass through six communes within the departments of Val d'Oise and Seine-Saint-Denis. In total, eight new stations will be created. The project has been developed in an eco-design context. The line will be subject to specific landscaping to enhance the project and integrate it with its surroundings. In particular, the BHNS will cross the Gonesse Triangle, which is an important agricultural area. The project has been conceived in such a way as to limit expropriation and land acquisition so as to avoid, as far as possible, the use of agricultural land, which is under severe pressure in the Ile de France.

Furthermore, the project provides for water management of the areas created, and in certain cases, areas which join existing roads, as is the case where the Croult stream is crossed. Thus, across the whole project, an area of almost 12 ha requires new water management structures (ditches, underground drainage and tanks) to be constructed. This will allow not only for water management of the project itself, but also an improvement of the status quo, by management of areas not currently regulated. The project owner is committed to 1:1 compensation for land affected by the project, in particular enhancing the areas surrounding the BR2 basin which will be created as part of the project. The zone will be lightly planted, and wetland dependent species introduced. These new habitats will be subject to regular monitoring by an ecologist, already present during the construction to verify correct environmental planning. The project does not affect any protected nature zones of Natura 2000 or ZNIEFF.

### Combating climate change and promoting ecological transition

The project will reduce pollution levels, encouraging modal shift and the use of public transport. It is also anticipated that rolling stock used on the line will be hybrid vehicles, limiting fuel consumption and the emission of greenhouse gases.

### Sustainable land use and improved quality of life

The project addresses a real need for efficient interconnection of the two stations. The current journey time is between 45 and 60 minutes by bus or rail connection. The introduction of BHNS will reduce this time to no more than 25 minutes. In total, it is estimated that 7,200 passengers will use this new line every day, making very significant time savings on their journeys. The line also offers a more regular service, thanks to having its own dedicated busway. A service interval of six minutes at peak hours and 15 minutes at off peak times is anticipated. A passenger information system will be available at stations. In terms of development, this project falls within the Ile-de-France Region Urban Transportation Plan (PDUIF) and the Ile-de-France Region Master Plan (SDRIF). The project is intended to complement the Gonesse railway project, part of the 2020 Transport Mobilisation Plan, and eventually the BHNS will connect with line 17 of the New Grand Paris. The bus will, in the main, use existing track, redesigned to be shared between public transport, pedestrians and bicycles. Thus the project will also allow for the creation of pedestrian routes.

### Social inclusive development, fight against inequality and personal safety

The project is directly involved in combatting territorial

inequalities. The Gonesse BHNS is partly subscribed to the Plan Espoir Banlieues, which aims specifically to contribute to the opening up of difficult neighbourhoods by improving their access to public transport and promoting the urban renewal of these areas. In addition, the project is in line with the fare structure in force for Ile-de-France, which is fixed by the STIF (Ile de France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport. In terms of accessibility, both platforms and vehicles will be accessible to people with reduced mobility. The stations, for example, will be positioned in a straight line, to allow accurate 'docking' and facilitate access for people with reduced mobility. Stations will also have access ramps. As regards Health and safety, regulations for the construction sites were built into the specifications of contractors undertaking the works.

### **Respect for fundamental rights**

The aim of the project is to open up territories, to meet the growing mobility needs of users and to encourage travel by public transport.

### **Responsible development of the territory**

The project reinforces the attractiveness of the territory in an area where transport infrastructure needs are significant and growing. The areas served by the Gonesse BHNS project have witnessed the effects of constant development, with continuous population and employment growth since 1999. The population of the seven municipalities within the study area represented about 235,000 inhabitants in 2015, with an expected growth in excess of 5% by 2030. In employment terms, the number of jobs within the communes crossed by the BHNS is approximately 172,000. The project will serve the employment zones located along its path, including the future Urban Park of Gonesse, the shopping centres such as Paris North 2 Commercial Centre, as well as public facilities, such as Gonesse hospital. In total, it is estimated that the number of employees and residents served in the vicinity of the line will be almost 19,000. It should be noted that the project includes measures to financially compensate farmers whose land is affected by the construction phase (calculated according to the type of crop affected).

### **Economic development**

On the basis of current estimates, used by the Société du Grand Paris, among others, the project should create 280 full-time jobs on site at a total work cost estimated at EUR 34.5 million (EUR 1 million invested in public works would generate 8.1 jobs - source: National Federation of Public Works). Additionally, new permanent positions will be created to allow for the running of the line (control and operations,

train maintenance). Furthermore, the new services enhance the attractiveness of this area, representing an opportunity for businesses and economic activities.

### **Fair practices**

In the context of this project, the Region provides grants to STIF (Ile de France Transport Association), the project owner, which has delegated project management to the Department of the Val d'Oise, subject to the Public Procurement Code. Once the project is launched, the Region is responsible for managing the implementation of financing by means of its financing agreements and monitoring procedures. It has the right to scrutinise the spending of grant allocations at follow-up meetings arranged between contractors and project financiers such as the Funding Agreements Monitoring Committee (CSCF) or Financing Committees. Beyond financing and monitoring the project, the Region is involved at a very early stage in its effective launch. By virtue of its expertise in regional development, the Region participates in the definition of large transport projects within its territory, and contributes to the development of Pre-Project studies (AVP) validating the project's objective cost, over which the Region exercises a right of scrutiny.

### **Responsible purchasing**

The specifications, developed by the contracting authority, encompass environmental requirements related to the project. The Region is not involved in the public procurement aspects, the process or the content of the specifications being drawn up directly by the contracting bodies.

### **Responsible supplier relations**

Cf. previous criterion

### **Consultation with the stakeholders**

The project has been the subject of the traditional consultation process to which all major transportation projects are subjected. The project was submitted for consultation from the 14th June to the 13th July 2011, following four public information meetings and debates, supported by exhibitions and the presence of an itinerant project presentation bus. The project was submitted to public enquiry from 12 June to 16 July 2013 and was declared public utility in January 2014 by the Prefects of the Val d'Oise and Seine-Saint-Denis. Information was made available to residents and businesses in the form of leaflets and information brochures, as well as a dedicated website.

<http://www.valdoise.fr/10700-ligne20-bus-a-haut-niveau-de-service.htm>

# SOFT TRAFFIC SYSTEM

## EXAMPLE: BUILDING OF THE LONDON PARIS GREEN AVENUE

### HIGHLIGHTS:

- 400 km track between Paris and London
- A continuous system of non-motorised soft-traffic paths connected to the existing transport network
- A project promoting sustainable tourism



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**1,8 M€**

#### Environmental management and ecodesign

The “Green Avenue London-Paris” (AVLP) project involves creating a functional and marked tourist route from Paris to London by means of continuous traffic-free paths, connected to existing transport networks, with a planned length of about 400 km. On the French side, you can reach Paris by narrow marked trails and greenways, through the departments of Seine-Maritime, Eure, Oise, Val-d’Oise, Yvelines, Hauts-de-Seine and Seine-Saint-Denis. On the British side, the route uses the National Cycle Network tracks and the cross-channel link is made at Dieppe – Newhaven.

The project is part of an eco-design strategy. It involves the development of existing spaces, taking advantage of reconverted former railway lines to the benefit of leisure activities and environmental protection. The construction work for building the cycle route will not generate any environmental disturbances. The infrastructure quality and the international aspirations of this initiative, driven by the desire to link London and Paris in 2012, was highly praised and won recognition by the award of the 1st prize in the «Excellence» category of the European version of the Greenways Awards.

This award will further contribute in promoting greenway good practices. In fact, the “greenway” label describes a dedicated communication route reserved to non-motorised travel that ensures user-friendly and safe use.

#### Combating climate change and promoting ecological transition

This project has qualitatively contributed in combating climate change, by promoting the use of bicycles as a form of transport that does not rely on consumption of fossil resources.

#### Sustainable land use and improved quality of life

The project is part of efforts to find new uses for railway lands left fallow, precisely at a time when popular enthusiasm for bicycle-riding was taking shape. Thus, the project offers benefits in terms of quality of life while promoting alternative tourism and leisure practices and a new travel concept. In this framework, the “slow travel” is becoming the very purpose of the journey rather than just a “practical” way to reach a certain holiday location. “The itinerary passes through several regions, inviting the discovery of sites of interest and historical monuments and acquainting users with landscapes and architectural and cultural assets. 35% of the route comprises roads fully dedicated to “green” travel and accessible to bicycle riders, roller skaters, pedestrians and people with limited mobility. Connections with public transport networks particularly railways are planned, thereby promoting inter-operational modes of transport.

#### Socially inclusive development, fight against inequality and personal safety

One objective of this project is to provide an affordable itinerary for all budgets, by offering a diversified range



of eating and lodging options along the route (camping, bed and breakfast, hotels). It also aims to ensure suitable conditions of safety and comfort to enable bicycle tourism of one to several days.

### **Respect for fundamental rights**

The project contributes to the well-being of all and promotes freedom of movement.

### **Responsible development of the territory**

The project promotes heritage sites by making landscapes and architectural and cultural places of interest accessible by bicycle.

### **Economic development**

The project develops and promotes a sustainable tourism sector that combines economic development, eco-mobility, promotion of heritage sites and regional planning. Cyclotourism projects in general stimulate economic development. Thus, the General Assembly of the Association for Development and Promotion of the London-Paris Green Avenue held on 30 September 2014 noted its tangible effects on tourist activity. For example, the Vexin Regional Nature Park can now accommodate this new type of visitors, while the Tourist Development Agency of Oise mentioned that 17 tour operators are already marketing AVLPL tours for which 3 dedicated trail guides in English, French and Italian have been published. Encouraged by these facts, local communities have opted for investing in development, in anticipation of the economic benefits of the project. Furthermore, in addition to the lodging and catering services offered over the entire length of the route, cycling supplies stores and industries will also develop to meet the new demand.

### **Fair practices**

Project owners that will receive regional funding are required to comply with Code of Public Procurement Contracts in the selection of the contractors that will

carry out the work. They must ensure fair competition and transparency of the contract award procedure. The Department of Seine Maritime, the leader of the AVLPL greenway project, has been empowered to issue public tenders for the procurement of the necessary services for implementing the project, as relevant. In particular, it must ensure that contractors submitting bids under the tender meet their social and tax obligations. Contractors are required to report all their employees and be able to demonstrate the lawful employment of each of them, and be up-to-date with social security payments. They must also submit proof of reporting their income and paying taxes.

### **Responsible purchasing**

The tender specifications are prepared by the project owner.

### **Responsible supplier relations**

By being subject to the Code of Public Procurement Contracts, project owners are also required to uphold the rights of contractors (and their subcontractors), by meeting the contractual payment terms, within the scope of the Code of Public Procurement Contracts.

### **Consultation with the stakeholders**

This international-scale project was made possible thanks to the “French Association for the Development and Promotion of the London-Paris Green Avenue” established in 2009 and the “Green Avenue Franco-British Partnership”. The Franco-British association has assumed the task of coordinating and leading initiatives on both sides of the Channel within the common goal of facilitating exchanges between the British and the French. The “French Association for the Development and Promotion of the London-Paris Green Avenue”, the project promoter, brings together no less than nine local communities, including the City of Paris, the Regional Councils of Ile-de-France and Haute-Normandie, the departments of Oise, Val-d’Oise, Eure, Yvelines, Seine-Saint-Denis and Seine-Maritime and includes three associate members representing the “Réseau vélo 78” cycling network, the “Amis de la Nature” association, and the Vexin Regional Nature Park. The association is run by a Board of Directors representing the entire membership, irrespective of status, whether founding members or not, so that all members participate in the organisation, coordination and development of the route. The large number of participants and their equal representation on the association’s Board of Directors is a perfect illustration of the desire to act in full coordination with all the project stakeholders.

# NOISE POLLUTION ABSORPTION SCHEME

EXAMPLE: THE A6B HIGHWAY ROOFING / PROJECT COMPLETED IN 2013

## HIGHLIGHTS:

- Soundproof roofing of highway A6b on a 1.6km section
- 3 municipalities concerned: Arcueil, Gentilly and Kremlin-Bicêtre
- 3,000 residents in proximity to the highway and 10,000 local residents benefit from the new arrangements
- Reduction of sound pollution by 10 to 20 dB



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**3,8 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**125 M€**

### Environmental management and ecodesign

The regional system, submitted to vote in 2011, is fully part of an eco-design strategy, as it aims to reduce the noise pollution caused by the road and railway traffic. The road noise objective is to eliminate the noise of the 10 major Noise Hotspots (PNB) along this national highway by 2020, by installing screening-type sound protection means at the source, such as noise screens or earth mounds. Concerning the railway noise, the Regional Council identified the targeted PNB zones by correlating data of high-density exposed population with data of noise levels exceeding the statutory thresholds of 73 dB in the daytime and 68 dB at night. The objective is to handle 40% to 50% of the highest impact sites with respect to railway noise in Ile-de-France by 2025.

The roofing project of the A6b highway was funded by the Regional Council within this scheme. The roofing will cover 1.6 km, crossing the Arcueil, Gentilly and Kremlin-Bicêtre municipalities, in the Val-de-Marne département. The project, funded up to 36% by the Regional Council, amounts to EUR 125 million.

Completion of the project involved implementing various environmental management actions at the work site, such as dust control using spray systems, treating the wastewater before discharge and taking steps for waste recycling and optimum reuse of debris to minimise its discharge as landfill waste.

Furthermore, the project work was conducted within significant limitations. Thus, the small tract of site land and the need to act at the same time on the highway and at the surface have imposed very strict work phasing on the participating contractors in order to limit users' and

residents' discomfort. This also involved taking steps to limit to the maximum work-site disturbances, notably by avoiding noisy work activities at night.

### Combating climate change and promoting ecological transition

Essentially, the soundproof-roofing project of the A6b highway is an environmental project. On the one hand, it eliminates noise pollution hotspots, while also contributing to a reduction of traffic pollution thanks to the traffic arrangements implemented under the selected road improvement solutions. Thus, the decrease in sound pollution corresponds to 10 to 20 dB, achieving approximately the same effect as dividing the amount of traffic by seven.

