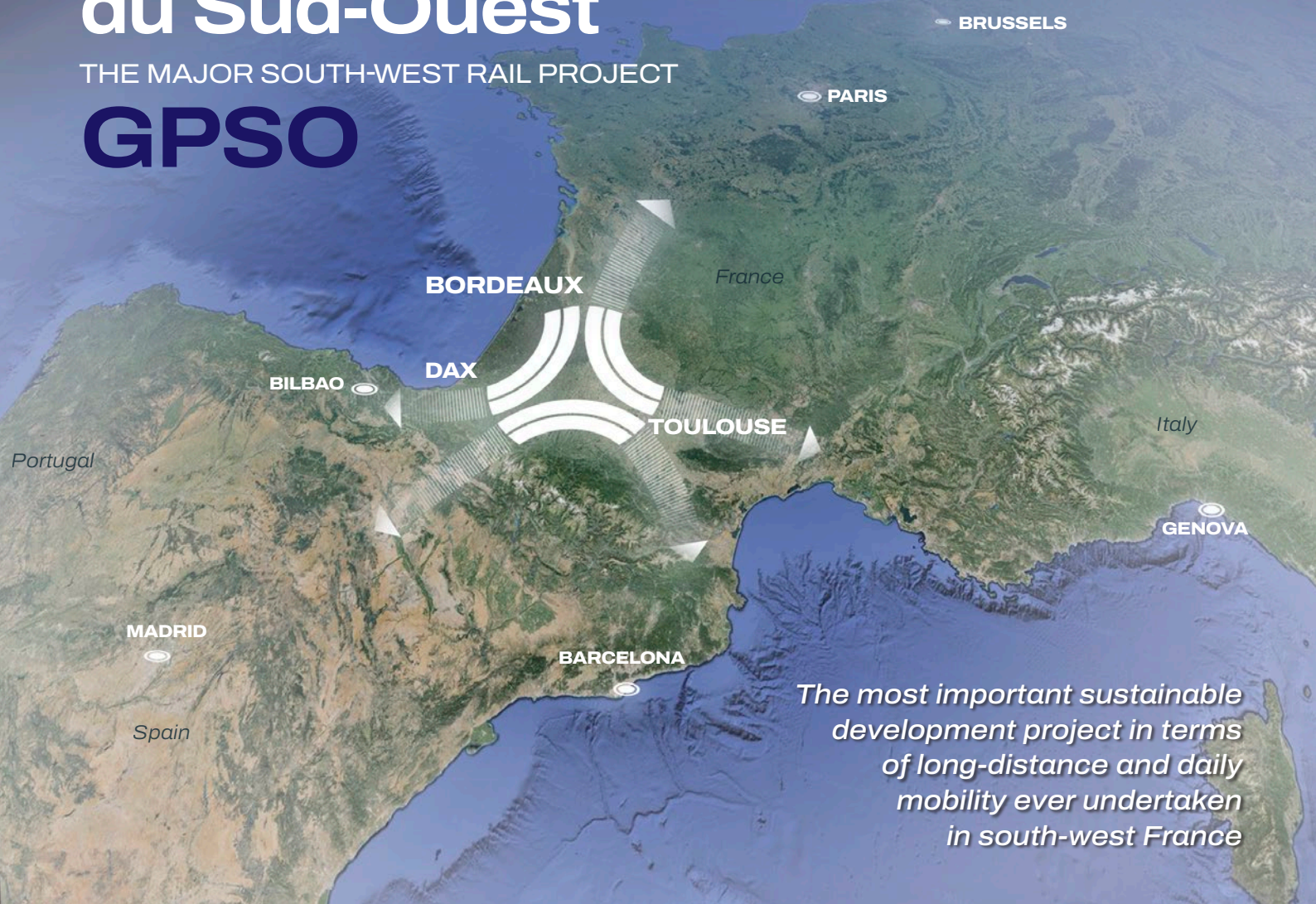


Le Grand Projet ferroviaire du Sud-Ouest

THE MAJOR SOUTH-WEST RAIL PROJECT

GPSO



The most important sustainable development project in terms of long-distance and daily mobility ever undertaken in south-west France