In addition, the project is fully within the scope of an eco-responsible initiative. Fume extraction vents were integrated into the site, while the green spaces created on the roofing surface were outfitted with an irrigation system fed by a clean rainwater collection system.

### Sustainable land use and improved quality of life

The project is fully in line with the strategy of sustainable land use planning. Before the project, highway A6b formed a large depression in the highly built-up space of the three concerned municipalities. Roofing had already been installed (in 1970), but had to be dismantled in 2001, being replaced by temporary soundproofing panels.

The project has thus created a new living and traffic space and has redefined the urban spaces at the surface.

Once the two sides have been joined, a restructuring of Departmental Road 126, with routes running on both sides of the highway, has been planned. The selected solution consisted in alternating heavy-duty roofing (capable to support vehicle traffic) and soundproofing panels framed by vegetation-growing covers at both ends of the project. The traffic of DR 126 has now been pushed away, far from residential areas. The new arrangement includes cycle paths, pedestrian walkways and restructured parking spaces. Roundabouts facilitating access to the Kremlin Bicêtre University Hospital Centre and the business centre have also been created. On the whole, this new arrangement will bring a substantial improvement in the quality of life of the 3,000 residents in close vicinity to the highway, and more generally to 10,000 residents.

### **Socially inclusive development, fight against inequality and personal safety**

The project has devoted particular attention to the health and safety of workers. To this end, dedicated awareness-raising actions were conducted for the teams and Health and Safety (H&S) inspections were strictly enforced, including at night.

In addition, the project has lowered traffic pollution and has improved the health conditions of residents in proximity of the highway.

### **Respect for fundamental rights**

The project promotes the right of free movement. Both users of the highway and residents in its proximity are enjoying the improved accessibility of their living space provided by the arrangements implemented within the soundproof roofing project.

### **Responsible development of the territory**

The project has achieved a tangible improvement in the quality of life in this area on the outskirts of Paris, thereby enhancing its attractiveness and promoting economic development in this part of Val-de-Marne. The concerned municipalities of Gentilly, Kremlin-Bicêtre and Arcueil have expressed satisfaction with this project, which has created a continuity of landscape between the two sides of the highway, including the emergence of a new residential area on the western slope of Kremlin-Bicêtre.

### **Economic development**

This large-scale project requires mobilisation of work teams under difficult operating conditions. For this reason, appropriate means have been installed to meet the tight deadlines and mitigate hazards.

Moreover, the enhanced attractiveness of this area has promoted its economic development.

### **Fair practices**

Project owners receiving regional funding are required to comply with the Code of Public Procurement Contracts. They are therefore required to select contractors based on ceiling amounts, as determined by the award procedures. They must promote fair competition, ensure the transparency of the contract award procedure and make sure that tender bidding companies meet their social and tax obligations. Contractors are required to report all their employees and be able to demonstrate the lawful employment of each of them and be up-to-date with social security payments. They must also submit proof of reporting their income and paying taxes.

### **Responsible purchasing**

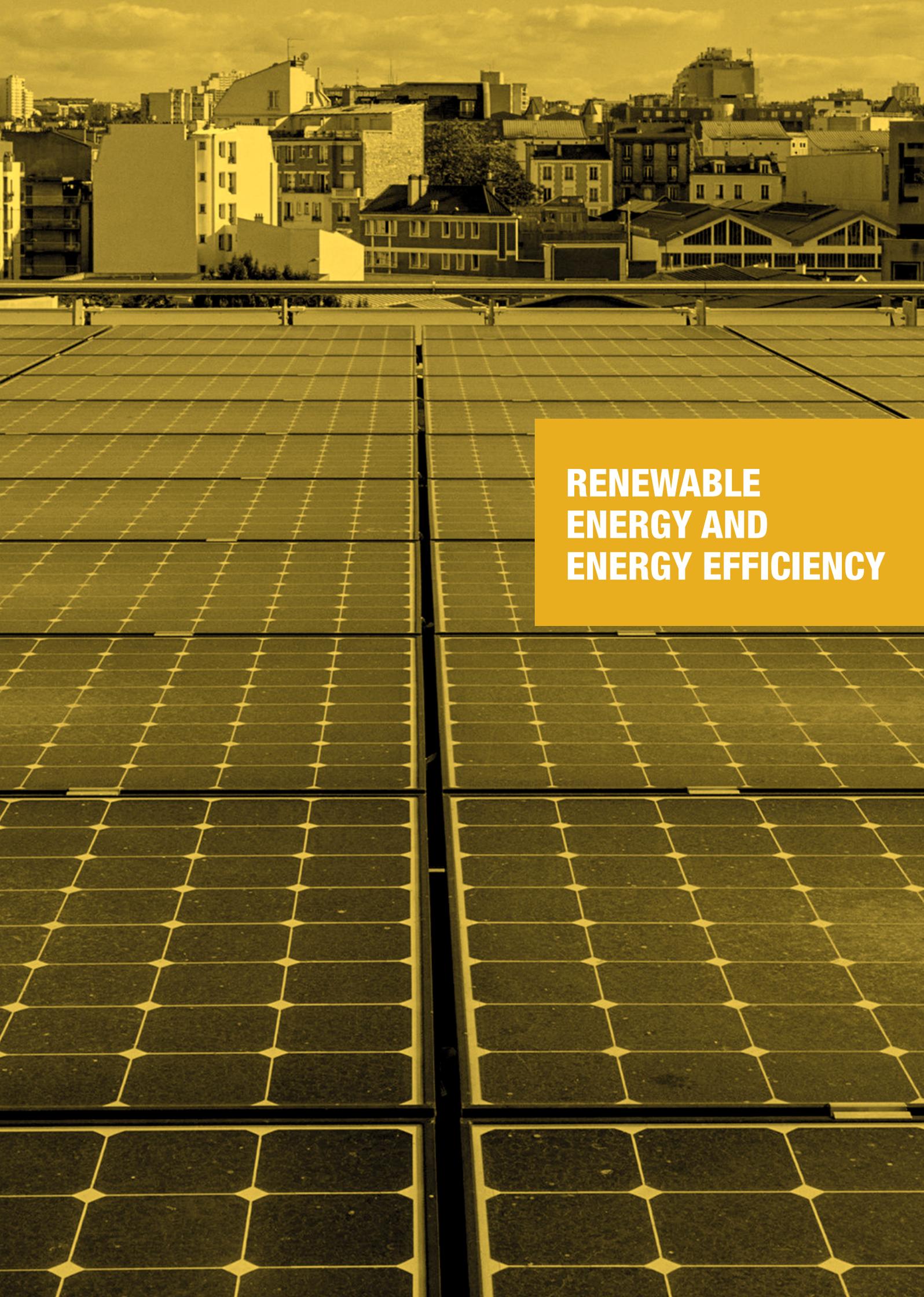
The tender specifications are prepared by the project owner.

### **Responsible supplier relations**

By being subject to the Code of Public Procurement Contracts, project owners are also required to uphold the rights of contractors (and their subcontractors), by meeting the contractual payment terms, within the scope of the Code of Public Procurement Contracts.

### **Consultation with the stakeholders**

To a large extent, the project has been driven both by the local population and by elected officials. After enduring the sound disturbance of the highway on a daily basis, a group of residents and its local representatives have joined forces to secure effective roofing of the highway. Prior coordination in preparation of the works began in 2001 and was outstanding. The project was approved by almost all elected officials and residents' associations, and a consensus on the scope of the development area was reached. The public inquiry began in 2003, and in 2006, the project was declared a public interest venture. The work started in 2010, to be completed in 2013. When the construction work began, alternative routes were proposed and specific signage was installed to minimise the discomfort to users and residents. Furthermore, a dedicated project follow-up website was set up to keep users and residents up-to-date of developments in real time and on an ongoing basis, throughout the work phases, until the handover of the structure and surface arrangements



**RENEWABLE  
ENERGY AND  
ENERGY EFFICIENCY**

# PROJECT CATEGORY NR.3 RENEWABLE ENERGIES AND ENERGY EFFICIENCY

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

The Climate Energy Policy aims to develop local renewable and recovery energy, control energy consumption (heating and electricity) and fight against energy poverty

**Region's jurisdiction:** shared with all public players in the territory

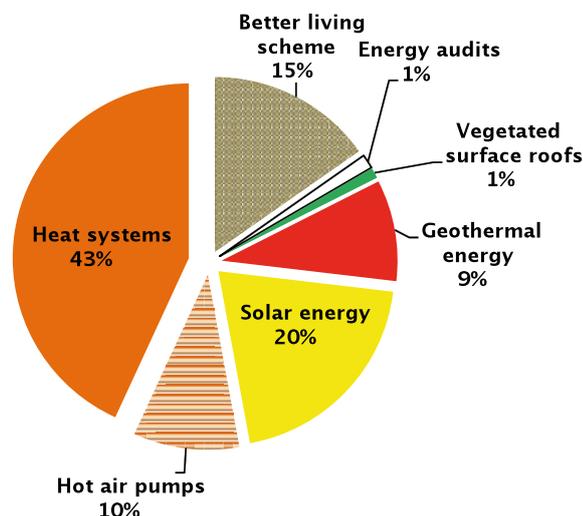
**Forms of intervention:** grants to the local communities submitting the projects

**Target audience:** all residents of the Ile-de-France area

KEY DESCRIPTIVE INDICATORS	Financing provided by the green & responsible bond
Solar thermal: 9 supported plants, 2,100m <sup>2</sup> installed solar facilities, heat production 1,150,000 MWh/year	<b>EUR 7 M</b>
Photovoltaic: 2 supported facilities, 783 m <sup>2</sup> installed solar facilities, i.e. an additional power production 113 MWh / year	
37,816 m <sup>2</sup> of vegetated surfaces roofs installed	
KEY IMPACT INDICATORS	
79,000 tCO <sub>2</sub> e avoided in 2014 thanks to funded geothermal projects and heat networks	
100 FTE jobs supported through the bond	
18,120 users directly concerned (on connecting heating network projects)	

→ The climate and energy policy is part of the Regional Plan for Climate adopted by the Region in 2011 and was the result of extensive consultation with all stakeholders in the territory and in the Regional Plan for Climate, Air and Energy, which was co-developed by the Region and the State services, which sets the guidelines and targets for reducing greenhouse gas emissions, saving energy, adapting to climate change and reducing the air pollution in the Paris area. The implementation of this policy falls in particular within the framework of a long-standing partnership with ADEME (Agency of environment and energy control).

### Breakdown of subsidies paid in 2014



# PROJECT EXAMPLE : DEEP GEOTHERMICS

## GEOTHERMAL DOUBLET PLANT AT THE DOGGER

### HIGHLIGHTS:

- Setting up of a geothermal power plant at Arcueil-Gentilly
- 7,900 housing unit equivalents connected to the geothermal heating network
- Preventing 14,861 ton-equivalent CO<sub>2</sub> emissions (TEQ) per year, and generating an energy of 57 000 MWh per year
- Supporting an average of 90 full time-equivalent (FTE) jobs during the drilling period (3 months) and creating 2 permanent FTE jobs

Arcueil – Gentilly - Val de Marne



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**0,1 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**16 M€**

#### Environmental management and ecodesign

The geothermal energy project consists in drilling a paired well (production and injection well) for pumping water with a temperature of 55 to 85°C from the Dogger aquifer, which is located at a depth of 1,500 to 2,000 metres in Ile-de-France. This water will then be transferred to a treatment plant at the surface, where its heat energy will be removed by means of a heat exchanger, using a heat pump to enhance the heat recovery process. The cooled water will then be re-injected into the aquifer. To this end, the project will carry out drilling work and will build a geothermal power plant for the treatment of the generated energy and its re-distribution via the heating network of Arcueil-Gentilly.

The project has been implemented in strict compliance with applicable legislation and with the endorsement of competent authorities, and with the full alertness required by the local geological and hydrogeological context, the physical and chemical properties of the fluids extracted during drilling, and seismic risk.

Thus, a number of steps have been taken at the work site to control the drilling under optimum conditions for the safety of people and protection of the environment.

The wells were initially pre-drilled and subsequently cemented as the drilling progressed, to prevent any interaction with the traversed aquifers. The drilling mud has been systematically analysed by geologists to accurately identify the actual underground drilling location and the characteristics of crossed layers. The utilised drilling mud was prepared using drinking water, natural clay and biodegradable additives. At the end of the drilling, all the utilised mud underwent chemical

treatment to separate solid waste, which was transferred to a specific re-treatment unit, and liquid waste, from which water was first extracted and then further processed for reuse.

#### Combating climate change and promoting ecological transition

The amount of prevented CO<sub>2</sub> emissions has been estimated at 14,861 tonnes per year. The estimate was based on the CO<sub>2</sub> emission factor of natural gas combustion determined by ADEME, the French Agency for Environment and Energy Management, within the Climate National Plan for France, as well as by examining the consumption of buildings connected to the heating network.

In total, the renewable energy generated by the power plant, including the well doublet and the heat pump, will amount to 57,000 MWh per year.

#### Sustainable land use and improved quality of life

It has been estimated that, after its commissioning, 7,900 housing unit equivalents will benefit from the geothermal energy produced at Arcueil-Gentilly. It will cover 67% of their annual needs, which is a good level, considering that heating networks making maximum use of renewable energies reach an average rate of 80%.

#### Socially inclusive development, fight against inequality and personal safety

The project benefits low-income populations, whose purchasing power is relatively more sensitive to the volatility of fossil-fuel energy prices. Thus, the

geothermal energy is a local, renewable and easily accessible energy source, offering a stable price over time and lower energy bill fluctuations for users.

### **Respect for fundamental rights**

By lowering dependence on fossil energy sources in the region, the project has contributed to the fight against pollution and has promoted a healthier environment for Ile-de-France residents.

### **Responsible development of the territory**

The project is in line with the region's strategy of sustainable development, increasing the weight of renewable energies in Ile-de-France in general and of geothermal energy, its own specialty brand, in particular: Ile-de-France has 36 currently-active doublets, which will benefit 180,000 housing units (ADEME 2014).

### **Economic development**

During the works, 20 to 40 persons work on-site in shifts, 24 hours a day, as drilling proceeds day and night, which means 60 to 120 FTE jobs. Furthermore, at this stage it is estimated that at least 2 permanent FTE jobs will be created, essentially to operate and maintain the distribution network and handle sales management and billing.

In addition, the support of the Regional Council to the project also aims to improve the economic balance of the project. Indeed, without the Regional Council's subsidy, the project's costs would exceed the gas solution by €3 million, running the risk that the extra cost would be reflected in users' bills. Accordingly, the Regional Council has made the grant contingent on a positive financial impact for subscribers: the agreement signed between the Regional Council and the grant recipient specifies that the subsidy must be fully passed on to the user base of the delegated public utility by lowering the fees collected by the delegation holder. No later than the application for the first instalment of the subsidy, the recipient must submit to the Regional Council any contractual financial document (initial agreement, additional clauses, etc.), to demonstrate the full use of the subsidy in setting the fees paid by users over the public utility delegation period.

In addition, in order to promote geothermal projects in Ile-de-France, the Regional Council has also provided insurance coverage of local drilling risks to construction operators, for hazards that are not covered by private insurance. As of today, this insurance policy has not been triggered.

### **Fair practices**

The subsidy award process is transparent. Each year, the Regional Council issues a Call for Proposals for geothermal energy projects. The dossier of each project proponent that meets the application criteria is studied and all the projects are examined in chronological order.

Grant recipients are public local authorities or joint local authority associations grouping several local public authorities, such as Arcueil-Gentilly. In selecting private operators, these entities are subject to the Code of Public Procurement Contracts.

### **Responsible purchasing**

In addition to the requirement to comply with regulations, the Regional Council does not impose terms, which would have little effect in this highly specific type of work site.

### **Responsible supplier relations**

Relations with suppliers fall under the scope of the public procurement contract concluded between the subsidy recipient and the private operator.

### **Consultation with the stakeholders**

The project's feasibility study started in March 2011, while the application file for the mining exploration license and works authorisation was submitted in August 2011. In accordance with the Mining Code, a public consultation was launched by appointing an investigation commissioner in charge of reporting the questions of anyone who wished to consult the file. The project proponent must then provide responses and, if necessary, modify the submission file. All these items are forwarded to the relevant government agencies, which ensure that the consultation procedure was followed and that a response memorandum was drawn up, before finally delivering the mining license.

The residents of a housing centre located in proximity of the drilling site have been provided alternative accommodation for the duration of the works. In addition, in order to develop the heating network project, the project proponents identified the biggest energy consumers within the scope of the heating network and initiated discussions and analyses in which the relevance of the project was validated.

A photograph of a bird, possibly a quail, sitting in a field of tall grass. The entire image is overlaid with a semi-transparent green filter. In the upper right quadrant, there is a solid green rectangular box containing the word "BIODIVERSITY" in white, bold, uppercase letters.

# **BIODIVERSITY**

# PROJECT CATEGORY NR.4

## BIODIVERSITY

Projects that contribute to protecting biodiversity, natural environments and landscapes, and to developing green spaces

The regional strategy for biodiversity aims to preserve, restore and enhance biodiversity, for a sustainable and equitable development, by bringing together all the stakeholders

**Region's jurisdiction:** shared with the National State and other local authorities in the Paris Region

**Forms of intervention:** grants to the project owners and to the Green Spaces Agency (AEV), an organisation associated with the Region

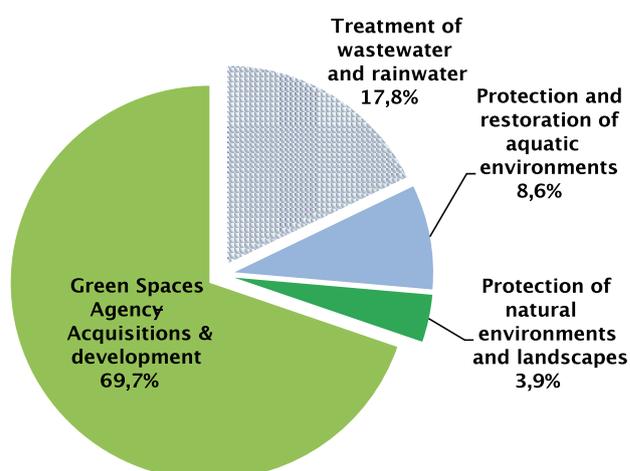
**Target audience:** the project developers submitting the projects, such as, for example, municipalities and their associations, *départements*, associations specialising in nature and professional associations

KEY DESCRIPTIVE INDICATORS	Financing provided by the green & responsible bond
174 signatories of the new biodiversity charter and 78 pending	<b>EUR 35 M</b>
11 sites listed as regional nature reserves since 2008 on an area of 1,000 hectares, of which 5 regional properties	
20% of agricultural land on regional properties implementing organic farming	
FSC (Forest Stewardship Council) certification secured for eight AEV forests in 2014	
428 hectares of green landscape acquired in 2013 by AEV	

→ In 2013 the Region adopted a new strategy for biodiversity, gathering the actions around five regional priorities: mobilise Paris area players in favour of biodiversity, support the local version of the green and blue frame and the implementation of the SRCE (Regional Ecological Consistency Plan co-developed by the State and the Region, which identifies the challenges of preserving ecological continuity), enhance the Ile-de-France's protected natural and ecological heritage, better preserve species and habitats in the territory, and ensure governance throughout the different regional policies. This strategy and the resulting actions are promoted by a regional biodiversity charter, drawn up by the Region. Regional grants to players involved in the Paris region the adoption of the new biodiversity strategy are subject to prior membership of this charter.

→ The AEV's action is in line with the recommendations of the regional strategy for biodiversity and the Master Plan of the Île-de-France (SDRIF). In the context of the 2014-2018 multi-year agreement signed with the Region, the agency must participate in building a nice city to live in, by developing the natural areas in urbanized areas, particularly to reduce the green space deficiency in areas in deficit. The purpose of this is to create 10m<sup>2</sup> per capita of public green areas near towns in deficit. On the outskirts, the agency must contribute to the maintenance of urban fronts by expanding peri-urban and organic agriculture. Thus, 46 urban fronts have been identified in the SDRIF, one third of them being incorporated within the perimeters of regional land operation (PRIF). Finally, the agency must help restore ecological continuity and preserve biodiversity in the territory, in the areas of regional interest as well as in relation with the regional parks of Île-de-France.

Breakdown of investment subsidies paid in 2014



# DEVELOPMENT AND ACQUISITION BY THE GREEN SPACES AGENCY

## EXAMPLE: ACQUISITION OF THE ECOUEN FOREST

### HIGHLIGHTS:

- 81 hectares of forest land acquired through the Green Spaces Agency
- Public accessibility to the site and improved quality of life
- Preservation of woodland spaces in a heavily built-up zone

Forêt d'Ecouen - Val d'Oise (95)



FINANCED BY 2014 GREEN & RESPONSIBLE BOND

**1,6 M€**

### Environmental management and ecodesign

The project involves the acquisition of 81 hectares of land in the Ecouen forest and the Petit Rosne valley, in the Val d'Oise département. Acquisition was found to be the most effective arrangement to implement site preservation measures and ensure it remains open to the public, for the medium and long term.

The acquisition of the Ecouen forest was carried out by the Green Spaces Agency (AEV), an associated body within the Ile-de-France Region. AEV's intervention methods are based on concern for environmentally-friendly management of operations. Notably, the AEV is a signatory of the Regional Biodiversity Charter promoted by the Region. In this context, it has undertaken to perform the works with minimal impact on biodiversity and to set up work sites with low environmental disturbance. Thus, it will be careful to protect trees growing at the site, limit soil compaction, and remain alert to the life cycle of wildlife species present at the site (birds, insects, amphibians, etc.). It has also undertaken to sign the Low Disturbance Worksite Charter of the Regional Council.

### Combating climate change and promoting ecological transition

The acquisition of the Ecouen forest will enable preserving the richness and diversity of the fauna and flora of this area. In this small tract of forest, the landscape changes quickly: the Fontainebleau fine sand at the top of the hill gives way to limestone soils at the bottom of the woodland. This diversity of soils

has produced a large variety of tree species. Ash, wild cherry, maples, sycamores and birch grow alongside the oaks and chestnuts forming the backbone of the forest. The poplars on the Petit Rosne river side indicate a wetland that can retain stormwater. Forest thickets provide nesting for a large number of birds (black woodpecker, green woodpecker, spotted woodpecker, sparrows and nocturnal birds of prey). Small mammals, such as foxes, badgers and rabbits thrive in abundance, while wild boars and deer often pass through.

### Sustainable land use and improved quality of life

The entire 81 hectares of acquired land are accessible to the public and directly impact the quality of life of the residents of neighbouring towns (Sarcelles, Villiers-le-Bel, etc.). It represents a breath of fresh air and recreation area, complete with hiking and horse-riding trails. The site also offers recreation facilities, such as tracks for orienteering events, walking tours, horse-riding trails, forest lodge and playground. An alley leads to the castle park and the Renaissance Museum. The site can be accessed from various urban centres, particularly the Transilien J railway service from the centre of Ecouen.

### Socially inclusive development, fight against inequality and personal safety

The site is accessible to persons with limited mobility. In terms of health policy, site management is carried out without the use of pesticides.

### **Respect for fundamental rights**

The project is consistent with the right of every person to a continuous improvement of living conditions.

### **Responsible development of the territory**

The project is in line with the strategy of sustainable and balanced land development. It enables preserving an outstanding woodland space located in the heart of a heavily-built up area, in accordance with the regional policy of preservation of open spaces of the Ile-de-France green belt.

### **Economic development**

The project will support the economic development of the area. Permanent jobs will become necessary to operate the site and its facilities. Furthermore, this site, accessible to all visitors, will increase the recreational options and create new opportunities for businesses in the surroundings.

### **Fair practices**

The funding methods of the AEV by the Regional Council are transparent and clearly set out in the agreement signed with the Agency. The regional subsidy will take place in four payments each year, during each calendar quarter, and will be primarily based on a letter of application for funds. In addition, the AEV has undertaken to meet the provisions of the Code of Public Procurement Contracts and to ensure that the supply, service provision and works contracts are subject to its publicity and fair competition rules.

### **Responsible purchasing**

Under the new agreement with the Regional Council for the 2014-2018 period, the AEV has undertaken to develop a sustainable procurement policy.

### **Responsible supplier relations**

AEV's relations with suppliers fall under the scope of the Code of Public Procurement Contracts.

### **Consultation with the stakeholders**

The project has been carried out based on a coordinated approach. The acquisition of the 81 hectares of forest land at Ecoeu was carried out under the Regional Perimeter for Land Property Intervention (PRIF). This is a partnership-based tool, developed in cooperation with the Ile-de-France Regional Council and local stakeholders, which, in this project, included the Ecoeu and St Brice-sous-Forêt local authorities. PRIF allows identifying areas of regional interest and coordinates local urban planning documents to reflect its orientations.



# DEVELOPMENT AND ACQUISITION BY THE GREEN SPACES AGENCY

## EXAMPLE: ACQUISITION AND DEVELOPMENT OF BUTTES DU PARISIS

### HIGHLIGHTS:

- Acquisition of 12 ha of the Buttes du Parisis (310 ha bought date)
- Maintenance of green spaces in a context of heavy urbanisation
- Preservation of landscape quality, a major factor in the makeup of the green belt in Ile-de-France

Buttes du Parisis - Val d'Oise (95)



FINANCED BY 2014 GREEN & RESPONSIBLE BOND

1,3 M€

#### Environmental management and ecodesign

The project will pursue the acquisition and development of the Buttes du Parisis, an area covering part of the territories of Argenteuil and Corneilles-en-Parisis, and also the communes of Franconville and Sannois. Reaching heights of 170 metres, the Buttes du Parisis offer exceptional views over Paris and its western outskirts. The wooded character and various amenities installed for public use give it unquestionable landscape interest in a highly urbanised sector. Belonging to a large number of landowners, the grounds making up the Buttes (knolls) are in various stages of neglect and subject to gradual decline. With a view to halting this process and preserving this site, a regional land acquisition zone (PRIF) was created in 1983 and extended four times to a total surface area of 620 hectares, half of which, to date, has been acquired by the Region.

The acquisition was made by the Green Spaces Agency (AEV), an associate organisation of the Ile-de-France Region. The involvement of the AEV is in respect of the environmental management of operations. The AEV is a signatory of the regional biodiversity charter, drawn up by the Ile-de-France Region. Its commitment in this respect is to take account of biodiversity in carrying out works and to ensure minimal site nuisance. It is also responsible for the protection of trees on the site and for minimising ground subsidence. It is mindful of the lifecycle of the site's fauna (birds, insects, amphibians, etc.) and is further committed to signing the Regional low-nuisance sites charter.

#### Combating climate change and promoting ecological transition

One of the project's objectives is the protection and improvement of the natural environment, which involves restoring natural habitats (woodland spaces, prairies, scrubland and aquatic environments). The site's history has resulted in a marked anthropisation of the habitats with the pollution associated with urbanisation. The forest could, nonetheless, potentially harbour important habitats and heritage species.

#### Sustainable land use and improved quality of life

The most important purpose of the forest is welcoming the public, offering nearby residents a leisure and relaxation space; a walking route, a play and picnic area. Along with land acquisitions, as development advances, the area open to the public will be extended.

The project also involves preserving the quality of the landscape, essential because of its relief, which gives the project high visibility. The forest is enclosed within an exclusively urban environment, and because of this it is highly popular. The quality of landscape will be preserved and improved by appropriately managing the large landscape features visible from outside the site and by the attention paid to internal landscaping.

The project also fits into a territorial sustainable management approach. The dominant position of the Buttes de Parisis, with Montmorency forest to the North and the banks of the Seine and the wooded hills of the Western Paris suburbs to the South, makes it a unifying



hub for the creation of the Ile-de-France green belt. Thus the project contributes to the creation of a ‘green link’ between the Buttes and the banks of the Seine (in the communes of Corneilles-en-Parisis and La Frette-sur-Seine) and the establishment of a natural public open space with a panoramic view of the Seine.