WE ARE INVESTING 14 BILLION EUROS IN THE MOST SUSTAINABLE FORM OF PUBLIC TRANSPORT



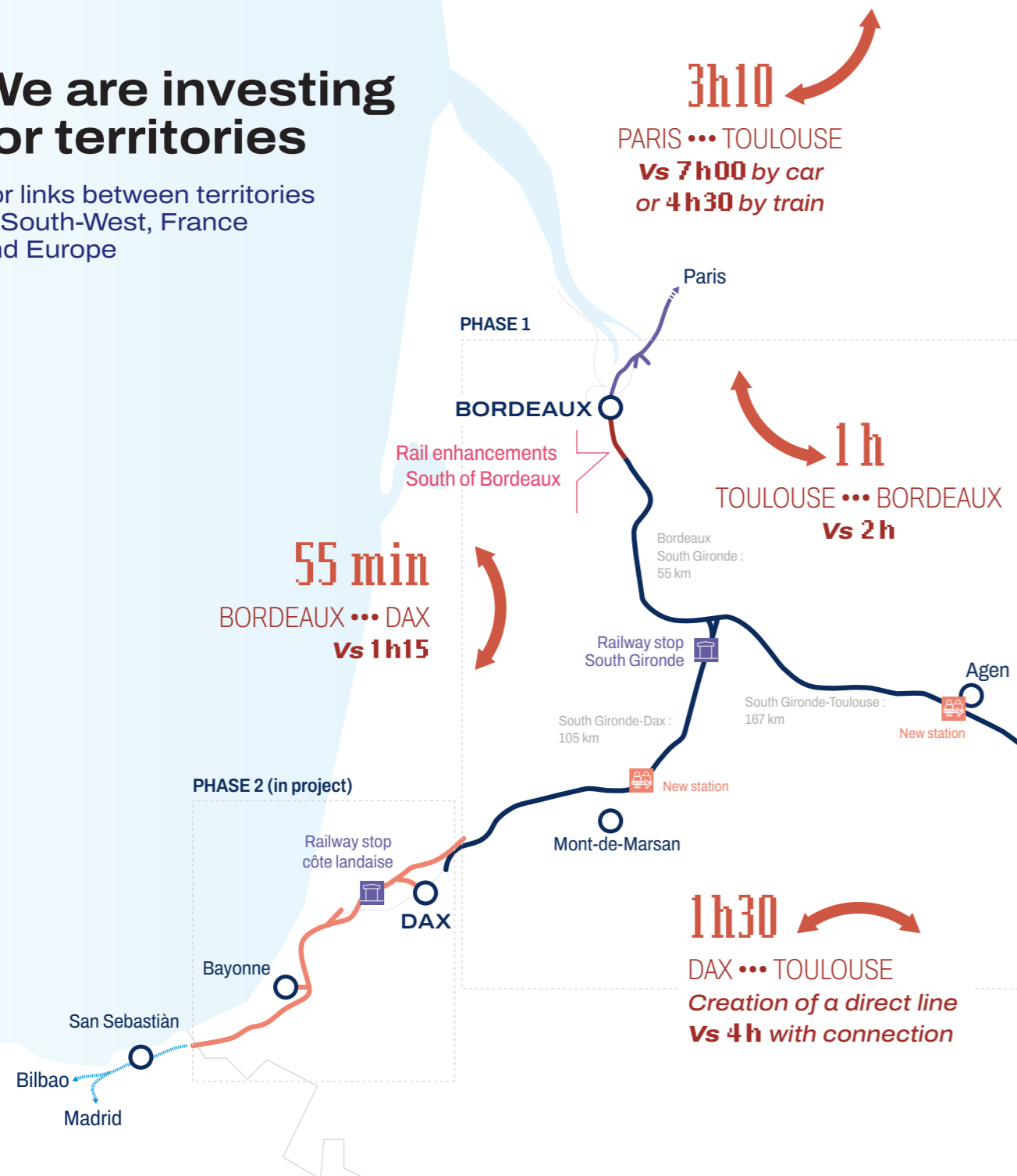
PRÉFET DE LA RÉGION OCCITANIE
Liberté
Égalité
Fraternité
PRÉFET COORDONNATEUR DU GRAND PROJET FERROVIAIRE DU SUD-OUEST