### **Socially inclusive development, fight against inequality and personal safety**

The development project is born of social challenge, the Buttes de Paris representing the green lung of the commune of Argenteuil, the most populous commune at the heart of the agglomeration and which includes large areas of social housing.

With regard to health, site management is carried out without the use of pesticides.

### **Respect for fundamental rights**

The project subscribes to the belief that everyone has the right to constant improvement of living conditions. In order to make acquisitions, a Declaration of Public Utility (DUP) is currently in force over about 100 hectares, of which a majority of land is under regional land management. Recourse to the Declaration of Public Utility will finalise the acquisition of land within the PRIF by means of expropriation. Ten hectares were acquired in this way by amicable agreement in 2014.

### **Responsible development of the territory**

The project contributes to sustainable and equitable development of the area, providing a break in the urban landscape between Argenteuil and Corneilles-en-Parisis, within a highly built up environment. Acquisitions made

allow the spaces to be retained as natural green spaces, peri-urban agricultural spaces and connecting corridors in the context of intense urbanisation.

### **Economic development**

The project requires permanent jobs to allow for the operation of the site and its facilities.

### **Fair practices**

Financing of the AEV by the Region is transparent and explicit in the agreement signed with the agency. Regional grants are paid in four instalments each year, during each quarter, based on a call for funds. Furthermore, the AEV is committed to compliance with the provisions of the Public Procurement Code and to subjecting contracts for supplies, services and works to the advertising and competition rules of the Code.

### **Responsible purchasing**

The AEV is committed to developing a sustainable procurement policy in the framework of the new agreement for 2014-2018 signed with the Region.

### **Responsible supplier relations**

Relations between AEV and its suppliers fall within the framework of the Public Procurement Code.

### **Consultation with the stakeholders**

The project was implemented as part of a consultation process. A regional land acquisition zone (PRIF), a Regional mechanism, was defined in consultation with all local stakeholders. As a result, local urbanisation documents are consistent with its guidelines.

# PROTECTION AND RESTORATION SCHEME FOR AQUATIC AREAS AND WATER RESOURCES

## EXAMPLE: REVITALISATION OF THE YVETTE RIVER AT LONGJUMEAU

### HIGHLIGHTS:

- Revitalisation of the Yvette over 2 km, and eventually over 7.8 km
- Contribution to the restoration of ecological continuity in the area
- Contributes to improving the quality of water

Yvette river - Essonne (91)



FINANCED BY 2014 GREEN & RESPONSIBLE BOND

0,2 M€

GLOBAL AMOUNT OF THE PROJECT

1 M€

### Environmental management and ecodesign

The aim of this scheme is to improve the hydro-ecological quality and ecological continuity of the Yvette river (banks and bed) and the Morte-Eau tributary in the municipal regions of Longjumeau and Chilly-Mazarin. The Yvette is 33.6 km long, and the section covered by this scheme has become quite built up. This area has been subject to a number of physical modifications aimed at reducing flooding risk as well as reinforcing the banks using stonework techniques, all of which have led to a reduction in ecological diversity and hydrobiological and environmental quality. The problems it currently faces are an overall homogenisation of the watercourse, natural habitats, flow facies and riparian forest (forest established on the river banks), all of which have reduced biodiversity. The very nature of the works will contribute to restoring and preserving the natural aquatic environment and its surrounds, the removal of artificial elements on the watercourses, the removal of barriers and re-meandering work. This will contribute to improving ecological continuity on the watercourses and banks.

Moreover, the funding recipient SIAHVY (Syndicat Intercommunal pour l'Aménagement Hydraulique de la Vallée de l'Yvette), has signed the Ile-de-France Region biodiversity charter, thereby undertaking to consider biodiversity when conducting works and to operate considerate building site schemes. It will also be mindful of preserving the wooded areas by carrying out a tree population survey. It will be implementing ecological management and preserving existing green areas.

### Combating climate change and promoting ecological transition

Works will be carried out over a 2 km area over 5 homogenous sections, and will assist with the ecological development of the region. The aim is to restore the river to a meandering course and to cover the river bed with coarse materials to diversify flow and substrata, and to restore the banks to a more natural state through planting schemes, the removal of concrete barriers, moderation of the slopes and the extension of some footpaths. This will also include the dismantling of the St-Martin mill gate and the building itself, plus the lowering of the weirs breaking up hydraulic continuity. Finally, a small animal crossing is provided under the RN20 bridge.

By cleaning up the banks and returning them to a more natural state through planting schemes, this project also has a positive impact on water quality.

### Sustainable land use and improved quality of life

This project is being conducted as part of the regional approach to sustainable land use, contributing to the improvement of both green and blue spaces, and re-establishing ecological continuity across the region. Moreover, this scheme also contributes to the local population's quality of life. A part of the area will be open to the public with the creation of public footpaths, restoring access to the Yvette to local residents. It also provides access to previously inaccessible areas.

### **Socially inclusive development, fight against inequality and personal safety**

The scheme is also helping to improve safety along the river, as a footpath is planned to run the length of Morte-Eau, which currently runs across the RN20 road, which has heavy traffic and is dangerous to cross.

### **Respect for fundamental rights**

This project is compliant with the aims of the Water Act and its framework directive, which has identified the Yvette as an extensively altered body of water and which should be restored to a state of good ecological potential by January 2021 at the latest.

### **Responsible development of the territory**

This scheme is part of an initiative for balanced development in the region. It connects green spaces as well as connecting urban areas to green spaces, for example the lake at Saulx-les-Chartreux will be connected to Longjumeau town centre by a route passing beneath the RN20 road.

### **Economic development**

The project will help to provide employment through the works to be conducted as well as management of the developments created by the works.

### **Fair practices**

As an association of municipalities, the funding recipient is subject to the Public Procurement Code for the selection of companies to carry out works.

### **Responsible purchasing**

The contracting authority for the scheme, and recipient of regional funding, drafts the tender specifications in conjunction with the businesses conducting the works.

### **Responsible supplier relations**

Cf. previous criterion

### **Consultation with the stakeholders**

This scheme has been subject to technical liaison with the water authority, and regional and local government. This liaison process has enabled SIAHVY and its project management team to define and revise works to be carried out. It should be noted that these works relate to the first phase of a wider project, with the overall revitalisation scheme for the Yvette covering a linear area of 7.8 km.



# PLAN FOR THE PROTECTION AND RESTORATION OF AQUATIC ENVIRONMENTS AND WATER RESOURCES

## EXAMPLE: RESTORATION OF THE CANAL DES HAUTES BRUYÈRES

### HIGHLIGHTS:

- To promote the biodiversity of the site
- Create a relationship between town and natural environment within a sector in urban transformation
- Safeguarding the canal, replacing waterproofing

Canal des Hautes Bruyères Val de Marne (94)



FINANCED BY 2014 GREEN & RESPONSIBLE BOND

**0,3 M€**

GLOBAL AMOUNT OF THE PROJECT

**1 M€**

#### Environmental management and ecodesign

The project concerns the transformation of a fully water-carrying canal, created in 1990 between the Hautes Bruyères Park and the Joint Development Zone (ZAC) of the same name, into a canal consisting of many planted areas, more or less immersed. The object of the project is to give the site a strong, natural character, increase biodiversity and recapture the environment in this sector. Particular attention will be paid to the circulation of water to encourage fauna and flora.

An ecological study was carried out to identify important species of fauna and flora present on the site, in order to enrich thinking on the canal transformation project and development of the known ecological potential of the site. This study revealed the presence of interesting wildlife, including the natterjack toad. Scrubland comprising bramble, hawthorn, blackthorn and rose hip has helped increase the diversity of faunal species. The biodiversity of the site has also been enhanced by the planting of 83 kitchen gardens, a medicinal herb garden, differentiated green space management and the controlled use of inputs and pesticides.

This project, supported by the General Council of the Val de Marne, forms part of its sustainable development programme, including the establishment of a policy aimed at better understanding the environments it manages, particularly green spaces and sensitive natural areas.

#### Combating climate change and promoting ecological transition

The project is directly concerned with the ecological transition of the area, aimed particularly at supporting biodiversity. In view of the state of wear, particularly the structure of the upper canal, the project owner seeks to preserve the presence of water while adding an element of biodiversity improvement by the creation of planted wetlands. The objective of recreating a natural space is achieved by creating a wet meadow culminating in a brook, linking the existing canal stretches, from the edge of the housing development to the side of the park. The brook, after crossing helophyte plantations, will end in two ponds of 1.40metres depth. Their depth will restrict water warming, encouraging possible fish life.

#### Sustainable land use and improved quality of life

The project is in line with sustainable development of the area, constituting a major bridge between the town and the natural environment. The Villejuif sector is currently undergoing urban transformation, with the construction of a Joint Development Zone dedicated to health and the creation of an interconnecting station of the Grand Paris Express – line 14 of the Metro. This structural project will also contribute to improving the quality of life for residents.

### **Socially inclusive development, fight against inequality and personal safety**

A hydraulic study conducted in advance of the project revealed waterproofing problems in the Hautes Bruyères canal, which presented safety concerns. Maintenance conducted in the framework of the project, and particularly the replacement of the canal's waterproofing, has made the site safe.

### **Respect for fundamental rights**

The project subscribes to the right of all people to continuous improvement of their living conditions.

### **Responsible development of the territory**

One of the aims of the Hautes Bruyères canal development project is to make the area more attractive.

### **Economic development**

The project contributes to employment in the context of the works and subsequent management of the amenities created by the works. The area will be maintained by the Department in partnership with the town of Villejuif, in the framework of a joint management agreement.

### **Fair practices**

The General Council of Val de Marne, beneficiary of the grant, is subject to the Public Procurement Code in the selection of businesses carrying out the works.

### **Responsible purchasing**

The project owner, as recipient of the regional grant, defines the specifications in the framework of its relationship with the businesses carrying out the work.

### **Responsible supplier relations**

Cf. previous criterion.

### **Consultation with the stakeholders**

The operation forms part of the Individual Contract linking the Region to the Department of the Val de Marne (CPRD) and as such has been the subject of prior consultation.

Additionally, consultation at local level has been carried out to take account of the views of residents on any modification of the canal.



## **SOCIAL ACTIONS**

## PROJECT CATEGORY NR. 5

# SOCIAL INITIATIVES AIMED AT HELPING VULNERABLE POPULATION GROUPS

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 vulnerable individuals)

The regional social policy aims in particular to increase the capacity of vulnerable populations in the area and to restore the existing home offers

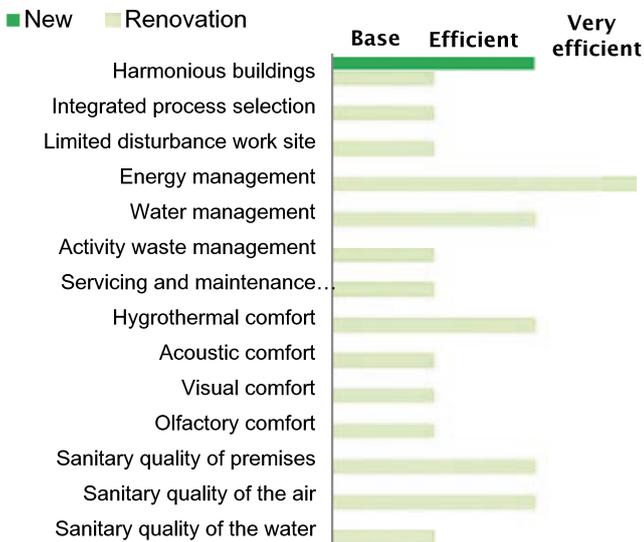
**Region's jurisdiction:** optional

**Forms of intervention:** subsidies for project owners

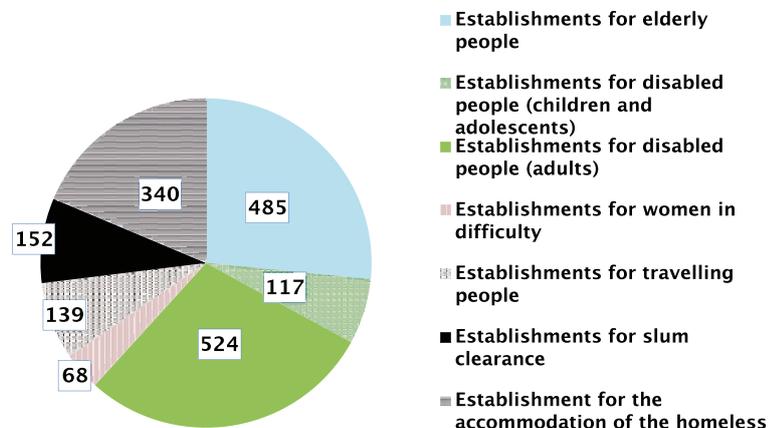
**Target audience:** social and medico-social structures for elderly people, people in social difficulty and people with disabilities

KEY DESCRIPTIVE INDICATORS	Financing provided by the green & responsible bond
529 FTE jobs supported in 2014 by the bond	<b>EUR 36 M</b>
3,049 users concerned (1,825 new seats created and 1,224 seats restored in 2014)	

### Region's minimum HQE requirements



→ The social policy in the Region was updated in 2011 following extensive consultation, resulting from the expression of new needs described during the Regional Social Convention in November 2010, which gathered over 600 players in the medico-social and social fields in the Île-de-France. Three major themes were well affirmed in the field of regional action: the inclusion of people experiencing disabilities, the strengthening of the fight against insecurity and particularly help for women in difficulty, and support for an aging population.



→ The Region has very strictly subjected its aid to compliance with environmental requirements for the construction and restoration of social or medical-social institutions: these must have secured the Effnergie BBC label, combined with Qualitel or Habitat & Environment (housing), NF HQE commercial building (commercial building) certification. The aid recipient must certify the establishment of a management system for the operation specifically developed by the Region, as well as the environmental quality of the building. For restoration operations, these goals are sometimes not technically achievable. Therefore, the Region requires that the work undertaken allow at least for a reduction in energy consumption of at least 50% compared to the initial value, and that the maximum consumption level be limited to 150 kWh/m<sup>2</sup>/year.

# SAMPLE PROJECT:

## CENTRE FOR EMERGENCY HOUSING FOR WOMEN IN DIFFICULTY RESTORATION OF 15 PLACES / CREATION OF 15 ADDITIONAL PLACES

### HIGHLIGHTS:

- Increase of 60% in the hosting capacity
- Significant increase in comfort
- Reduction of the building's energy consumption to one third
- Reduction of CO<sub>2</sub> emissions by 80%.
- 78 full-time equivalent jobs supported by the project, of which 12 FTE supported by the 2014 green and responsible bond

54, rue du Ruisseau - 75018 PARIS



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**0,8 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**5 M€**

#### Environmental management and ecodesign

The restoration of the Centre for Emergency Housing meets the requirements of the “Renovation of Accommodation Buildings” label of BBC-Effnergie, while additional certification under the “Property, Housing and Environment” label is planned. Both the exterior and interior of the shelter are in need of major refurbishment involving different building specialities, including overhaul of the various technical systems (heating, plumbing, electricity, etc.). Specifically, the project includes insulation of façades and roofing, basement tiling, replacement of existing exterior joinery with wood joinery, installation of high energy performance windows, installation of high-efficiency gas-fuelled condensing boilers, thermal insulation of piping, and installation of thermostatic valves and low-consumption lighting.

#### Combating climate change and promoting ecological transition

The building's energy performance will improve, aiming to reduce consumption from 371 kWh PE/m<sup>2</sup>/yr to 117 kWh PE/m<sup>2</sup>/year. Furthermore, the project will also lead to significant reductions of CO<sub>2</sub> emissions from 106 to 22 kg equivalent CO<sub>2</sub>/m<sup>2</sup>/year once restoration has been completed. Water management represents another high energy performance goal, as determined by the project owner, to meet High Environmental Quality (HEQ) certification.

#### Sustainable land use and improved quality of life

The project will raise the residents' quality of life, offering them improved functionality of the restructured space and increased resident comfort. Special attention will be devoted to the quality of indoor ambient atmosphere (lighting, materials, sound insulation, flooring, etc.). After work is completed, the building will include reception spaces on the ground floor, as well as communal areas (lounge, dining room, meal preparation room, sanitary spaces and access to the courtyard/garden).

#### Socially inclusive development, fight against inequality and personal safety

The very purpose of the project is fighting social exclusion. Among the 41 persons received at the centre in 2012, 24 were able to move out within long-term reintegration solutions in social residences, whether from the social housing pool or on the private market. This project will increase the shelter's capacity, enabling it to receive women in difficulty, couples, older women, as well as working women with resources. The project will enable refurbishing the existing 25 living spaces and will create an additional 15 spaces, as well as a studio apartment. All the additional created spaces will be accessible to limited-mobility persons. The project will allow implementing security arrangements for the entire site.

### **Respect for fundamental rights**

The housing centre initiative is carried out in the framework of the Charter for Users' Rights, as defined in the Decree of 8 September 2003. The team consists of professionals that share the common values specific to shelter-type structures for people in great difficulty: dignity, respect for the individual, equal rights, social justice, acceptance of personal time and history, kindness and a concern for ethical conduct and principles.

### **Responsible development of the territory**

The support of accommodation structures provides a response to emergency situations and promotes the reintegration of persons with difficulties within a mutually-beneficial logic of balanced territorial development. Aurore, the NGO that manages the Rue du Ruisseau shelter, provides assistance to more than 16,000 persons annually, particularly in Ile-de-France. The refurbishing project and its expansion will also provide housing for persons from a different accommodation facility run by the NGO and who are currently housed in a hotel without the benefit of support of social services.

### **Economic development**

The project supports and generates employment in the area, with an estimated 78 FTE jobs created during the work phase.

Moreover, the Regional Council has imposed on project owners the requirement to meet a minimum objective of 5% integration hours to be reserved for persons with particular difficulty of access to employment.

### **Fair practices**

The recipient of the Regional Council subsidy, Residences Sociales de France, has proceed to a tender offer in order to choose the architect and the firm that will realise the project. The recipient must consult at least three firms during its selection process.

### **Responsible purchasing**

In addition to the insertion of social provisions in the contract with the project owner, the project also meets the criteria of the Climate National Plan for Paris in terms of the refurbishing process, by integrating environmentally-friendly materials.

### **Responsible supplier relations**

Liaison with the applier shall be managed directly by the funding recipient.

### **Consultation with the stakeholders**

The Regional Council subsidy grant was decided in a complementary framework alongside other public-funding investment bodies and in coordination with the Regional and Interdepartmental Directorate for Housing and Accommodation, which funds the operation of the shelter.

# SAMPLE PROJECT:

INSTITUT MEDICO-EDUCATIF (IME)

IME EXCELSIOR FOR CHILDREN AND ADOLESCENTS WITH DISABILITIES

RESTRUCTURING & CAPACITY INCREASE BY 14 PLACES

## HIGHLIGHTS:

- 16% increase in accommodation capacity
- Significant comfort gains
- An environmental certification approach
- 106 full-time equivalent jobs supported by the project, of which 2 FTE supported by the 2014 green and responsible bond

7 boulevard du Nord - Le Raincy (93)



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**0,2 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**7 M€**

### Environmental management and ecodesign

The IME Excelsior rebuilding and extension scheme will be carried out to French NF and High Environmental Quality certification standards for non-domestic buildings (NF -Bâtiments Tertiaires - Démarche HQE™).

Works will be carried out whilst the site is still operational and will affect an area of 3285 m<sup>2</sup> within a gross area of 4 300m<sup>2</sup>. Works are intended to improve insulation and damp-proofing at the site with a view to improving energy efficiency.

### Combating climate change and promoting ecological transition

Compliance with the requisite High Environmental Quality certification (HQE™) standards will ensure significant energy savings.

### Sustainable land use and improved quality of life

The IME Excelsior suffers from a lack of adequate technical and educational spaces and facilities, with cramped bedrooms and insufficient bathroom and toilet facilities. This scheme intends to increase capacity by 14 places and change existing accommodation capacity: reducing boarding capacity from 60 to 30 places whilst increasing the number of day-boarding places (for which demand is greater) to 60. These works will also result in a significant increase in overall comfort for the Institute's residents and staff. Bedrooms will be doubled in size and there will be no shared rooms. Communal

areas will be created, each small unit comprising a communal kitchen and a lounge area. Specific areas will be built for recreational activities, outlying buildings will be demolished and an existing wooded area enhanced.

### Socially inclusive development, fight against inequality and personal safety

The ultimate aim of the project is to support young people with disabilities. Prior to commencement of works, the IME Excelsior has provided accommodation for 36 young people aged between 11 and 15 and 58 young people aged between 16 and 19.

The 14 new places created as part of this project will all be equipped to cater to the needs of the most severely handicapped young people and/or those with pervasive developmental disorders. The age limit will be raised from 19 to 20 years and the community care project will be revised to include a career preparation scheme. There will be a special focus on "outgoing" residents, with dedicated specialist activity areas. These works will moreover make this building compliant with the accessibility regulations specified under the relevant French law of 11 February 2005, and those with limited mobility will benefit from bedrooms with the maximum stipulated surface area of 25 m<sup>2</sup>. This construction work will also ensure security at all site premises.

### Respect for fundamental rights

This scheme aims to help improve the quality of young people's personal and working lives, by creating an environment which not only complies with the appropriate safety and accessibility standards but also helps enable residents to fulfil their potential.

### Responsible development of the territory

This project is being carried out in line with regional requirements, to ensure responsible and stable development. There is currently a very long waiting list for day board places in the Seine-Saint-Denis department due to the lack of suitable facilities: there are 3.8 places per thousand children in the department, as compared with 6.6 places across France as a whole and 4.7 in the Ile-de-France region.

### Economic development

The project is part of an initiative to support and create employment in the region, with an estimated 106 FTEs being created in the works phase. The Institute can continue to run on its existing workforce, with the increased workload engendered by expanded resident numbers being offset by the reduction of full-time boarding places. Moreover a minimum target of

5% of social inclusion employment hours reserved for individuals experiencing difficulties entering employment is imposed by the Region upon the contracting authority.

### Fair practices

Those receiving regional subsidies are subject to the Procurement Contract Code.

### Responsible purchasing

In addition to the inclusion of social clauses in the contract with the project manager, it is intended that the choice of property, facilities and materials be made according to environmental criteria.

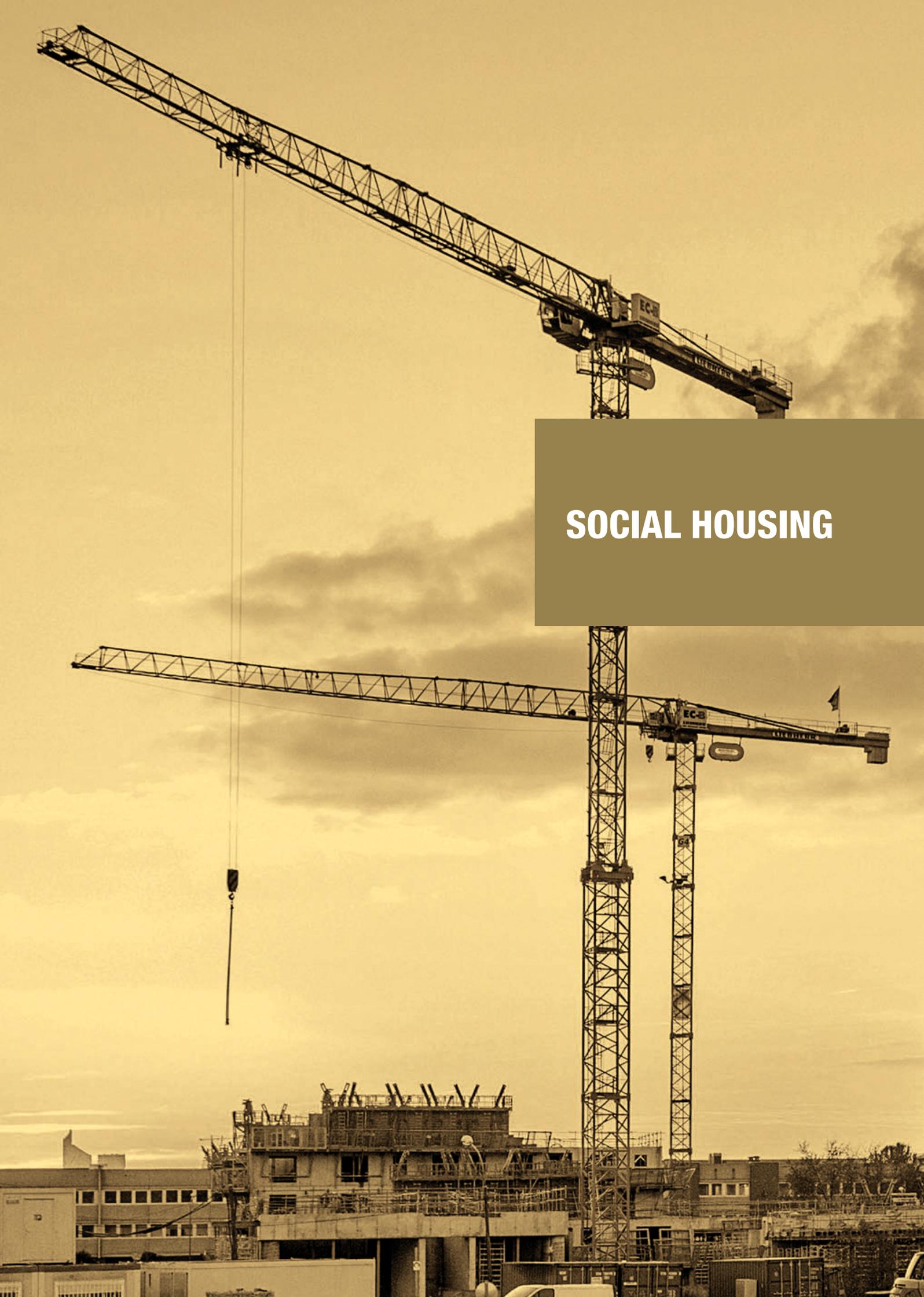
### Responsible supplier relations

Liaison with the applier shall be managed directly by the funding recipient.

### Consultation with the stakeholders

The awarding of regional funding has been made in conjunction with other public financial investment bodies and in association with the Agence Régionale de la Santé.





**SOCIAL HOUSING**

# PROJECT CATEGORY NR. 6

# SOCIAL HOUSING

Projects aimed at developing and renovating the social housing stock, which fulfil environmental and social requirements and contribute to access to housing and improving the occupants' comfort levels

«Regional action to promote housing» policy: Support for the new social housing supply (creation and reconstruction) and the fight against energy poverty in social housing

- **Region's jurisdiction:** optional
- **Form of intervention:** subsidies to social project owners, semi-public companies, associations and organizations approved for the integration project ownership, local authorities, as well as public local companies
- **Targeted accommodation:** PLAI (highly social housing loans), PLUS and PLS (social housing loans), integration housing with the Abbé Pierre Foundation

KEY DESCRIPTIVE INDICATORS	Financing provided by the green & responsible bond
42% thermal renovations in the area of ANRU (National agency for urban renewing)	<b>EUR 99 M</b>
17,417 social housing units supported in 2014	
KEY IMPACT INDICATORS	
1,297 FTE jobs supported by the bond	
40,059 users concerned by these projects	

→ Regional action aims to strengthen the new supply of social housing, supporting new construction operations and acquisition-improvement projects or the conversion of buildings for the creation of social housing. This policy demonstrates the Region's commitment to share the goal of the national state and members of the regional accommodation and housing committee to produce more than 30,000 new housing units per year in 2014 and 2015. The Region supported more than 10,000 new housing units in 2014 and thus participated for 30% in this target.