SOCIÉTÉ DU GRAND PROJET FERROVIAIRE DU SUD-OUEST
TOULOUSE-BORDEAUX-DAX

PARTNERS

We are investing for territories

For links between territories in South-West, France and Europe



We are investing for development

For future generations



IMPROVING FREEDOM OF MOVEMENT

- ⊙ Opening up the South-West
- ⊙ Improving freedom of movement and reducing the feeling of confinement
- ⊙ **More trains = fewer cars and fewer trucks on the roads and in cities**
- ⊙ Creating **10,000 direct jobs** with construction sites
- ⊙ Improving accessibility and **economic attractiveness** of the South-West
- ⊙ Promoting **tourism** development and visits
- ⊙ **Strengthen the mobility chain:** daily trains, metropolitan regional express service & shuttles, multimodal exchange hubs, many more trains between Paris and the entire South-West, european long distance trains, etc.
- ⊙ Improving the punctuality of daily trains
- ⊙ Boosting rail freight

SOUTH-WEST AND FRANCE

- Linking the South-West to the high-speed network in France
- Toulouse and Bordeaux linked in just 1 hour
- The main cities of the South-West linked to each other and to the two metropolises
- A transverse axis through the South of France (Bordeaux-Toulouse-Marseille-Nice)



Damaud Antoine - Région Occitanie

EUROPE

- Completing the **Atlantic corridor** to link Northern Europe via Paris and Southern Europe - Spain and Portugal
- **Connect the Atlantic and Mediterranean corridors** / the Iberian Peninsula and Italy - South-Eastern Europe
- **Bordeaux-Barcelona: 3h50 Vs 6h20**
- Creation of **Toulouse-Bilbao in 3h50 Vs non-existent by train / 4h30 by car**
- **Bordeaux-Bilbao in 2h55 Vs 9h**
- **Bordeaux-Madrid in 4h55 Vs 9h30**
- **Toulouse-Madrid in 5h Vs 7h**

*Travel times indicated are estimated



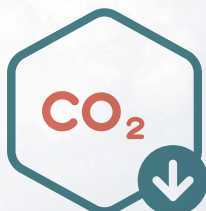
We are investing for ecology

To improve planet's habitability



MODAL SHIFT TOWARDS LOW-CARBON MOBILITY : commissioning of the new line = between 5 and 7 million additional travelers per year, including 3.5 to 4 million long-distance connections. In 2040, up to more than 6 million additional internal rail journeys in Nouvelle-Aquitaine and Occitanie regions.

Reducing greenhouse gases: from 340,000 to 550,000 tCO₂e avoided per year 10 to 20 years after commissioning. That is between the annual emissions due to the transport of more than 123,000 people (the equivalent of the combined populations of the three cities hosting new stations, Agen, Mont-de-Marsan and Montauban) and those of 200,000 people (more than the population of a department like Gers)



AIR QUALITY

More electric trains = less carbon and pollutants = better health for all

PARIS ----- TOULOUSE

TGV 2,4 kg CO₂e

Car (electric) 70 kg CO₂e

Car (combustion) 148 kg CO₂e

Plane (Orly Airport) 152 kg CO₂e

CO₂ equivalent emitted by means of transport and per person for a Paris-Toulouse journey. Source: Ademe

AVOID - REDUCE - COMPENSATE

The line covers 4,750 hectares. Thanks to the avoidance work, sensitive natural environments represent less than 870 hectares of land area intercepted by the project and wetlands 250 hectares. Numerous structures ensure the continuity of ecological corridors for the passage of animals or the flow of watercourses.

The environmental compensation integrated into the project will restore these areas with ecological added value.



Biodiversity - twice as many hectares renatured as disturbed

Design according to the "avoid, reduce, compensate" approach makes it possible to limit environmental damage as best as possible. Impacts that could not be avoided or reduced will be compensated.



2024 START OF WORK

PHASE 1

TOULOUSE > BORDEAUX: 2032
SOUTH GIRONDE > DAX: no later than 2037

358 km of doubling of passenger and freight tracks, 4 new stations and railway stops

PHASE 2 (in project)

DAX > SPAIN
91 km of new line,
1 railway stop