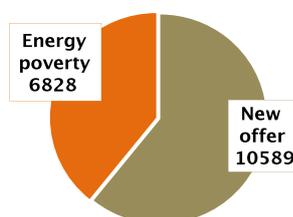
→ Strict environmental criteria determine the Region's support for projects. New construction must be certified (e.g. «Habitat and Environment»), and the scheme provides incentives in the form of premiums that can be accumulated to achieve higher energy performance levels (e.g. Effinergie, BEPOS, BEPAS, HQEE Label). For renovation operations, certification or a label is required, and for some non-certifiable operations, the primary level of energy consumption will be 80 kWh/m<sup>2</sup>/year maximum. The scheme intended to fight against energy poverty also requires a certification or labelling initiative. It has been designed in such a way as to target the more energy-wasting social housing units (E, F, G label), in order to maximize energy efficiency gains. An additional premium is provided for operations that achieve a maximum level of 50 kWh/m<sup>2</sup>/year.

→ The «new offer» scheme promotes balanced regional development with the objective of social diversity by encouraging the development of social housing outside

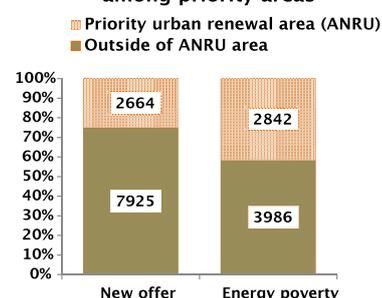
disadvantaged areas. In 2014, 75% of the new supply supported by the Region was located outside the ANRU zone (National agency for urban renewing), and on average over the long term, 37% of the housing funded was located in municipalities with a TLS (Social Housing Rate) of less than 20 % (the legal limit currently set by the State is 25%). Thus, all projects funded by the Region are mainly located in priority densification areas defined by the Region in the SDRIF (Regional Planning Scheme). Moreover, the Region encourages the creation of PLAI-type highly social housing by applying the highest regional subsidy rate, and by subjecting its aid to the creation of at least 20% of highly social housing units for every project located in a municipality that has not reached the legal TLS.

→ Conversely, the scheme designed to «fight energy poverty» targets disadvantaged areas, since the work conducted in social housing in these areas often offers the highest energy efficiency gains. In 2014, 42% of the funded housing was located in ANRU zones.

Number of social housing units supported in 2014



Breakdown of regional support among priority areas



# SAMPLE PROJECT:

## CREATION OF 82 NEW SOCIAL DWELLINGS - AULNAY-SOUS-BOIS

### HIGHLIGHTS:

- New scheme providing accommodation for 189 residents
- Average rental rate below EUR 7/m<sup>2</sup>
- An Regulation 2005-compliant scheme, with additional environmental compliance with 2012 Regulation
- 114 full-time equivalent jobs supported by the project, of which 7 FTE supported by the 2014 green and responsible bond

Chemin du Moulin de la Ville  
AULNAY-SOUS-BOIS (93)

FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**0,6 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**10 M€**

#### Environmental management and ecodesign

In association with regional scheme requirements, the project supported by the Region will be carried out in compliance with two certification schemes: Qualitel BBC Effinergie+ and Habitat & Environnement. Although this scheme was compliant with 2005 French building regulations (Réglementation Thermique 2005) at the drafting stage, it remains very environmentally friendly, as aiming for BBC certification has also enabled it to comply with RT 2012 in advance.

#### Combating climate change and promoting ecological transition

The 82 dwellings created will be energy efficient, with a maximum estimated primary energy consumption of 74.75 kWhpe/m<sup>2</sup> per annum. The total floor space of the new dwellings will total 4,117 m<sup>2</sup>.

The regional system requires that at least 30% of production and 30% of demand for heating come from renewable energy sources for each new social housing construction project financed by the Region. To cover this project requirement, solar panels will be installed.

#### Sustainable land use and improved quality of life

With 10,933 dwellings per hectare, this scheme offers a housing density level consistent with the ratios recommended in the Ile de France Master Plan (SDRIF) for the area in question. It thereby corresponds to the regional objective of promoting housing areas which make economic use of land and have high housing density levels.

#### Socially inclusive development, fight against inequality and personal safety

The project aims to combat inequality by offering 82 new homes as social housing, which should be able to accommodate an average of 189 people on lower incomes.

This project also includes the construction of 66 PLUS-CD homes (intended to rehouse social housing tenants whose homes face demolition) with subsidised rents of EUR 6.62 per m<sup>2</sup> and 16 PLUS homes with rental set at EUR 7.19 per m<sup>2</sup>.

Moreover, this scheme complies with regional stipulations which require at least 5% of newly funded accommodation to be occupied by people aged under 30, and 5% to be specially adapted for people with disabilities or reduced mobility.

#### Respect for fundamental rights

This scheme aims to enable the relevant individuals to exercise their right to an adequate standard of living, both for themselves and for their family, including adequate housing and a constant improvement to their living conditions. Moreover it intends to help better facilitate the right to access such housing in the region.

#### Responsible development of the territory

Regional support for new social housing stock is intended to promote balanced and responsible development in the region. This scheme is located in a National Urban Renewal Agency (ANRU) area in Aulnay-sous-Bois, where there is considerable need for social housing (to help older children to live

independently from ageing parents, for example) despite the fact that, at 35%, the rate of social housing there is already slightly above the legal limit.

Moreover, this scheme is indicative of a complex situation, as 50% of social housing stock is concentrated in some 8% of municipalities. The Region is attempting to tackle this lack of balance, but the situation is further complicated by the fact that it is examining projects which have already been given planning permission, the latter having been granted by the municipalities. Arrangements have therefore been made through regional initiatives to improve this balance by encouraging the creation of more social housing in those municipalities whose social housing levels are currently below the legal limit. This has resulted in 37% of housing financed by the Region being situated in municipalities whose social housing levels are below 20%.

### **Economic development**

This project is helping to support and create employment in the region, with an estimated 114 FTEs supported through building work (11.6 FTE per EUR 1m with a sum of EUR 9.8m:Employment impact ratio – Minister for Sustainable Development). Moreover, 2201 social inclusion employment hours have been included in the building work plans for those experiencing difficulty entering employment.

### **Fair practices**

The grant application and consideration process for this scheme is completely transparent. Eligible projects must comply with a set of criteria all of which are clarified in the resolution proceedings.

Moreover, recipients of regional grants are all subject to the public procurement process with regard to the selection of businesses to undertake work.

### **Responsible purchasing**

The regional system for social housing allocation requires that beneficiaries include social inclusion clauses in any public procurement contracts to be awarded. Moreover, the regional system is already extremely stringent, and it is considered that adding further provisos to existing requirements may make it unworkable in terms of control, with regard to achieving the aim of the project and working with the constraints of internal staffing levels.

### **Responsible supplier relations**

Cf. previous criterion.

### **Consultation with the stakeholders**

Prior to a request for a regional grant, each new construction project is discussed between social housing providers and the municipalities. Projects submitted to the Region must have obtained prior planning permission and thus the consultation process must be well underway by the time the project is considered by the Region. The project is then considered by the Region and presented to the relevant representatives in a subject committee. These committee members approve the project based on submission documentation prepared by the Region.

# SAMPLE PROJECT:

## THERMAL RETROFITTING OF 398 DWELLINGS - RÉSIDENCE LES AUNETTES

### HIGHLIGHTS:

- A scheme intended to help reduce the social problems of a housing complex located in a deprived area
- Savings estimated at EUR 22 per month per home
- CO<sub>2</sub> reduction evaluated at 43kg/m<sup>2</sup>/year
- 153 full-time equivalent jobs supported by the project, of which 6 FTE supported by the 2014 green and responsible bond

Rue Jacques Decour  
FLEURY-MEROGIS (91)



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**0,4 M€**

GLOBAL AMOUNT  
OF THE PROJECT

**11 M€**

#### Environmental management and ecodesign

The project conforms to regional scheme stipulations, with planned compliance with Patrimoine Habitat certification standards and the BBC Effinergie Rénovation label.

This renovation work is intended to improve the thermal and technical aspects of the building, with thermal insulation of the walls and flat roofs, replacement of French windows and renovation of the heating system. A number of measures are also planned for communal areas, such as the installation of thermostatic control valves to help improve temperature control and make energy savings.

#### Combating climate change and promoting ecological transition

This project will enable tremendous energy savings to be made, thus complying with scheme objectives. With an existing consumption rating of E, this project will take the building to class B, effectively reducing primary energy consumption by more than 70%. The associated CO<sub>2</sub> savings are thus estimated at 43kg per m<sup>2</sup> per annum, i.e. 1.2 tonnes per annum for the building as a whole with a calculated floor space of 27,338 m<sup>2</sup>.

#### Sustainable land use and improved quality of life

The project will contribute to improved living conditions for residents, with works designed to enhance the comfort of homes. Moreover, the Region has earmarked

this project for particular attention in order to ensure timely commencement of works, as a major upgrade to the heating system needs to be completed before next winter.

#### Socially inclusive development, fight against inequality and personal safety

This scheme is located in a very deprived area, classified both as a National Urban Renewal Agency (ANRU) area and as a “sensitive urban zone” (zone urbaine sensible, ZUS), and will help to tackle the fuel poverty and social problems faced by the households in this housing complex. Residents will benefit from significant savings on rental charges, with an average expected reduction of EUR 22 per month per household.

Moreover, the planned works will enable a redesign of the building’s accessibility and improve security of common areas.

#### Respect for fundamental rights

This scheme aims to enable the relevant individuals to exercise their right to an adequate standard of living, both for themselves and for their family, including adequate housing and a constant improvement to their living conditions.

#### Responsible development of the territory

This project is part of an overall initiative for balanced local development, in accordance with the regional scheme to target ANRU areas with construction projects:



creating maximum energy savings through this scheme will automatically help improve ANRU areas, in which homes face the highest rates of fuel poverty and social problems. The Aunettes complex has been in a sensitive urban zone since 1996; in 2012 its social housing rate was 80.8%.

Moreover it is hoped that making improvements to the fabric of the building will help minimise its situation of social isolation, connecting it with the neighbouring Jonc Marins ecodistrict project.

### **Economic development**

This project is helping to support and create employment in the region, with an estimated 153 FTEs supported through building work (14.2 FTEs per EUR 1m with a sum of EUR 10.8m; calculation: Employment impact ratio – Minister for Sustainable Development).

### **Fair practices**

The grant application and consideration process for this scheme completely transparent. Eligible projects must comply with a set of criteria all of which are clarified in the resolution proceedings.

Moreover, recipients of regional grants are all subject to the public procurement process with regard to the selection of businesses to undertake work.

### **Responsible purchasing**

The regional fuel poverty action scheme does not require the beneficiaries to include any specific additional clauses in any public procurement contracts to be awarded. The regional social housing system is already extremely stringent, and it is considered that adding further provisos to existing requirements may make it unworkable in terms of control, with regard to achieving the aim of the project and the additional demand on internal staffing levels.

### **Responsible supplier relations**

Cf. previous criterion.

### **Consultation with the stakeholders**

Regional funding to help combat fuel poverty is subject to the implementation by the contracting authority of a consultation procedure with tenants. Within the framework of the Aunettes scheme, 92.96% of tenants who voted approved the works.

The project is then considered by the Region and presented to the relevant representatives in a subject committee. These committee members approve the project based on submission documentation prepared by the Region.



**BUILDINGS  
AND EQUIPMENT  
FOR EDUCATION  
AND LEISURE**

# PROJECT CATEGORY NR. 7

## ECONOMIC AND SOCIALLY INCLUSIVE DEVELOPMENT

Projects that contribute to creating or maintaining local jobs, through supporting regional SMEs, and projects in the social and socially inclusive economy; Supporting research and innovation by SMEs that promote environmentally-friendly and social regional transition process, and the Region's attractiveness

The regional strategy for economic development and innovation (SRDEI) aim in particular to support the economic activity of SMEs in the Paris area and to promote the environmental and social conversion of the area. The SRDEI was passed in June 2011 after extensive consultation of the Paris area economic players.

**Region's jurisdiction:** the Region will become the leader of economic development in the territory under the NOTRe Law (New territorial organisation of the Republic)

**Forms of intervention:** subsidies, capital endowments, equity participation

**Target audience:** Very small firms and SMEs, competitiveness clusters, investment funds for SMEs, honour loan funds, associations of social and inclusive economy

KEY DESCRIPTIVE INDICATORS	Financing provided by the green & responsible bond
5,600 jobs supported by the bond	<b>EUR 44 M</b>
1,077 firms helped in 2014	

*Calculations based on the four policies presented hereafter*

The projects that were funded in 2014 as part of the green and responsible bond reflect three priorities of this strategy:

<p><b>PRIORITY NR. 1:</b> Encourage creations, transmissions and acquisitions of SMEs/ SMIs in the Île-de-France, and their growth, while respecting the rules of competition, by creating positive incentives for ecological and social conversion of land and for the integration of CSR initiatives</p>	<p><b>PRIORITY Nr. 2:</b> Promote inclusive land development by integrating into the business strategy of the Île-de-France the specificities, potential and local needs, particularly those of economically vulnerable areas</p>	<p><b>PRIORITY Nr. 3:</b> Enhance the innovation potential of the Paris area, to attempt to meet the economic, environmental and social needs in a perspective of responsible innovation</p>
<p><b>EUR € 21.9 M</b> Example below: PM'UP scheme</p>	<p><b>EUR € 4.6 M</b> Example below: Support to ADIE (micro-credit association)</p>	<p><b>EUR € 17.3 M</b> Examples below: AIR scheme and support to competitiveness clusters</p>

# PM'UP SCHEME

## ASSISTANCE FOR BUSINESSES ADOPTING A CSR APPROACH

### HIGHLIGHTS:

- 189 SME awards in 2014
- Maximum grant of EUR 250,000, spread over three years.
- 89% of businesses helped in 2014 reported having a better understanding of CSR following steps taken under PM'up.
- SMEs helped during 2014 anticipate growing their workforce by 111% over the next three years



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**5 M€**

#### **Environmental management and ecodesign**

The PM'UP scheme has been in existence since 2008, to help finance structural expenditure of SMEs and SMIs. Only grants paid by the Region in 2014 and assigned to business investment spending, such as the acquisition of new production tools, were accepted as part of the Region's green and responsible borrowing.

The scheme was revised in 2013 in a context of eco-awareness, with the aim of promoting best practice in the area of corporate social responsibility (CSR). The selection of grant-winning businesses is now based on both the "economic" criteria in place since 2008 and the CSR credentials of businesses.

Questioned after their acceptance, 64% of SME grant recipients said they had already given thought to CSR before submitting their grant application; 89% said they had a better understanding of CSR following the PM'up process. New CSR practices had been identified by 83% for their businesses and 97% thought that information and contacts communicated by the Region were appropriate.

#### **Combating climate change and promoting ecological transition**

The Region has drawn up a restrictive list of projects eligible for financing under the scheme. In this context, projects related to eco-sector activities are open to the scheme, where they provide a solution to energy issues (alternative energies, low environmental impact construction, intelligent-capture energy networks, storage and recovery of CO<sub>2</sub>, energy storage, bio fuels, energy efficiency of products, processes and networks) or where they involve the measurement,

prevention and remedying of environmental pollution (Recycling and recovery of waste, eco-materials, water and sanitation, measurement of pollution (air, water or ground), treatment of pollution (air, water or ground), meteorology and instrumentation, prevention of natural and industrial risks, sustainable procurement, management of natural and urban spaces, green chemistry, optimisation of industrial processes, sustainable resource management).

In 2014, 19 eco-sector businesses were assisted by the two calls for proposals, making up 10% of the scheme's beneficiaries. Furthermore, in the context of the CSR element of the scheme, of the 189 successful businesses in 2014, 87% are participating in an exercise to reduce energy consumption, use of resources, waste and pollution; 69% are committed to a programme of environmental and social responsibility for products and services, and 74% believe that the CSR programme will lead to a reduction in their carbon footprint.

The rules of the scheme state that projects or activities related to sectors such as armaments, the extraction of fossil fuels or the nuclear industry may be summarily excluded.

#### **Sustainable land use and improved quality of life**

In the context of the CSR programme adopted by successful businesses. 55% are signed up to a transport and accommodation initiative, with a strong commitment to improving the quality of life of their employees. By way of example, among these businesses, some have decided to fully fund a subscription to the

Navigo 'Vélib' and 'auto-lib' scheme\*, encourage car sharing (subscription via dedicated portals, setting up internal procedures, inter-company processes, etc.), encouraging the use of 'soft' transport for employees and goods, adopting inter-company transport plans or assisting employees to find accommodation.

\*The Navigo pass gives access to the 'Vélib' bicycle sharing scheme and the 'auto-lib' electric car sharing scheme.

### **Socially inclusive development, fight against inequality and personal safety**

SMEs with at least five employees in the social and solidarity economy sector are eligible for the scheme, with projects liable to bring new solutions to social needs which are badly served in terms of products, services, organisation or distribution.

The range of applications provided for includes population ageing and dependency, childcare, measures to combat poverty, social exclusion and discrimination, solidarity finance and fair trade.

### **Respect for fundamental rights**

The project supports freedom of enterprise.

Furthermore, in the context of the appraisal process, all businesses receiving grants are committed to upholding the regulations. In the course of their interactions with these businesses, Regional services have conducted a review of the principal legal obligations to which they are subjected.

### **Responsible development of the territory**

The project reinforces the attractiveness of the area, supporting a network of dynamic SMEs, driving ventures with high added value in economic, social and environmental terms.

Though the scheme does not provide specific criteria favouring SMEs from deprived areas, it should be noted that the distribution of successful businesses by département is broadly in line with the distribution of businesses across the area, serving to illustrate that the dynamism of Ile-de-France-based SMEs is found in each département. The grant winners located in Paris are slightly under-represented (34% of businesses assisted, whereas 41.5% of Ile-de-France businesses are concentrated in Paris) and grant winners in the département of Seine Saint-Denis are slightly over-represented (11% of grant winners, whereas the département accounts for 9% of aid).

As regards the CSR programme, 65% of successful businesses have committed to a programme to reduce territorial inequalities and promote territorial balance.

## **Economic development**

The PM'UP scheme targets small and medium enterprises with at least five full-time equivalent employees, which are in good financial health and which are potential job creators in Ile-de-France. At the time of submitting their application, the schemes successful candidates for 2014 employed 4,159 people, an average of 22 per business. On the basis of data provided by the businesses, estimated job creation by grant-winning businesses over the following three years is 4,615, an average increase of 111%.

By size of workforce, 27% of successful companies had five to 10 employees, 33% had 10 to 20 employees, 29% had 20 to 50 employees and 11% had 50 to 250 employees.

The scheme supports business investments, by enabling growth or diversification of a company's production or a fundamental change in the entire production process. The Region requires that these investments are used within the territory of Ile de France and acquired from third parties under market conditions.

### **Fair practices**

The scheme comes within the framework of "de minimis" regimes drawn up by the European Commission, and provides for the granting of public subsidies to businesses in the private sector without this being regarded as a distortion of competition.

The process of distribution of grants is transparent, and based on selective criteria. Regulations governing the granting of aid and all information helpful to businesses applying are directly accessible on the scheme's website each time there is a call for proposals. In addition, the designation of businesses winning a PM'up call for proposals is by an expert jury composed of qualified people representing the principal institutional players supporting the development of Ile-de-France enterprises.

The development plan for each grant beneficiary is presented to the Permanent Commission of the council once PM'up grant winners have been decided. Aid is paid to grant winners in three instalments each year, and is conditional, throughout the three year period, on the implementation and effective monitoring of the improvement strategy adopted by the enterprise. A review is therefore organised each year with the winning businesses, at which time they are asked to provide a summary of actions taken in the context of their CSR initiative and provide what documentary evidence they can.



### **Responsible purchasing**

In the context of the CSR element of the scheme, 62% of businesses are committed to a Behaviour on the Markets initiative and the social engagement of their businesses, and 69% to a Social and Environmental Responsibility initiative for their products and/or services.

### **Responsible supplier relations**

Cf. previous criterion.

### **Consultation with the stakeholders**

The elaboration of CSR criteria for PM'up grants was decided following the Ecological and Social Conversion Congress, organised by the Ile de France Region, which consisted of a large scale consultation of the public and all stakeholders with an interest in the subject. In particular, the scheme has been the subject of a working group, meeting on several occasions, made up of Regional politicians, representatives of the Region's services, institutional partners and business representatives. It should also be stressed that implementing these CSR criteria has not significantly reduced the number of applications.

Furthermore, the inclusion of CSR aspects in the scheme takes place over several stages in a process of consultation: - following calls for applications launched

by the Region (two in 2014), each business making application must carry out a CSR self-assessment, based on the international standard ISO 26000. In this way, 520 applicant businesses in 2014 were able to better understand the various aspects of CSR. The aim of region aid being to engage these businesses in a progressive approach, whatever their initial degree of maturity, no minimum standard is required from these self-assessments.

- in the case of applications accepted in the first instance, businesses are supported by the Region in formalising a CSR progress plan. A visit to the business is arranged, as well as a meeting with the proprietor, and the Regional services have drawn up with partners a thematic guide setting out the principal legal obligations of the business, examples of good practice and a list of resources and contacts to assist with their planning. In 2014, 189 businesses receiving grant aid devised their own progress plan based on priority issues and challenges which they face, and setting progress objectives accompanied by a plan of action and performance indicators. After three years of Regional aid, an assessment of the introduction of CSR criteria will be carried out with each business forming part of the scheme.

<http://www.iledefrance.fr/aides-regionales-appels-projets/appel-projets-pm>

# THE AIR SCHEME

## AID FOR SOCIALLY RESPONSIBLE INNOVATION

### HIGHLIGHTS:

- 45 RDI projects supported in 2014 promoting responsible innovation
- Maximum subsidy of EUR 80,000
- 70% of businesses assisted over the 2009-2013 period created jobs
- 60% of businesses which received aid in the 2009-2013 period consequently marketed their innovation

FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**2 M€**

#### **Environmental management and ecodesign**

The AIR scheme (Aide à l'Innovation Responsable) is an RDI (research development and innovation) assistance programme which aims to support innovative projects. The maximum possible amount for funding, fully financed by the Region, is EUR 80,000, with 50% paid as an advance upon the signing of the funding agreement. This scheme was designed to support sustainable development projects. To be eligible for aid, projects must fulfil one or more sustainable development criteria. This covers a number of areas. With regard to the environment, projects may involve resource management (water, materials, energy), air, water and soil pollution control, or even biodiversity or waste management. Social issues may encompass such areas as health (prevention, screening, treatment, toxicity), health and safety, working and living conditions, prevention of social exclusion, social cohesion, equal opportunities and rights, social dialogue, knowledge and skills sharing and transparency. With regard to economics, projects must contribute to the economic development of the region and may relate to the efficacy of public systems, social economics, ethics and responsible economics, the solidarity economy, the application of precautionary principles or even risk prevention and management. Finally projects on governance, covering responsible management and corporate social responsibility, are also eligible. Given that innovation covers a wide range of subjects and fields, all AIR applicants will be assessed on the basis of the most relevant criteria from the above

list, and assessed using an analysis table to determine each project's particular merits (state-of-the-art, level of innovation, environmental and social value in terms of potential usage, etc.). To be eligible for regional aid, the project proposal must represent a significant advance on the current situation. Evidence must also be given as to why funding is needed to complete the project.

#### **Combating climate change and promoting ecological transition**

By drawing up a definitive list of eligible projects to assist with sustainable development, such as environmentally-related projects, this scheme has a direct impact on environmental change in the region. In 2014, a total of 45 projects were supported through the AIR scheme. Of these, 16 were directly related to environmental innovation. Moreover, questioning the consequences of each innovation is a vital aspect of this scheme. This querying process encourages businesses to engage in a new way of developing the local area which the Ile de Paris Region would like to establish, promoting social and environmental change.

#### **Sustainable land use and improved quality of life**

The AIR scheme supports risk-taking for SMEs, as the projects assisted at this stage are still at a remove from the marketplace and therefore not firmly established in the region. This is precisely the reason why support from

the Region often helps to get projects off the ground and to get such innovations wider exposure, with the long-term aim of improving quality of life in the Ile-de-France area.

### **Socially inclusive development, fight against inequality and personal safety**

This scheme is helping to develop inclusivity in the region, with eligibility criteria covering such areas as the solidarity economy, ethics and responsible economics. The scheme also supports disability and health projects. 6 projects in the latter area were supported in 2014.

### **Respect for fundamental rights**

The project supports freedom of enterprise. Moreover, the scheme also includes certain ineligibility criteria. Therefore, projects relating to weaponry, nuclear power (excluding medical and civil uses), advertising and marketing, as well as anything liable to infringe ethics or individual liberties or to harm the environment are all excluded.

### **Responsible development of the territory**

This project improves the profile of the region by supporting a network of dynamic SMEs, which bring in projects of high added environmental, economic, social or governance value. The scheme requires that SMEs be financially healthy, regardless of age.

### **Economic development**

The PM'UP scheme targets small and medium-sized businesses with between 5 and 249 full-time-equivalent employees, in sound financial health, which have the potential to create jobs in the Ile de-France area. They must, moreover, be based in the Ile-de-France and be in the goods or services sector.

According to a study of the AIR scheme between 2009 and 2013, 60% of businesses which benefited from funding went on to market their innovation, and 67% of entered a new market. Moreover, AIR statistical studies show that the aid had a strong positive effect on staff numbers: their innovation projects enabled 72% of recipient businesses to maintain jobs, and created jobs for 70% of recipients. Moreover, statistical regression analysis conducted as part of this study suggests that businesses which received aid showed significantly higher salaries and wages than those which did not receive any aid.

### **Fair practices**

The AIR scheme is covered by notified scheme no. 520a/2007 which sets out the procedures for RDI aid allocation, and was approved by the European Commission on 16 July 2008.

The selection procedure for AIR projects is based on a transparent process. Requests for funding come from the SME on the basis of a clearly identified project. The Region has appointed a qualified organisation, Paris Région Entreprises (formerly the Centre Francilien de l'Innovation) which checks that requests are eligible for funding under this scheme. Aid request documentation must contain all the information required to enable a full assessment of the business and the proposed project in accordance with the relevant criteria. Eligible expenditure is only considered after acceptance of the project by the Region, the official date for which being that on which full documentation is submitted. The application documentation is then submitted to the "AIR Commission", under the aegis of the Region, to which representatives of the state, Bpifrance, DIRECCTE and Paris Region Entreprise are invited. This commission meets each month and determines that there is no overlap with other innovation funding schemes. 11 such meetings were held in 2014.

### **Responsible purchasing**

This scheme supports RDI programs for SMEs and therefore operates upstream of the production/marketing phase.

### **Responsible supplier relations**

Cf. previous criterion.

### **Consultation with the stakeholders**

The aid allocation process requires various different public bodies in the region to liaise together (as described above). Moreover, the AIR scheme is one of 3 schemes within the Fonds Régional pour l'Innovation et la Conversion Ecologique et Sociale (FRICES) fund, led by the Région Ile-de-France and Bpifrance. A three-year contract governs the running of FRICES, resulting in regular apposite adjustments to improve access to such funding and ensure it functions as efficiently as possible. It should be noted that AIR is fully funded by the Region, unlike the two other schemes (AIMA and Aixpé) which are co-financed in partnership with Bpifrance. Finally, liaison meetings with the businesses regarding the scheme are held at least twice a year.

# GRANT SCHEME FOR JOINT PROJECTS

## HELP FOR CENTRES OF COMPETITIVENESS

### HIGHLIGHTS:

- 35 joint projects supported in 2014
- 4 projects of Advancity in favor of urban sustainability
- 84% of firms considered that their positioning in the centres had enabled them to maintain employment levels
- 66% of firms had been able to create jobs as a result of being part of the centres

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& RESPONSIBLE BOND

**6 M€**

#### **Environmental management and ecodesign**

The Region gives aid to joint projects in areas of competitiveness, which have been submitted and approved as a result of a call for projects from the Single Inter-Ministry Fund - Regions (FUI-R), controlled by the State. From these projects, the regional scheme selects those which will be financed on the basis of a list of predefined criteria, with a particular requirement that the product being developed is part of the development of an Eco-region in an environmentally and socially sustainable manner, that it has a social and environmental impact, and that it has a positive impact on employment.

Thus a large proportion of research, development and innovation (RDI) projects financed by the Region and coming from centres of competitiveness, are based on eco-design, either relating to the design of the product or service itself or to its use. The project will be developed in collaboration with other stakeholders (academic or industrial).

By way of example, in 2014 the Region assisted four projects from the Advancity centre, involving four laboratories and six businesses. The Advancity centre subscribes directly to a sustainable development programme, and in particular carries out projects supporting urban sustainability, a theme not specifically addressed by any other player.

#### **Combating climate change and promoting ecological transition**

The scheme directly promotes the environmental transition of the area, and assisted projects must participate in the promotion of the development of an Eco-Region in an environmentally and socially sustainable approach.

Of the four Advancity centre projects assisted by the Region in 2014, three centred on the theme of climate and sustainable mobility. For example, the theme of one project was next generation printing equipment incorporating ground-breaking innovations to increase the output of photovoltaic cells. The second project centred on adapting cable transportation systems (of the cable car variety) to the constraints, challenges and needs of the modern urban environment, its users and operators. The third project aimed to develop a web application for territorial development stakeholders (communities, developers, urban planners and economic stakeholders) whose purpose is to enable multi-themed and dynamic cross-sectional analysis of the territories in terms of their attractiveness.

#### **Sustainable land use and improved quality of life**

Development of the territory and revitalisation of certain areas is at the strategic heart of the Advancity centre, whose members “together aim for excellence in energy and environmental efficiency of urban territories, and

operate in the construction market, urban services, town planning and development”. This priority is particularly evident in the territorial positioning of the centre and its interaction with other stakeholders in innovation across the territory.

### **Socially inclusive development, fight against inequality and personal safety**

The Advancity competitiveness centre is a signatory to the charter of commitment of Paris Region Enterprise (a Regional association working to promote attractiveness and economic development in the Ile-de-France), and in this respect, Advancity is committed to respecting, maintaining and spreading the values held by the establishment in the territory, particularly in terms of diversity, solidarity, openness and inclusiveness.

### **Respect for fundamental rights**

The project supports freedom of enterprise.

### **Responsible development of the territory**

The policy of the competitiveness centres has the objective of strengthening the competitiveness and attractiveness of the territories by encouraging a rapprochement of players in a given territory and creating a local ecosystem of innovation and growth. Competitiveness centres contribute to the establishment of a number of R & D centres and businesses in the territory, and play a unifying role in the relevant industries or sectors.

The territorial base of the centres gives them a strong element of visibility, particularly at the international level, highlighting all the area’s strengths in key economic and technological fields. The centres also provide a brand image for SME members. In most cases they allow large groups to accentuate their contribution to the promotion of the territory. Thus, according to the assessment of competitiveness centres carried out at the national level in 2012, 84% of member businesses and 91% of approved project partners considered that the centres had given them greater visibility and

attractiveness of local resources in the skills area covered by the centre nationally. Additionally, 72% of member businesses and 77% of approved project partners considered that the centres had given them greater visibility and attractiveness of local resources in the skills area covered by the centre abroad.

For example, the Advancity centre contributes to the definition of the “Urban sustainability” programme of the National Research Agency (ANR), which seeks to inform public decisions and produce tools and techniques allowing urban areas to better integrate the exigencies of sustainable development. The centre also organises the eco activities industry plan of Ile-de-France, a programme of targeted actions supporting the development of the most promising segments in the development of eco activities in Ile de France to meet their needs, and bringing together the principal Ile de France partners in terms of sustainable development and stimulation of eco-innovation.

### **Economic development**

Regional subsidy to joint projects in centres of competitiveness helps to maintain employment levels. Regional grants are also subject to the maintenance of employment in Ile-de-France, so that the subsidy could be reversed, even after the end of the project (10 years) if employment in Ile-de-France is threatened.

The 2012 evaluation study of centres of competitiveness indicated that 84% of businesses considered that their positioning in the centres had enabled them to maintain employment levels, and 66% thought they had been able to create jobs as a result of being part of the centres. The effect of the centres on the regional economy and the sector or industry concerned is seen over the medium and long term, as the culmination of projects and dissemination of associated innovations requires several years.

The centres contribute significantly to strengthening the regional innovation ecosystem by structuring and animating industry at regional level, strengthening strategic and international capabilities, shaping projects

(implementing and energising). They reinforce and sometimes provoke a collaborative dynamic within areas, playing a role in unifying different stakeholders and bringing together business and research, SMEs and large groups, even within the areas of academia and research.

### **Fair practices**

Regional aid to centres of competitiveness comes within the notified scheme numbered 520a/2007, outlining details of aid provided to the RDI projects of territorial collectives, and which was approved by the European Commission on 16th July 2008.

The selection procedure for projects starts with the selection of projects by the centres themselves. The selected projects are then submitted by the centre's authorities via the BPI France (public investment bank) extranet in the context of appeals for projects (AAP) known as "FUI-R" - Single Inter-Ministry Fund – Regions. There follows a process of selection by funding bodies, including the Region. In this context, a common grant application (model defined in the selection process) taking into account the demands of the various potential funding bodies, is drawn up by the project initiators. The application is subject to technical scrutiny by the state and a presentation to a technical commission of the funding authorities. The Region then selects the projects it will support through a Standing Committee of regional elected representatives.

### **Responsible purchasing**

The scheme supports RDI programmes of the centres of competitiveness and therefore precedes any production or marketing phase.

### **Responsible supplier relations**

Cf. previous criterion.

### **Consultation with the stakeholders**

The aid appraisal programme involves collaboration between various stakeholders (cf. previous description).

# ADIE SUPPORT PLAN ADIE HONOUR LOAN FUND MATCHING

## REGIONAL INCENTIVE PLAN FOR START-UP BUSINESSES BENEFITING FROM AN ADIE MICROCREDIT LOAN

### HIGHLIGHTS:

- 808 projects benefited from the business creation regional premium in 2014
- An average of 1.26 full-time jobs created for each assisted business, i.e., regional support for creating 1,018 full-time jobs
- Sustainability rate from 70% after 2 years and 58% after 3 years
- 84% of entrepreneurs aided by the programme are reintegrated



FINANCED BY 2014 GREEN  
& RESPONSIBLE BOND

**1 M€**

#### Environmental management and ecodesign

This regional plan is not dependent on an eco-design approach, the purpose of the project is to help individuals excluded from the labour market to create their business and their job through microcredit. In this context, the Region lends it support to investment through two tools. Firstly, the Region participates in the ADIE Funds of Honour loans (total fund estimated at EUR 17.3 million at end of 2013), which allow ADIE to offer zero per cent honour loans (average EUR 1 at zero rate for EUR 2 in micro-credit). Secondly, the Region has implemented a regional premium allocation plan granted to ADIE micro-credit beneficiaries in two stages: during the company start-up (EUR 1,000 on average), and when recruiting the first employee (EUR 1,500). It should be noted that ADIE is present in all Ile-de-France departments except in Seine-et-Marne, where the AFILE 77 association develops the ADIE credit offering. The AFILE 77 association is thus eligible in the same way to both regional tools. In what follows, mention of ADIE refers to the overall activities of ADIE and AFILE 77 in Ile-de-France.

#### Combating climate change and promoting ecological transition

Not applicable, see above.

#### Sustainable land use and improved quality of life

Projects proposed by people benefiting from an ADIE

micro-credit are, by definition, rooted on the territory and so contribute to an improved quality of life for all. Business activities whether itinerant or office-based, represent the majority of assisted service projects, (including restaurants and hotels). These projects are a source of wealth and social relationships, such as the preservation of small local businesses or the development of new services to the population or to businesses. The vast majority of entrepreneurs funded by ADIE are thus under the regime of individual proprietorship and half of them opt for the self-employed contractor regime (auto-entrepreneur).

#### Socially inclusive development, fight against inequality and personal safety

The purpose of the scheme is to support project promoters selected by ADIE, a recognised public utility association, offering through business creation, a lasting and viable reintegration solution for those individuals furthest from the labour market. According to an impact study carried out in 2013, creation of business supplemented by ADIE was a factor of social inclusion: 84% of creators are integrated, either through the business that they have created (63%), or as employees or creators of a new business (21%), and 42% of persons financed by ADIE are social minima beneficiaries. To identify its target audience, ADIE has established a social and financial exclusion index, based on fifteen indicators aiming to measure the level of exclusion of people it finances and which it assists on their



initial contact with the association. A CREAJEUNE programme is specifically aimed at economically vulnerable young people, particularly those not receiving unemployment benefits or who receive the RSA, ARE or ASS. It consists of a 4 to 6 week training course for 18-32 year olds to establish their business start-up project. In 2014, this programme helped to support 50 beneficiaries in Asnières, 36 beneficiaries in Evry, and 116 beneficiaries in Saint Denis. Without imposing a selection criterion, ADIE takes into account parity between men and women for the sake of combating all inequalities. The Association's employees and volunteers are regularly made aware of this issue. Thus, in 2014, 41% of ADIE supported project founders in Ile-de-France were women, compared with 38% of individual business creators in France.

#### Regional premiums granted in 2014:

- 41% women
- 29% not French citizens
- 16% with financial difficulties
- 13% not knowing how to read or write properly
- 3% gypsies
- 25% aged less than 30
- 12% aged more than 50

### Respect for fundamental rights

ADIE targets promotion of right to initiative for all, and in particular for the most vulnerable audiences. By fighting poverty through economic integration and the

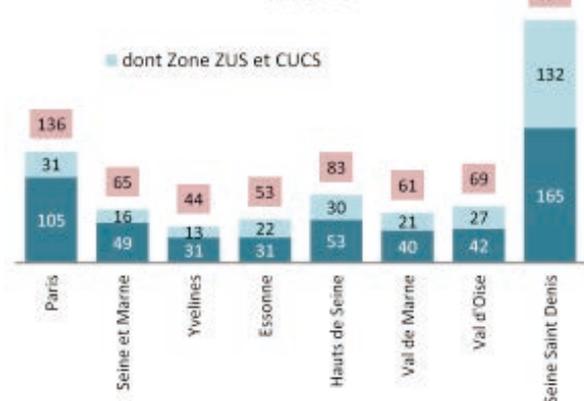
creation of their own jobs and by facilitating priority access to funding for individuals excluded from the conventional banking system, the scheme participates in the fight against discrimination and for equal opportunities.

### Responsible development of the territory

The scheme fits in with a perspective of sustainable and balanced development of the territory, ADIE having a strong presence in the priority districts of the city's policy in order to promote entrepreneurship in areas where the unemployment rate is higher than the national average. Thus, in 2014 out of the 808 premiums paid by the Region to the beneficiaries of an ADIE microcredit, 292 were located in the policy area of the city (CUCS - Urban Social Cohesion Contract and ZUS - Sensitive Urban Zone).

Furthermore, the Region scheme foresees a doubling of the premium at start-up if the created company falls within the social and united economy, as well as doubling of the employment grant if the hired employee is a resident in a ZUS zone or if the company belongs to the sector of social and united economy. 13 employment premiums were doubled in 2014.

Distribution des primes régionales aux bénéficiaires de l'ADIE Afile 77 en 2014 sur le territoire



### Economic development

Granting of micro-credit financing is achieved by examining the profitability of the project, with the objective of financing micro-enterprises that are viable in the medium term.

According to an impact study on businesses financed by ADIE between 1 October 2009 and 30 September 2011, carried out by an external firm in 2013, the sustainability rate is 70% after 2 years and 58% after 3 years, which is comparable to the national average. Furthermore, it was estimated that, on average, 1.26 jobs have been created by businesses financed by ADIE, i.e., 1,018 jobs created

in 2014 on 808 premiums paid by the Region at the same time as granting of microcredit. Moreover, reintegration through business creation also contributes to instilling a company culture. In this respect, ADIE provides entrepreneurs with assistance, advice and training, by relying on partnerships with entrepreneurship aid organisations and on a network of volunteers. 1,300 beneficiaries were thus assisted individually in 2014 by 150 volunteers and 30 employees in Ile-de-France. Collective assistance is also available each week, depending on the *départements*, to individuals who wish to create or have set up their business. 400 people were welcomed and collectively assisted in 2014 by 15 volunteers and 10 employees.

### Fair practices

A three-year agreement was signed between the Region, ADIE and Afile 77, which specifies the annual means and practical arrangements for payment of the premiums scheme. Due to their strict definition, the premiums are calculated automatically. The Region Standing Committee is informed at each re-granting of the fund, of the beneficiaries and the amounts of premiums awarded by the Chairperson. Moreover, the premiums paid by the Region are part of the European ‘de minimis’ aid schemes and do not hinder competition. Regarding the allocation ADIE assistance, a Credit Committee meets with ADIE every week in each of the ‘territory’ *départements* depending on the number of cases to be decided. Delegation of decisions may

be given under certain conditions to the Directors of territories, or even to experienced Consultants. Credit decisions are given on an as-you-go basis and guarantee fair treatment to applicants. The process of selecting funding applications is carried out in a non-discriminatory manner by the ADIE teams.

### Responsible purchasing

The scheme has no particular provisions in this respect.

### Responsible supplier relations

Training and assistance tasks carried out by ADIE promote awareness of the general public regarding the way businesses operate.

### Consultation with the stakeholders

A yearly Steering Committee gathers the partners and sponsors, and is responsible for ensuring the smooth running of the association’s activity. A regional Assembly which takes place every year, assembling partners, sponsors and service providers, is responsible for making a summary of the past year.



*This document is part of the environmental, socially responsible bond issue conducted by the Ile-de-France Region in 2014 and is exclusively intended for investors. Duplication of this document, in whole or in part, is prohibited without the express written authorization of the Ile-de-France Region.*



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